



Bonneagar Iompair Éireann  
Transport Infrastructure Ireland

## 2023 Grant Allocations to Local Authorities for National Roads, Active Travel and Greenways

Carlow County Council

PRS Budget Reference	DOT Budget Reference
B.1.1a	C3.1.2 Capital Investment - Protection & Renewal & Active Travel (AT)
B.1.1b	C3.3 Construction of New Roads
B.1.2	C3.1.1 Current Maintenance - Protection & Renewal
B.1.4	C3.4 PPP Payments
E7	A.4.1 Greenways

Preamble to the Allocations for National Roads and Greenways for  
2023

## Contents

<b>Preamble to the Allocations for National Roads and Greenways for 2023</b> .....	1
<b>1. Introduction</b> .....	4
1.1 National Roads Allocations and the NDP .....	4
1.2 The National Roads Portfolio .....	4
1.3 Statutory Arrangements for Allocations .....	5
1.4 Terms and Conditions Set by the Minister.....	5
1.5 Key Points.....	6
<b>2. NDP Funding</b> .....	7
2.1 Funding 2021-2030 .....	7
2.2 Multi-annual Period 2021-2025 .....	7
2.3 Multi-annual Period 2026-2030.....	8
<b>3.0 NDP Priorities for National Roads</b> .....	9
3.1 NDP Priorities .....	9
3.2 National Roads 2040, National Development and Climate Action .....	9
3.3 Summary of NDP Priorities for National Roads .....	11
<b>4. The New Roads Programme</b> .....	13
4.1 New Roads with Planning Approval: M28 Cork to Ringaskiddy.....	13
4.2 New Roads in the Planning Approval Process: N52 Ardee Bypass; N6 Galway City Ring Road; and N21/N69 Limerick Adare Foynes .....	14
4.3 N/M20 Limerick to Cork.....	17
4.4 TEN-T Route Improvement Donegal .....	18
4.5 New Roads in Planning Process - GDA Transport Strategy / Cork CMATS.....	18
4.6 New Roads in Planning Process - N11/N25 Oilgate to Rosslare (TEN-T Port Connectivity) .....	19
4.7 New Roads in Planning Process – Town Bypasses / Compact Growth / Town Centres First .....	19
4.8 New Roads in Planning Process – Safety Improvement .....	19
<b>5. Protection and Renewal of National Roads</b> .....	20
5.1 Overview of Protection and Renewal .....	20
5.2 Maintenance .....	20
5.3 Operations and Asset Management .....	20
5.4 National Secondary Roads .....	20
5.5 National Roads Active Travel .....	21
<b>6. Greenways</b> .....	22
6.1 Approving Authority.....	22
6.2 Greenways Strategy .....	22
6.3 Greenways Delivery .....	22

7. The Allocations for 2023 .....	24
<b>Appendix</b> .....	25
<b>2023 Allocations</b> .....	28

## 1. Introduction

### 1.1 National Roads Allocations and the NDP

This preamble describes the matters considered for “The 2023 Grant Allocations to Local Authorities for National Roads, Active Travel and Greenways” (the “Allocations”). The Allocations are made by Transport Infrastructure (TII) having regard to the priorities set out in the National Development Plan 2021-2030 (the “NDP”), the objectives of the Climate Action Plan 2023, other national policies, and the terms and conditions set by the Minister for Transport (the “Minister”) pursuant to the Roads Acts 1993 to 2015.

TII is focussed on delivering its statutory duty to secure a safe and efficient network of national roads having regard to the needs of all users. TII is also responsible for overseeing the delivery of a programme of national and regional greenways, pursuant to an agreement between the Minister and the Board of TII.

TII has the function, under the Transport (Railway Infrastructure) Act 2001, to provide, or secure the provision, of light railway and metro infrastructure, on behalf of the National Transport Authority (NTA) or otherwise on behalf of the Minister. To that end, the NTA allocates capital funding to TII for the delivery of Luas projects and the MetroLink project. TII’s light railway and metro functions are not within the scope of coverage of this booklet.

The delivery of the national roads New Roads programme is important for TII’s stakeholders, especially the Local Authorities because it safeguards and improves the performance, reliability and safety of the overall network enabling the mobility of people and goods across the country. Generally, City and County Development Plans, which are statutory plans made by Local Authorities, have key strategic dependencies on the delivery of infrastructure, including national roads New Roads, and Protection and Renewal. For instance, in cities, towns and villages, the reallocation of road space for active travel and Town Centres First improvements, depends on the delivery of bypasses for national roads that currently traverse urban areas.

The Minister has notified TII that the Exchequer Capital Allocation for national roads for 2023 will be €254 million for Asset Protection and Renewal, and €237 million for New Roads. An Exchequer Current Allocation is being provided for national roads maintenance of €34.85 million. A separate Exchequer Capital Allocation is being provided for Greenways of €63 million. TII supplements Exchequer grants through income received from public tolling on the M50 and through revenue share arrangements from PPPs.

The indicative Exchequer Capital Allocation for New Roads in 2024, notified by the Minister to TII, is approximately €145 million.

The amount of the Exchequer Capital Allocation for any given year of the NDP is a key factor in determining the timing of delivery and rate of progress of national roads programmes and projects.

### 1.2 The National Roads Portfolio

The investment priorities for national roads flow from TII’s statutory duties pursuant to the Roads Acts 1993-2015, namely, to secure a safe and efficient network of national roads having regard to the needs of all users, the objectives of the NDP and CAP, and the terms and conditions set by the Minister in relation to the Exchequer Capital Allocations. National Roads 2040<sup>1</sup> describes TII’s

---

<sup>1</sup> [NR 2040](#)

portfolio of programmes, projects, and operations (including active travel), which is summarised in Figure 1.

