



Project Background and Description

Tipperary County Council, Limerick City and County Council and Transport Infrastructure Ireland are collaborating in developing a solution to the existing transportation issues along the N24 transport corridor between Cahir in County Tipperary and west of Brooks' Bridge, between Oola and Palasgreen as part of the N24 Cahir to Limerick Junction & Oola Transport Project. This is a transportation project aimed at providing a sustainable transport solution over this section of the N24 corridor (approximately 37km in length) whilst also providing efficient regional connectivity between Limerick and Waterford cities and the Western, Southern and Eastern Regions.

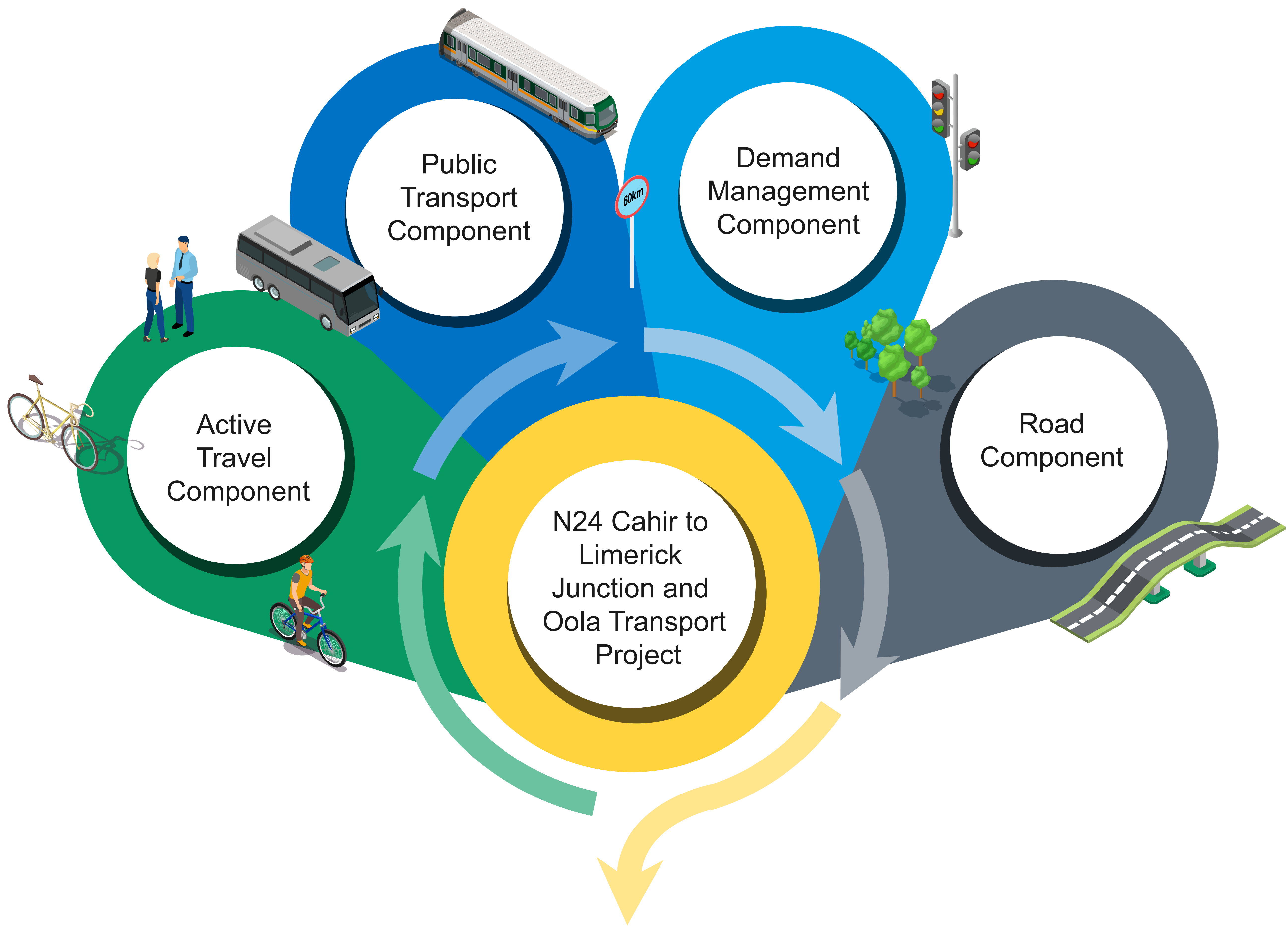
The N24 is a strategic corridor linking the cities of Limerick to Waterford, traversing through the counties of Limerick, Tipperary and Kilkenny with a total length of approximately 116km. Limerick and Waterford represent the 3rd and 5th largest daytime working populations in the country respectively and while only 130km apart, there are surprisingly few economic links between the two cities. The route also forms part of the strategic link between Shannon Foynes Port (via the M7, N18 and N69) and the Port of Waterford (via the N9, N25 and N29) and Rosslare Europort (via the N25). In essence, the N24 carries both long distance traffic from the southeast of the country to the mid-west of the country and significant regional and inter-urban traffic flows between Waterford, Carrick-On-Suir, Clonmel, Tipperary and Limerick. The section of the N24 through Tipperary Town also provides regional connections to Cashel (N74).

A key driver for the Project is to ensure that all elements of transport (including public transport, walking, cycling) are working together to achieve a sustainable solution and to minimise the impact to the natural and built environment.

The section of the existing N24 under consideration has restricted capacity due to its limited width, partially sub-standard alignment and its passage through four villages and Tipperary Town. When these elements are considered in conjunction with the very high number of junctions and private accesses located on the existing road, the result is that there are limited overtaking opportunities and unstable traffic flow regimes along the existing N24, all of which have inherent safety issues.