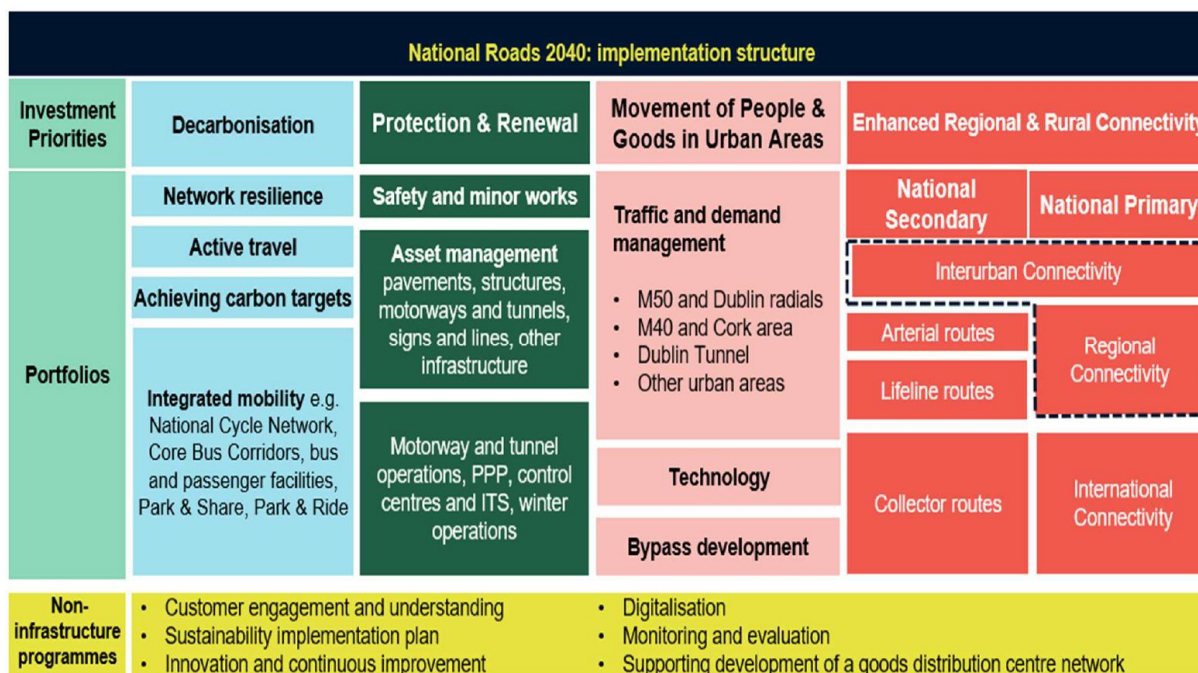


Figure 1 - The National Roads Portfolio

### 1.3 Statutory Arrangements for Allocations

Further to the general duty of TII to secure the provision of a safe and efficient network of national roads, Section 19 (2) of the Roads Act requires that TII shall, as far as possible, arrange that its functions (including prepare, or arrange for the preparation of, design for construction or improvement works or securing the carrying out of construction works) shall be performed on its behalf by the relevant road authority (i.e., the relevant Local Authority). Therefore, TII provides allocations to Local Authorities on an annual basis, so they can deliver on their road authority functions on behalf of TII in relation to national roads. If for any reason it is not possible to deliver on a particular project or for TII to approve the progression of a project, TII can, and does, reallocate part or all the relevant funding to other national roads programmes, projects, or operations, during the year in question.

Further to a request from the Minister, TII became the Approving Authority for Greenways as of 20 September 2021. The role of Approving Authority is an administrative arrangement specified in the Public Spending Code<sup>2</sup>. The arrangements for delivery of greenways have been incorporated into TII’s suite of programme delivery documentation for national roads, so that the systems for delivery of national roads and greenways projects are aligned.

### 1.4 Terms and Conditions Set by the Minister

The Minister set terms and conditions in relation to the Exchequer Capital Allocations for national roads for 2023, as summarised in this section.

The Exchequer Capital Allocation for New Roads projects is based on the following prioritisation:

<sup>2</sup> [The Public Spending Code](#) Department of Public Expenditure and Reform, December 2019.

1. Maintenance of existing national road assets, helping to keep them to a safe and robust standard;
2. Progression of projects currently under construction and those close to construction;
3. Progression of the major projects at pre-Decision Gate 2 in the Public Spending Code;
4. For projects further back in the development pipeline, i.e., pre-Decision Gate 1 in the Code, the focus of the remaining funding should be on progressing by-passes and other projects that will contribute to achieving “Town Centre First” objective and “Compact Growth”.

In relation to New Roads, the Exchequer Capital grants to be provided in 2023 under Section 24 of the Roads Acts 1993 to 2015 amount to approximately €237 million, subject to the condition that this funding is allocated toward those projects listed in the Appendix. This is to ensure that key capital projects are advanced to support sustainable transport, including road-based public transport.

### 1.5 Key Points

Key points to note from this preamble are:

- The Exchequer allocations for national roads and greenways are confined by the funding voted by the Oireachtas and distributed by the Department of Transport (DoT).
- The funding provided to TII is for the purpose of fulfilling TII’s statutory duties and delivering Government policy in connection with national roads and greenways.
- The allocations are an indication of the progress that TII believes is possible on each national roads or greenways project, programme, or operation during 2023, and subject to the terms and conditions specified by the Minister in relation to the Exchequer Capital allocations. The allocations will be used to reimburse the relevant Local Authorities for costs incurred in accordance with national roads and greenways chargeability requirements.
- If the progression of any national roads or greenways project, programme or operation is impeded or priorities change, the funding will be redistributed by TII, in accordance with its statutory remit to other national roads or greenways projects, programmes, or operations.

## 2. NDP Funding

### 2.1 Funding 2021-2030

The NDP describes the total funding for the ten-year plan:

“This National Development Plan will incorporate a total public investment of €165 billion over the period 2021-2030. This will bring public investment to 5 per cent of GNI\*, well above the EU average. Exchequer funding as approved by the Government and voted by the Oireachtas will account for €136 billion or approximately 80 per cent of the total funding. Non-Exchequer funding by State-backed enterprises and bodies will amount to almost €29 billion or 20 per cent of the total funding.”

*(Source: NDP, Section 4.1, page 41)*

Over the 2021-2030 period of the NDP, €35 billion is planned to be invested in the transport system, which will transform how people travel and halve Ireland's greenhouse gas emissions by 2030. Public transport is allocated €12 billion in capital funding, with national roads projects allocated €5.1 billion, local and regional roads allocated €675 million, and walking and cycling infrastructure receiving €4 billion.

This funding is further divided into two five-year periods. The NDP notes that funding is indicative (refer to NDP, Section 5.2, page 50). The funding for transport investment is heavily weighted to the second five-year period, i.e., 2026 to 2030. The NDP also provides for a mid-term review in 2025.

The NDP highlights the need for agility to help manage the funding requirements of programmes. Furthermore, the NDP provides for a capital reserve. These are noted in the following excerpt:

“An annual priority reserve is included in the plan and will be allocated each year during the Estimate process. Retaining this element of flexibility is an important principle of efficient public expenditure management. The reserve is not intended as a resource to meet any potential overspends or cost inflation, but rather to maintain the Government’s ability to continue to effectively recalibrate investment plans if priorities develop or change over the course of the Government. It is anticipated that there will be substantial Capital Carryover from 2021 into 2022 on account of the construction restriction in 2021 [*because of Covid*], adding to the considerable delivery challenge in 2022. The NDP will need to use an agile approach to funding allocations and in-plan reprioritisation of funding, particularly where underspends and policy changes are apparent.”

*(Source: NDP, Section 4.5, Page 44)*

Because the funding for New Roads is weighted to the period 2026 to 2030 in the NDP, the New Roads programme is likely to progress at a faster pace in the years 2026 to 2030 in comparison with the years 2023, 2024 and 2025.

### 2.2 Multi-annual Period 2021-2025

From discussions between DoT and TII it is understood that approximately €2,400 million is intended to be allocated by DoT to TII over the period 2021-2025 as follows:

- Protection and Renewal: approximately €1,300 million, and
- New Roads: approximately €1,100 million.

The amounts above do not include TII’s toll income. Separate allocations for PPPs and greenways are provided by DoT to TII. The amounts are indicative.



### 2.3 Multi-annual Period 2026-2030

From discussions between DoT and TII it is understood that approximately €5,600 million (exclusive of allocations for PPPs and exclusive of toll income) is intended to be allocated by DoT to TII over the period 2026-2030 as follows:

- Protection and Renewal: approximately €1,600 million, and
- New Roads: approximately €4,000 million.

The precise level of funding for 2026-2030 will be determined in a new NDP for the period 2026-2035 following a scheduled review by Government in 2025.

## 3.0 NDP Priorities for National Roads

### 3.1 NDP Priorities

The National Strategic Outcomes (NSO) of Project Ireland 2040<sup>3</sup> provide clear strategic direction on the role of national roads (Figure 2). Delivery of **NSO 2: Enhanced Regional Accessibility** has a key dependency on the improvement and maintenance of national roads. National roads also have a strong supporting role in the achievement of:

- NSO 1: Compact Growth
- NSO 3: Strengthened Rural Economies and Communities
- NSO 4: Sustainable Mobility
- NSO 6: High Quality International Connectivity
- NSO 8: Transition to a Low Carbon and Climate Resilient Society

There is a need to balance available funding across the national roads programmes, projects and operations having regard to the NDP. The rate of progress on the delivery of national roads investment priorities is dependent on the availability of funding resources on a multi-annual basis.

The NDP funding profile for 2021-2025 means several projects named in the NDP will be progressed during the period 2026-2030 or post-2030, in line with the projected increased funding expected to be available in the 2026-2030 period of the NDP.



Figure 2 - NDP National Strategic Outcomes (NSO)

### 3.2 National Roads 2040, National Development and Climate Action

The transport sector represents a major source of Ireland's greenhouse gases (GHG) emissions, accounting for approximately 18% in 2021. These emissions are generated from the movement of people and goods on the transport network, driven by emissions from internal combustion vehicles, both private vehicles and freight vehicles as well as the non-electrified public transport fleet. As population and economic growth are linked to travel demand, the transport sector's emissions will continue to grow without interventions as Ireland's population is planned to grow by a million people by 2040.

Beyond addressing the GHG emissions from energy and making energy efficiency improvements, TII is working with delivery partners, stakeholders, and suppliers to reduce the total emissions associated with construction, operation and maintenance of transport infrastructure, and use of TII's transport networks. This includes:

- TII's development of policies, strategies, industry standards and guidelines;
- Working with the supply chain to use more sustainable products and processes for projects;
- and

<sup>3</sup> Project Ireland 2040 comprises (a) the [National Planning Framework](#) and (b) the [National Development Plan](#)

- Encouraging sustainable travel choices through the development of demand management measures and the provision of public transport and active travel infrastructure and services.

National Roads 2040 (NR2040), TII’s long-term strategy for planning, operating, and maintaining the National Roads network, aligns with national policy aims set out in the Climate Action Plan 2023 (CAP23)<sup>4</sup> and the Department of Transport’s National Sustainable Mobility policy, as well as the four investment priorities from the National Investment Framework for Transport in Ireland (NIFTI)<sup>5</sup>: decarbonisation, protection and renewal, mobility of people and goods in urban areas, and enhanced regional and rural connectivity (Figure 3).

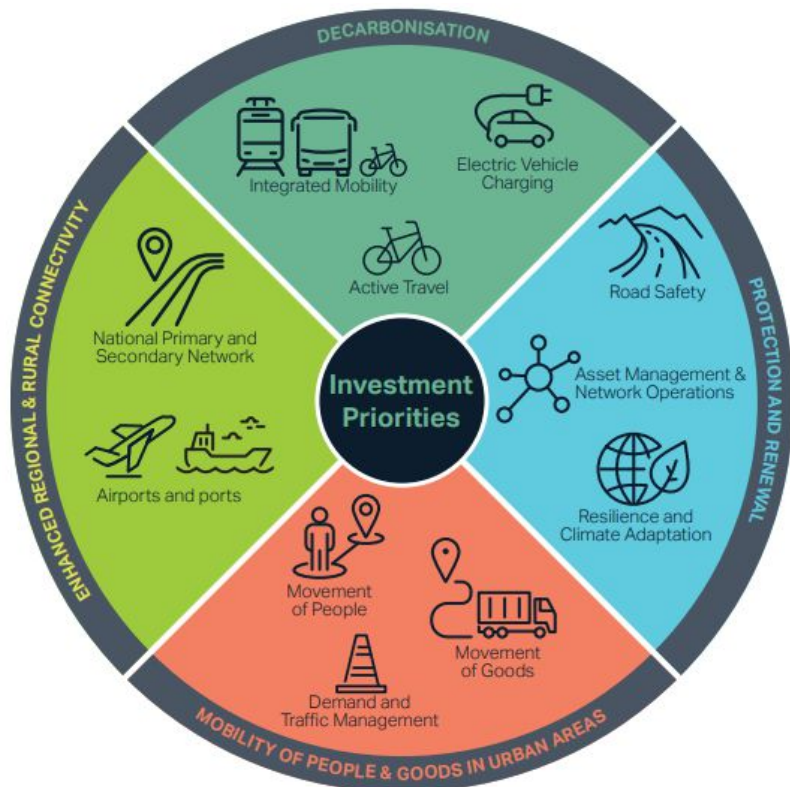


Figure 3 - NR2040 Investment Priorities

Decreasing the transport sector’s GHG emissions involves reducing the use of internal combustion vehicles, and enabling public transport, walking, and cycling as the preferred travel options. There are many factors that contribute to individual travel decisions including the availability of high-quality network infrastructure and services, cost, accessibility, safety, convenience, reliability, and distance of travel. Travel on national roads contributed to 35% of total road transport emissions in 2018-2021.

The NCN will act as the core network connecting towns, cities and destinations across Ireland

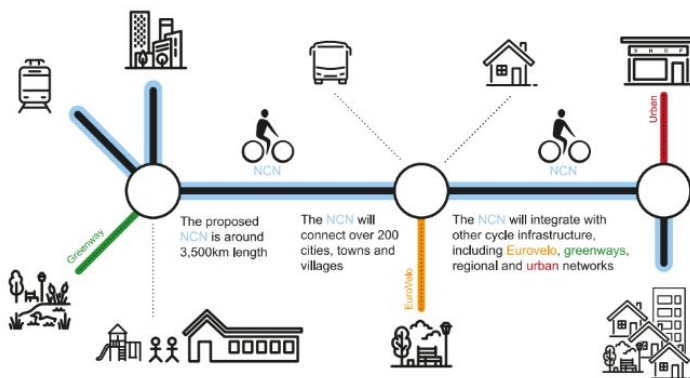


Figure 4 - National Cycle Network

Through the provision of sustainable transport infrastructure and services, including public transport and walking and cycling networks, TII can contribute to encouraging people to make lower carbon travel choices. Ireland’s CAP23 contains several transport-focused targets and measures to shift to low energy transport modes such as walking, cycling, and public transport, alongside accelerating the electrification of road

<sup>4</sup> [Climate Action Plan 2023](#)

<sup>5</sup> [National Investment Framework for Transport in Ireland \(NIFTI\)](#), Department of Transport, December 2021

transport, reducing private car vehicle kilometres, and increasing the use of biofuels. TII is the lead agency for several of these measures including developing the National Cycling Network Plan (NCN)<sup>6</sup> and the delivery of greenways (*Figure 4*). TII supports transport sector partners in the planning and delivery of the infrastructure to support the electrification of Ireland’s car fleet, reducing the numbers of internal combustion vehicles. TII is progressing several programmes, projects, and studies which will contribute to understanding emissions from travel and supporting sustainable travel choices.

The NR2040 investment priorities are reinforced by a series of commitments which also influence the scope of projects on national roads developed by local authorities or other agencies. These commitments include:

1. **Future Demographic Growth Trends** - TII will continue to analyse possible growth in travel demand, reflecting Project Ireland 2040 population targets.
2. **Decarbonisation** - To reduce emissions, TII will prioritise traffic management investment in freight corridors and where congestion results in high levels of GHG emissions.
3. **Climate Adaptation and Resilience** - TII will enhance resilience of national roads, in particular sections of the rural national secondary road network, that provide lifeline links to individuals and communities.
4. **Sustainability** - TII will work with government agencies and stakeholders to support the CAP23 and government’s national climate objective to “transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy by 2050.”
5. **Road Safety** - TII will deliver on its actions in the Government’s Road Safety Strategy 2021-2030 ‘Our Journey towards Vision Zero’ and collaborate with partners to deliver on supporting actions.
6. **Movement of People** - TII will support the National Transport Authority’s (NTA) Connecting Ireland plan. TII is implementing prioritisation measures such as dedicated bus lanes where such prioritisation results in greater transport efficiency.
7. **Movement of Goods and Services** - TII will work to achieve average inter-urban speeds of 90km/h on National Road corridors between Ireland’s five cities (Dublin, Cork, Galway, Limerick, and Waterford) and five regional centres (Letterkenny, Drogheda, Dundalk, Sligo, and Athlone).
8. **Urban Congestion** - TII will promote traffic management interventions that help optimise traffic movement on urban national roads.

### 3.3 Summary of NDP Priorities for National Roads

In summary, the Allocations seek to achieve the following key outcomes in accordance with the NDP priorities for national roads:

- **Protection and Renewal**  
Maximise allocation of funding resources, as close to adequate levels as possible, to Protection and Renewal programmes, projects and operations. Road safety schemes, minor safety improvements projects, bus priority measures, and active travel infrastructure on national roads, are part of Protection and Renewal.

---

<sup>6</sup> [National Cycle Network](#)

- **Major Projects in/near Construction (New Roads)**  
Allocate sufficient funding resource to Major Projects in construction or commencing construction to meet contractual payment obligations.
- **N/M20 Cork to Limerick (New Roads)**  
Allocate sufficient funding to continue planning and design of the N/M20 Cork to Limerick project with a view to achieving approval of its business case and making the application for its planning consent and land acquisition orders in the 2021-2025 period of the NDP. Commencement of main works construction, subject to approvals, expected to commence in the 2026-2030 period of the NDP. Completion of project expected to be post-2030.
- **Connectivity of Ports – Roads with Planning Consent (New Roads)**  
Allocate sufficient funding to acquire land and progress advance works contracts for the N28 Cork to Ringaskiddy (planning consent confirmed March 2021) and the N21/N69 Limerick to Adare/Foynes (planning consent subject to confirmation by the courts). Commencement of main works construction of the N28 and N21/N69 projects, subject to approvals from Government, expected to commence in the 2026-2030 period of the NDP.
- **Connectivity of Ports – Roads in Planning (New Roads)**  
Allocate sufficient funding to continue planning and design of the N11/N25 Oilgate to Rosslare project with a view to achieving approval of its business case and making the application for its planning consent and land acquisition orders in the period 2021-2025. Commencement of main works construction, subject to approvals by Government, expected to commence in the 2026-2030 period of the NDP.
- **N6 Galway City Ring Road (New Roads)**  
Allocate sufficient funding to acquire land and progress advance works contracts for the N6 Galway Ring Road (planning consent remitted by the High Court back to An Bord Pleanála). Commencement of main works construction, subject to approvals by Government, expected to commence in the 2026-2030 period of the NDP.
- **Bypasses in Planning (New Roads)**  
Allocate available funding, after meeting other priorities above, to continue planning and design of Major Projects that provide town or village bypasses with a view to supporting Compact Growth and Town Centre First<sup>7</sup> objectives. Progression of individual projects in the planning consent process will be subject to approvals. A restricted number of projects are expected to commence main works construction, subject to approvals, in the 2026-2030 period of the NDP. Remaining projects are expected to continue progression through planning and/or commence main works construction, subject to approvals, post-2030.
- **Other Major Projects in Planning (New Roads)**  
Allocate available funding, consistent with the Section 24 terms and conditions set by the Minister, to other Major Projects, many of which are on the NDP list of national roads projects in planning. Also make provision for funding suspension payments contractually obligated to technical advisers for projects in the planning and design stage that may not be advanced over the 2023-2025 period. Consider allocating funding available to TII, after meeting other priorities above, to other Major Projects proposed by TII or Local Authorities on a case-by-case basis.

---

<sup>7</sup> [Town Centre First](#), Department of Rural and Community Development; Department of Housing, Local Government and Heritage, February 2022

## 4. The New Roads Programme

The components of the New Roads programme for national roads are described in this section.

### 4.1 New Roads with Planning Approval: M28 Cork to Ringaskiddy

The M28 Cork to Ringaskiddy Project is the upgrade of approximately 12.5km of the N28 National Primary Route from the N40 South Ring Road, at Bloomfield Interchange, to Ringaskiddy, Co. Cork. The N28 corridor is part of the Trans-European Network Transport (TEN-T), accessing the Tier 1 Port at Ringaskiddy. The TEN-T Regulations require that the Port is served by a high-quality road. The planning application for the M28 Cork to Ringaskiddy Project was submitted to An Bord Pleanála in May 2017. An Bord Pleanála approved the planning application with modifications in June 2018. The decision was cleared of all legal challenges in March 2021 and the project has now proceeded to the Advanced Works Stage. These works include land acquisition, site clearance, fencing, utility diversions and archaeology. Land acquisition and advance works commitments arise for all three funding scenarios required by DoT.

The implementation of the Port of Cork Masterplan and the transfer of port activities from the City Docks to new port facilities in Ringaskiddy, has key dependencies on the delivery of the M28 Cork to Ringaskiddy national roads project. The Proposed relocation of Port of Cork activities to lower harbour will leave room for the development of City Docks and Tivoli Docks. The Draft Cork City Development Plan 2022 – 2028 envisages new sustainable, people-centred city neighbourhoods in these locations supporting the NDP objective of Compact Growth.

With the Port of Cork identified as part of the core network in the European TEN-T network (*Figure 5*), land transport access to the new port facilities in Ringaskiddy is a priority. High-quality road access to the port is required to fulfil the port's obligations as a Tier 1 TEN-T port. Currently, container and bulk cargoes are distributed from the port by road to regional and national destinations. The upgrade of the N28 national road as a critical piece of infrastructure is necessary to achieve these requirements.

The [Cork Metropolitan Area Transport Strategy 2040](#) (CMATS) aligns with this

priority stating that “the proposed upgrade of the N28 (to become the M28) is a long- term strategic objective for both Cork City and County Councils” and this has been reiterated in the NDP that identifies it as a national economic priority. The N28 project will enable the relocation of the Port of Cork's activities to Ringaskiddy.



Figure 5 Trans-European Transport Network (TEN-T)

## 4.2 New Roads in the Planning Approval Process: N52 Ardee Bypass; N6 Galway City Ring Road; and N21/N69 Limerick Adare Foynes

PROJECT	STATUS
N52 Ardee Bypass	Currently the subject of a judicial review
N6 Galway City Ring Road (N6 GCRR)	Subject of judicial review proceedings and the High Court quashed the planning approval for the scheme and directed it be remitted back to An Bord Pleanála for a new decision
N21/N69 Limerick Adare Foynes	Received planning approval from An Bord Pleanála on 31 August 2022 and is currently the subject of judicial review proceedings of its planning approval

### N52 Ardee Bypass

Louth County Council is progressing the N52 Ardee Bypass, which is proposed to pass to the west of Ardee. It is 4.5 km in length from Mandistown crossroads on the N52 west of Ardee, just inside the Meath county boundary, to Glebe townland on the N2 just north of Ardee. It is designed as a single carriageway road and comprises six junctions, including a proposed roundabout on the N2. The scheme includes two river crossings at the River Dee and the River Garra. Currently, the environmental screening decision of An Bord Pleanála is the subject of a challenge through judicial review. TII must fund Louth County Council's participation, as a notice party, in the legal proceedings to protect the integrity of the State's planning process.

Multiple collisions have been recorded along the N52 from Mandistown cross-roads to the N2 and on the N2 from the N52 junction to the N33 roundabout in the assessment years 2008 to 2016 inclusive. A total of 1 fatal, 5 serious and 31 minor accidents have occurred over this eight-year period, resulting in 34 minor casualties, 4 serious casualties and one fatality. These sections of the N52 and N2 consistently have an above or twice above average collision rate when compared to similar categories of road around the country.

The N52 is important for enhancing regional accessibility and improving connectivity to border counties. The bypass of Ardee would provide greater capacity for passenger and freight traffic on the route, which would support economic expansion of the region. In the context of Ardee, this bypass project supports the Compact Growth objective of the NDP and Town Centres First. In addition, the project supports improved road safety, reduced vehicular traffic in the town, better air quality and more active travel opportunities in the town, thereby providing for a better quality of life for local residents.

### N6 Galway City Ring Road

Galway County Council (GCC), on behalf of itself and on behalf of Galway City Council, is proposing the N6 Galway City Ring Road (N6 GCRR) around Galway City (Figure 6). An Bord Pleanála's (ABP) approval of the scheme was quashed arising from judicial review proceedings and has been remitted back to ABP for a new planning decision. TII is funding GCC's participation in the State's planning process.



Figure 6 Galway City Ring Road

The N6 GCRR is a key component of the [Galway Transport Strategy](#) (GTS) which realises Galway City and County Council's vision of all elements of transport working together to achieve an integrated sustainable transport solution. The GTS will be reviewed in 2023.

This vision recognises that the West Region has a significant and valuable resource in its natural heritage environment with a wide variety of species and habitats of local, national and international importance, whilst also being conscious of the need to establish effective communication links to ensure that the region continues to thrive and to offer an alternative to the East Coast corridor. To get Galway City and its environs working and functioning in a sustainable manner for the future is key to this vision.

Galway City experiences significant transport problems such as:

- Peak period congestion and journey time unreliability;
- Over-reliance on private cars;
- Lack of alternative transport modes; and
- Lack of road space for the development of Smarter Mobility and Public Transport.



The initial studies for this transport solution were undertaken as part of the N6 [Galway City Transport Project](#) (GCTP). The N6 GCTP recognised that Galway has a transport problem and confirmed that there is a strong need to address the transport issues facing the city and surrounding areas and to underpin future sustainable growth by establishing a long-term strategy for transport to, within and around the city. The studies undertaken for the N6 GCTP confirmed that a new River Corrib bridge crossing is possible and identified a preferred location for this crossing. A key benefit of the GCRR is that it will enable the Cross-City Link Concept (Figure 7), which will increase priority of walking, cycling and public transport over private cars in the city centre, and remove motorised traffic whose destination is outside the city. Cross-City Link will create a coherent public space that is attractive with a sense of continuity, identity and provide a safe environment for all.



Figure 7 Cross-City Link Concept

The necessity and benefit of developing a transportation solution were established during Phase 1: Scheme Concept and Feasibility Studies. A suitable study area within which key constraints were identified, alternatives examined, and feasible solutions developed was identified during Phase 2 – Route Selection Stage. A systematic assessment of these options was undertaken which led to the selection of the Emerging Preferred Route Corridor for the road component of the transport vision, the N6 Galway City Ring Road. The Emerging Preferred Route Corridor was published in May 2015. The design was then developed during Phase 3 – Design, to a stage where sufficient levels of detail exist to establish land take requirements and to progress the scheme through the statutory processes.

### N21/N69 Limerick-Adare-Foynes

An Bord Pleanála (ABP) approved the planning for the N21/N69 Limerick-Adare-Foynes scheme on 30 August 2022. The scheme is currently subject to judicial review proceedings seeking to challenge ABP’s approval of the planning for the scheme. The project provides TEN-T (Trans-European Transport Network – Transport) Core Network standard road infrastructure for access to the Shannon-Foynes TEN-T Tier 1 Port at Foynes, Co. Limerick, and TEN-T Comprehensive Network standard road infrastructure on the Limerick to Kerry route, in accordance with the TEN-T Regulations. The proposed project is 35km in length and will provide an upgrade of national roads from Attyflin to Rathkeale, in addition to connecting the Shannon-Foynes Port to the motorway network.

The project consists of:

- Approx.15.6 km dual carriageway from Foynes to Rathkeale (with approx.1.9km single carriageway link road between Ballyclogh and Askeaton)

- Approx.17.5 km motorway from Rathkeale to the existing motorway network at Attyflin (N21/N20/M20 junction)
- A Service Area for Heavy Goods Vehicles near Foynes Port

This project promotes efficient and effective transport links in the Munster region, improving connectivity between Foynes Port, Limerick and the surrounding areas. The project will improve the urban environment of the heritage town of Adare.

### 4.3 N/M20 Limerick to Cork

The N/M20 Limerick to Cork project is a priority in Project Ireland 2040 (i.e., the NDP and the National Planning Framework). The route is on the TEN-T comprehensive network.

The planning and design for the project is considering sustainable transport every step of the way. The project includes proposals for improving public transport and maximising use of existing infrastructure, e.g., the preferred route utilises up to 40% of the existing N20 corridor. Options for demand management are also being considered.

The preferred option for the project provides 80 kilometres of active travel infrastructure (walking and cycle), connecting together the communities of Cork, Blarney, Grenagh, Rathduff, Mallow, New Twopothouse, Buttevant, Charleville, Bruree, Banoge, Croom, Patrickswell and Limerick.

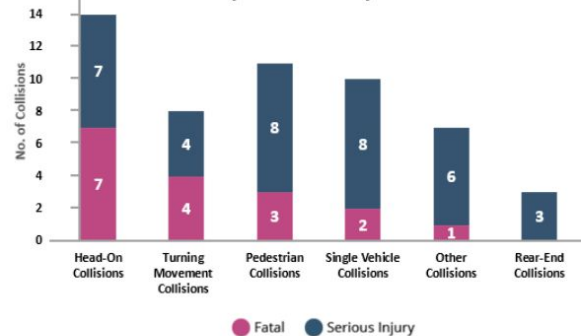
The N/M20 Limerick to Cork enhances regional connectivity, providing better connectivity between Ireland’s second and third largest cities by improving the quality of the transport network which will also address safety issues associated with the existing N20 route and provide for safer and more efficient journey times, saving 200 fatal / serious injury collisions over the 30-year appraisal period (*Figure 8*).

The project includes recommendations for transport networks in the region, including train services, mobility hubs – multi modal travel, bus route enhancements – tying in with NTA plans, town enhancement via reallocation of road space, which will also facilitate implementation of Town

**Personal Injury Collision History for N20 (2011-2018)**



**Fatal & Serious Injury Collisions for N20 (2011-2018)**

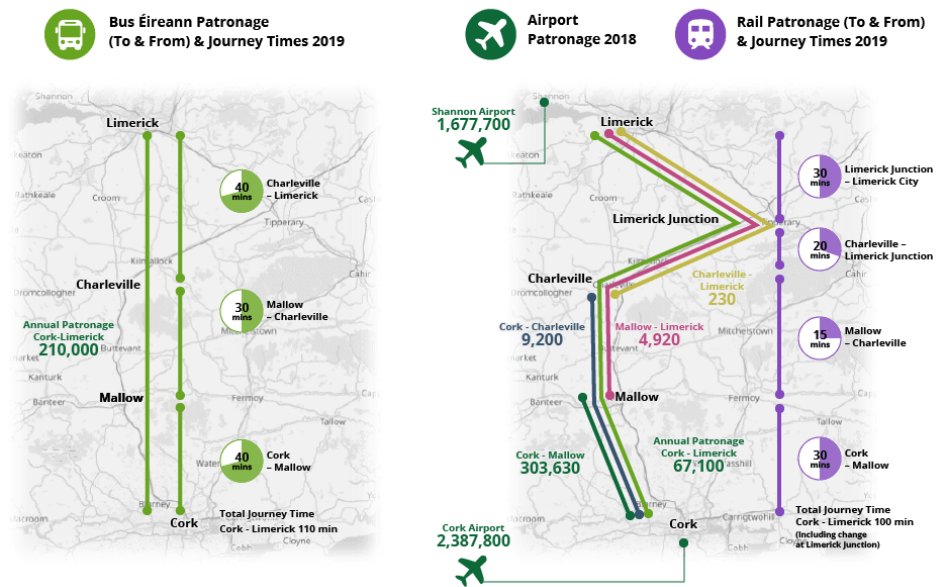


Note: Fatal and serious injury collisions may involve multiple casualties.

*Figure 8 N20 Collisions*

Centre First and Safe Routes to Schools. This is a transportation and land use planning project, not focused on road-based transportation but on delivering strategic outcomes for the region and Ireland holistically. That is, delivery in accordance with national sustainable mobility policy – integrated mobility / avoid-shift-improve / people focused mobility – and integration with

## BUS, AIR & RAIL PATRONAGE



planned transportation networks in the Limerick and Cork metropolitan areas. The project will also deliver wider benefits by enabling sustainable and effective spatial strategy facilitating regional population growth and associated needs by enhancing transport, access to services and greater opportunities for employment.

### 4.4 TEN-T Route Improvement Donegal

The objective of this project is to improve the national roads network in County Donegal designated part of the TEN-T comprehensive network so that it complies with the TEN-T Regulations and deliver transport and wider economic and society benefits. The project is highlighted in Project Ireland 2040 and is important for addressing disparities between the North-West and the rest of Ireland, which have been exacerbated in recent years by Brexit. The north and west of Ireland has been downgraded to a “lagging region” by the European Commission after becoming significantly poorer relative to the European average over recent years.

The project will improve connectivity within the county as well as regional and national accessibility to and from Donegal and the North-West. The project will also enhance network resilience, necessary for climate adaptation. Currently on the routes, casualties of approximately 6 fatal, 19 serious and 354 slight injuries have occurred, suggesting the scheme will have a highly positive impact on safety.

### 4.5 New Roads in Planning Process - GDA Transport Strategy / Cork CMATS

These projects are contained in the [Greater Dublin Area \(GDA\) Transport Strategy](#), and the Cork Metropolitan Area Transport Study (CMATS). In general, these projects have the objective to facilitate local movements, enabling active travel and supporting Town Centres First, improving regional accessibility and connectivity, integration with planned transportation networks including by provision of bus priority measures, reducing bottlenecks, and addressing safety issues.

## 4.6 New Roads in Planning Process - N11/N25 Oilgate to Rosslare (TEN-T Port Connectivity)

The N11/N25 Oilgate to Rosslare is part of the TEN-T comprehensive network. This route also forms part of the European Designated E01 Route and provides a direct link to both mainland Europe and the United Kingdom via Rosslare Europort.

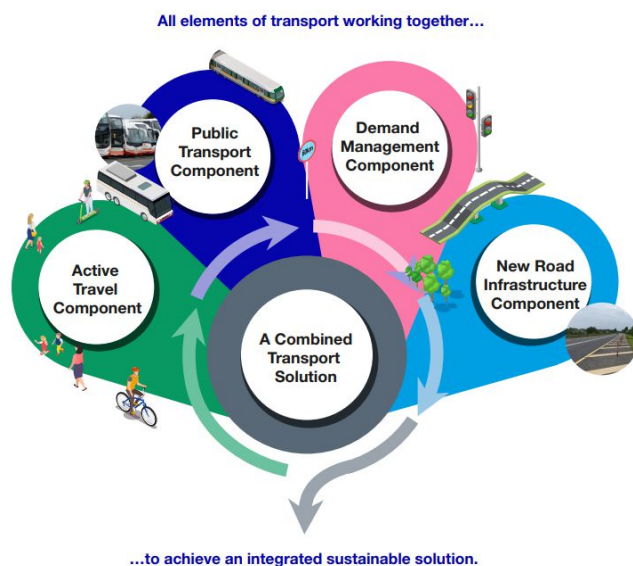
There are very significant additional increases in freight volumes through the Port since the end of the Brexit transition period (over 460% in first half of 2021). This project aims to secure the future resilience of this international land-sea corridor by delivering a safe, sustainable, high quality and cost-effective transport connection with Rosslare Europort enhancing regional, national and international connectivity, and facilitating economic growth of Ireland.



The project will improve the connectivity of transport infrastructure and services, including public transport and active travel, thereby delivering more accessible and equitable mobility options, particularly for vulnerable groups. The planning and design of options being examined all maximise use of the existing corridor.

## 4.7 New Roads in Planning Process – Town Bypasses / Compact Growth / Town Centres First

This component of the New Roads programme comprises town bypasses or relief roads, which particularly contribute to the NDP objective of Compact Growth in towns and support the national policy Town Centres First.



In general, each town bypass project is listed in Project Ireland 2040. The benefits of the projects include improving connectivity within their counties as well as improving regional and national accessibility to and from their region. In each case, town enhancement via reallocation of road space is planned to follow implementation supporting Town Centres First, Safe Routes to Schools, and integration with mobility hubs, parking controls, active travel and bus enhancement projects. The result is all elements of transport working together to achieve an integrated sustainable solution.

## 4.8 New Roads in Planning Process – Safety Improvement

This component of the New Roads programme comprises improvements to sections of the national roads network with safety issues significantly above the national average. These projects also provide other significant transport benefits, including enhancing regional accessibility and thereby supporting balanced regional development.

## 5. Protection and Renewal of National Roads

### 5.1 Overview of Protection and Renewal

Protection and Renewal includes asset management to maintain the national roads network in an acceptable steady-state condition, Minor Safety Improvement Projects, the National Secondary Roads programme, the Safety Programme, operations and maintenance of motorways and tunnels, Intelligent Transport Systems (ITS), minor projects for active travel, bus priority improvements, and operation of the M50 managed motorway system of variable speed limits and incident management.

### 5.2 Maintenance

There is a separate Maintenance allocation from the Exchequer that is Current funding. In recent years the Exchequer allocation for Maintenance has been approximately €35 million per year, which is materially below the de minimis amount required for adequate maintenance. TII provides grants to Local Authorities from the Maintenance (Current Funding) budget heading as a contribution to routine maintenance of national roads not otherwise maintained through the Motorway Maintenance and Renewal Contracts (MMARC). The Maintenance (Current) budget heading is materially underfunded with respect to actual routine maintenance requirements and when benchmarked against the budgets for maintenance in other European countries. Therefore, maintenance activity must be supplemented with asset management and rehabilitation programmes through the Protection and Renewal programme (Capital Funding).

### 5.3 Operations and Asset Management

Protection and Renewal also includes tolling operations, network management, oversight of national roads PPPs, PPP operational and availability payments, intelligent transport systems (ITS), and other TII enterprise costs (excluding pay and rent for TII offices, which comes under the Administration heading of Current expenditure). These are generally paid directly by TII through contractual arrangements between TII and its operations contractors.

The Steady State part of the Protection and Renewal programme consists of various programmes and projects for delivery of asset management and network rehabilitation. This includes pavement rehabilitation, minor safety schemes, winter maintenance, motorway operations and maintenance, tunnel operations and maintenance, bridge maintenance, and other asset management activity essential for securing the safety and upkeep of the national roads network.

### 5.4 National Secondary Roads

National Roads 2040 sets out TII's long term strategy for the planning, operation, and maintenance of the national roads network. As part of the strategy, the National Secondary Road (NSR) network has been classified into several sub-divisions based on role and function to assist in the identification of future intervention needs. Consistent with the Strategy, National Secondary programmes have been included under Protection and Renewal in 2023 to target interventions on National Secondary Roads: NSR Lifeline Routes, NSR Bypasses, and NSR Resilience.

#### **NSR Lifeline Routes**

These routes have high relative importance, provide connections to critical services and facilities, and are often the only acceptable route available being located in coastal and/or mountainous terrain. These projects support regional accessibility, improved safety, and provide lifeline access (i.e., where loss of a section of the road would necessitate very lengthy detours for local people).

### **NSR Bypasses**

The NDP, Town Centre First, and CAP23 support compact growth, the removal of through-traffic from town centres and the reallocation of road-space to active travel. Consistent with these policies this new programme aims to identify and delivery several National Secondary bypasses and urban regeneration projects through the planning and design stage for implementation in the future.

### **NSR Resilience**

The objective of this programme is to secure adequate infrastructure for both the NSR arterial and collector routes. National Secondary Arterial Routes are high demand routes close to large urban settlements. They provide a similar role to National Primary Routes and users are reliant on these routes to access essential services and jobs. National Secondary Collector Routes are normal travel routes, connecting settlements on the most direct lines but with some level of redundancy though alternative routes.

## **5.5 National Roads Active Travel**

TII has a key role in the development of standards and technical guidance relating to active travel and in project delivery. TII's responsibilities include the development of greenway and active travel standards; advancing a programme of major rural active travel schemes; and developing a coherent and connected national cycle network strategy on behalf of DoT. The National Roads Active Travel programme generally comprises minor projects and typically involves the retrofitting of walking and cycling infrastructure to existing sections of national roads.

## 6. Greenways

### 6.1 Approving Authority

Following communication from the Minister for Transport in May 2021, TII was identified as Approving Authority with responsibility for the national and regional greenway programme, commencing 20th September 2021. Following this identification, significant engagement between TII and the DoT was necessary to ensure seamless transfer of responsibilities and programme continuity. Moreover, during the handover period, amendments to TII processes, procedures, and standards were enacted or extended to apply to the advancement of the national and regional greenway programme.

### 6.2 Greenways Strategy

The objective of the Greenways Strategy<sup>8</sup> is to assist develop nationally and regionally significant Greenways in appropriate locations constructed to an appropriate standard to deliver a quality experience for all Greenway users. The strategy also aims to increase the number and geographical spread of Greenways of scale and quality around the country over the next ten years with a consequent significant increase in the number of people using Greenways as a visitor experience and as a recreational amenity.

Greenways are required to meet the following criteria:

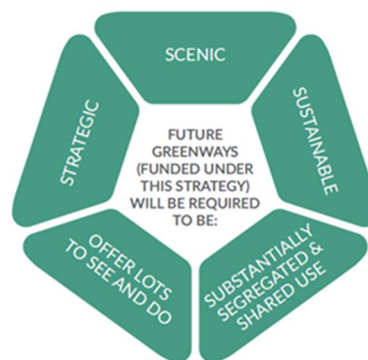
**Strategic:** National Greenways should be at least 100km long, while Regional Greenways should be at least 20km long, preferably closer to 40km, or else can be extended to connect to a longer strategic route. A Greenway should provide a strategic link to other activities and locations e.g., Walkways,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

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

**Scenic:** provide access to/through areas of natural beauty.

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

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



### 6.3 Greenways Delivery

Feasibility, planning, and development works are continuing a range of national and regional greenway projects as identified under the Strategy for the Future Development of Regional and National Greenways<sup>9</sup>. Regional and national greenway projects cumulatively total approximately 900 kilometres.

---

<sup>8</sup> [Strategy for the Future Development of National and Regional Greenways](#)

<sup>9</sup> [Strategy for the Future Development of National and Regional Greenways](#)

The Greenways Programme comprises Greenways Protection and Renewal, and New Greenways. Most greenways projects are relatively straight-forward in engineering terms with some exceptions, such as the bridge in Athlone crossing the Shannon, as shown in Figure 9.



*Figure 9 - Dublin Galway Greenway: Athlone Bridge Lift (September 2022)*

For 2023 it is anticipated that approximately half of the total allocation for greenways will be spent on projects at or starting construction, while the remainder will mostly be spent on projects at various stages of planning.



## 7. The Allocations for 2023

In accordance with the Roads Acts 1993 to 2015, it is the general duty of TII to secure the provision of a safe and efficient network of national roads and for that purpose TII has overall responsibility for the planning and supervision of works for the construction and maintenance of national roads. Pursuant to its statutory duty for national roads, and its agreement with the Minister for greenways, TII allocates the Exchequer Capital Allocation for 2023 to Local Authorities for national roads and greenways.

For each Local Authority the allocation for national roads is made under two main headings:

- Improvement: Allocated to specific projects, programmes, and/or operations.
- Maintenance: Separate allocations for national primary and national secondary routes, and further sub-divided across ordinary maintenance, route lighting, and winter maintenance.

In keeping with current practice and procedures, TII and Local Authorities will continue to monitor progress on the planning, design and delivery of programmes, projects and operations set out in the Allocations through established Management Advisory Committees and related reporting and management processes.

## Appendix

In relation to New Roads, the Minister has made it a condition, under Section 24 of the Roads Acts 1993 to 2015, that the Exchequer Capital grants to be provided by DoT to TII for 2023 are allocated towards those projects listed in the table below.

Name	Next PSC Decision Gate	Proposed Allocation - 2023	COMMENTS
<b>CLOSE OUT AND COMMITTED LAND COSTS</b>			
Naas Newbridge Bypass Upgrade	N/A	€460,000	Outstanding committed payments
Collooney to Castlebaldwin	N/A	€1,900,000	Outstanding committed payments
N13 Letterkenny Roundabout	N/A	€50,000	Close out of construction costs
N56 Mountcharles to Inver	N/A	€20,000	Outstanding committed land payments
Tralee to An Daingean	N/A	€300,000	Outstanding committed land payments
Cashel/Mitchelstown	N/A	€25,000	Outstanding committed land payments
Westport to Mulranny	N/A	€300,000	Outstanding committed land payments
Clifden to Oughterard	N/A	€400,000	Outstanding committed land payments
N56 Drumbeigh to Inver	N/A	€50,000	Close out of construction costs
N56 Kilkenny to Letterilly	N/A	€230,000	Close out of construction costs
<b>CONSTRUCTION COMMITMENTS</b>			
Ballyvourney to Macroom	N/A	€39,000,000	Committed construction, supervision and land payments required for progression. Includes provision for claims raised by contractor.
Dunkettle Interchange	N/A	€1,500,000	Dunkettle supervision staff employed through Cork County Council.
Int Maj - Dunkettle Interchange Upgrade	N/A	€40,000,000	Committed construction, supervision, and land payments.
Moycullen Bypass	N/A	€25,000,000	Commitment required for construction, land, and supervision. Conciliation to take place in early November, if resolved in 2022 then there could be a potential reduction in commitment required in 2023.
Listowel Bypass	N/A	€22,000,000	Committed construction, supervision, and land payments.
Westport to Turlough	N/A	€39,000,000	Committed construction, supervision and land payments required for progression. Includes provision for claims raised by contractor.
Ballaghaderreen to Scramoge	N/A	€12,000,000	Government decision and approval given to proceed with this contract. Date for tender return is February 24 <sup>th</sup> , 2023.
N56 Dungloe to Glenties	N/A	€140,000	Committed land costs
N56 Kilkenny to Letterilly	N/A	€230,000	Committed construction costs

N56 Letterilly to Kilraine Junction	N/A	€4,000,000	Committed construction costs
N56 Dungleoe to Cloghbolie	N/A	€400,000	Committed construction costs
N56 Letterilly to Kilraine Road Scheme	N/A	€1,000,000	Committed construction costs
<b>WITH PLANNING APPROVAL</b>			
Cork to Ringaskiddy	DG2	€19,000,000	Proceeding to Decision Gate 2. This is a TEN-T Core Route and Port Access project. Funding in 2023 will allow for progression and preparation of tender documentation.
<b>IN PLANNING APPROVAL PROCESS</b>			
Ardee By-Pass (N52)	DG2	€350,000	Judicial review underway, this is to account for legal costs.
Galway City By-Pass	DG2	€3,000,000	Committed land payments and costs associated with dealing with the decision of the Board and further environmental analysis
Foynes Limerick	DG2	€2,000,000	Currently the subject of applications for Judicial Review of the decision to grant planning permission. Allocation for 2023 is to cover legal costs.
<b>PRIORITY PROJECTS</b>			
NDP - M20 Limerick to Cork	DG1	€5,000,000	Allocation for 2023 covers committed technical advisor fees associated with the planning and design of the preferred route.
<b>TEN T /REGIONAL ACCESS/PORT ACCESS</b>			
TEN-T Route Improvement Donegal	DG1	€1,500,000	Committed funding under existing technical advisor contract. Preparing for Decision Gate 1 approval.
<b>IN PLANNING PROCESS (GDA &amp; CMATS STRATEGIES)</b>			
NDP - N3 M50 to Clonee (inc bus priority)	DG1	€500,000	Funding in 2023 will meet current project commitments, then reviewed to prioritise buses and cycle ways.
NDP - N2 Rath Roundabout to Kilmoon Cross	DG1	€750,000	Funding in 2023 will meet current project commitments.
NDP - N4 Maynooth to Leixlip (inc bus priority)	DG1	€0	This project will be funded as part of the Minors Programme €0.65m (P&R Budget) The Minister wishes to see prioritisation afforded to the Bus Priority measures on M4.
NDP - N11/M11 Junction 4 to Junction 14 (inc bus priority)	DG1	€0	This project will be funded as part of the Minors Programme €2m (P&R Budget). The Minister wishes to see prioritisation afforded to the Section A and Section C Bus Priority measures on M11.
Cork City Northern Transport Project Ring Road (SAR submitted)	DG0	€100,000	Funding in 2023 will meet current project commitments.
<b>PORT CONNECTIVITY</b>			

N11/N25 Oilgate to Rosslare	DG1	€1,150,000	Funding provided to match TEN-T grant from EU for planning and design.
<b>BYPASSES</b>			
N22 Farranfore to Killarney (safety project and bypass of Farranfore)	DG1	€100,000	Funding in 2023 will meet current project commitments.
N3 Virginia Bypass	DG1	€2,000,000	The Minister wishes to see prioritisation afforded to the provision of the bypass and the provision of a concurrent Traffic Management Plan for Town centre
N4 Carrick-on-Shannon to Dromod (bypass of Carrick On Shannon)	DG1	€2,500,000	The Minister wishes to see prioritisation afforded to the provision of the bypass and the provision of a concurrent Traffic Management Plan for Town centre
N21 Newcastle West Relief Road	DG1	€1,450,000	The Minister wishes to see prioritisation afforded to the provision of the bypass and the provision of a concurrent Traffic Management Plan for Town centre
N21 Abbeyfeale Relief Road	DG1	€1,450,000	The Minister wishes to see prioritisation afforded to the provision of the bypass and the provision of a concurrent Traffic Management Plan for Town centre.
N72/73 Mallow Relief Road	DG1	€100,000	Funding in 2023 will meet current project commitments.
N2 Slane Bypass and Public Realm Enhancement Scheme	DG1	€350,000	Funding in 2023 allows the further progression of this project
N24 Cahir to Limerick Junction (Tipperary Bypass)	DG1	€1,000,000	Funding in 2023 allows the further progression of this project
N58 Foxford Bypass (*not in NDP)	DG1	€250,000	Funding in 2023 allows the further progression of this project
Midleton to Youghal - bypasses Castlemartyr and Killeagh (*Not in NDP)	DG0	€800,000	Funding in 2023 allows the further progression of this project
<b>UPGRADES</b>			
N2 Ardee to South of Castleblaney Bypass	DG1	€600,000	Funding in 2023 will meet current project commitments.
N17 Knock to Collooney	DG1	€400,000	Funding in 2023 will meet current project commitments.
N4 Mullingar to Longford	DG1	€200,000	Funding in 2023 will meet current project commitments.
N24 Waterford to Cahir	DG1	€2,000,000	Funding in 2023 allows the completion of route selection.
N2 Clontibret to the Border	DG1	€2,500,000	Funding provided to match TEN-T grant from EU for planning and design.
<b>Total</b>		<b>€237,055,000</b>	

## 2023 Allocations



Carlow County Council

Capital Investment - Protection & Renewal & Active Travel (AT)

**Total Allocation**  
**2,088,898**

**C3.1.2 Allocation**  
**1,798,000**

Classification	PRS Type	Name	Route No:	Allocation (€)
Both NP/NS	HD15 and HD17 Minor Works 1a - Nat	Fencing Retrofit 2023 CW	-	10,000
	LA Eng Support - B.1.1a - Nat	Local Authority Support (Improvement) 2023 CW	-	110,000
National Secondary	HD15 and HD17 Minor Works 1a - Nat	N80CW O'Brien Road RSIS	80	5,000
		N80CW_Leagh Bends	80	120,000
	Pavement 1a - Nat	N80 Clonmacshane to Ballykealey	80	633,000
		N81 Bough to County Boundary	81	920,000
<b>C3.1.2 Capital Investment - Protection &amp; Renewal &amp; Active Travel (AT) Total</b>				<b>1,798,000</b>



Carlow County Council

Current Maintenance - Protection & Renewal

**Total Allocation**  
**2,088,898**

**C3.1.1 Allocation**  
**230,898**

Classification	PRS Type	Name	Allocation (€)
Both NP/NS	LA Eng Support - B.1.2	Local Authority Support (Maintenance) 2023 CW	10,300
		Local Authority Support (Winter Maintenance) 2023 CW	10,000
National Primary	Route Lighting	NP Motorway MMarC Lighting 2023 CW	40,000
National Secondary	Ordinary Maintenance	NS Ordinary Maintenance 2023 CW	69,243
	Route Lighting	NS Route Lighting 2023 CW	41,755
	Winter Maintenance	NS Winter Maintenance 2023 CW	59,600
<b>C3.1.1 Current Maintenance - Protection &amp; Renewal Total</b>			<b>230,898</b>



Carlow County Council

Greenways

Total Allocation  
**2,088,898**

A.4.1 Allocation  
**60,000**

PRS Type	Name	Allocation (€)
Greenway - Nat	Barrow Valley - Bagenalstown to Palace East	60,000
<b>A.4.1 Greenways Total</b>		<b>60,000</b>





Bonneagar Iompair Éireann  
Transport Infrastructure Ireland



Ionad Ghnó Gheata na Páirce,  
Stráid Gheata na Páirce  
Baile Átha Cliath 8, Éire



Parkgate Business Centre,  
Parkgate Street,  
Dublin 8, Ireland



[www.tii.ie](http://www.tii.ie)



[info@tii.ie](mailto:info@tii.ie)



+353 (01) 646 3600



+353 (01) 646 3601