The project development process is in line with the TII project phases. The project is currently at the Phase 3 Design and Environmental Evaluation stage. Since Design Update No. 2 in October 2024, the design team have further progressed the design of the active travel and road components of the Preferred Transport Solution to take account of results from site surveys (including geotechnical investigations, topographical surveys and environmental surveys) and feedback from ongoing landowner engagement. The Project has now been developed in more detail with an alignment for the active travel facilities and the proposed N24 along with a junction strategy now identified. Three new urban streets have also been designed within Tipperary Town, providing improved connectivity.

The Transport Vision for the N24 Corridor All elements of transport working together...



...to achieve an integrated sustainable solution.



Need for the Project

Policy Context

The need for the N24 is recognised in national, regional and local policy, including the National Planning Framework (2021 to 2030), the Regional Spatial and Economic Strategy (RSES) for the Southern Region and the relevant County Development Plans as integral infrastructure required to enhance regional connectivity and increase accessibility to key towns it serves, including Tipperary Town and Cahir in addition to their hinterlands.

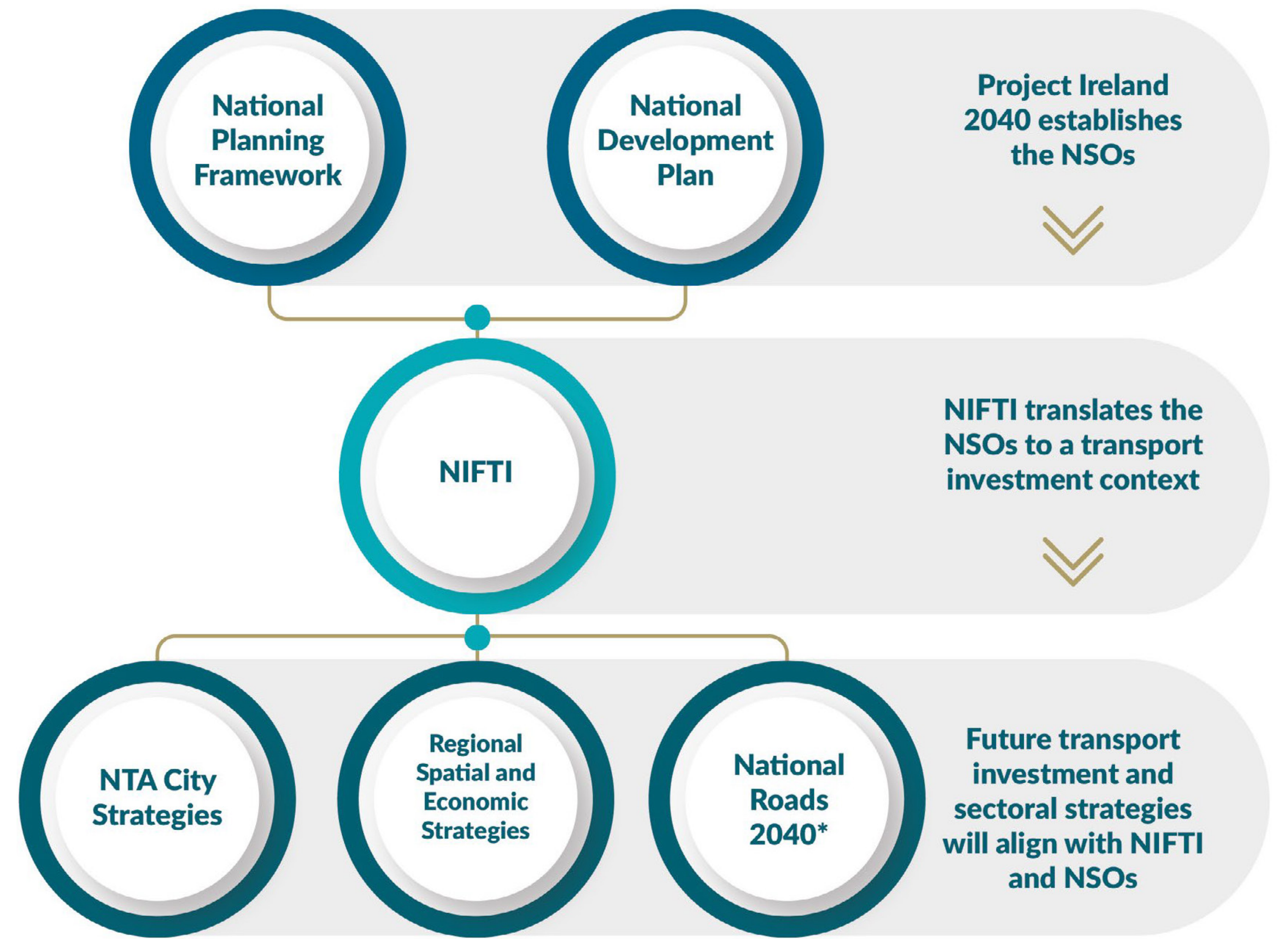
The provision of enabling infrastructure, which facilitates public transport improvements, between regional cities and regional towns will relieve the urban areas of congestion making them a more attractive location for inward investment to create greater population densities and further enhance compact growth.

A total of 300,000 jobs are located within a one hour commute of Tipperary Town and its environs by private car, but by public transport only 8,000 jobs are accessible within one hour in the morning. The project will strengthen the growth potential of the region, inclusive of the rural economies and communities therein, by enhancing and upgrading accessibility between Limerick and Waterford and also from the urban centres to and from the intermediate rural communities.

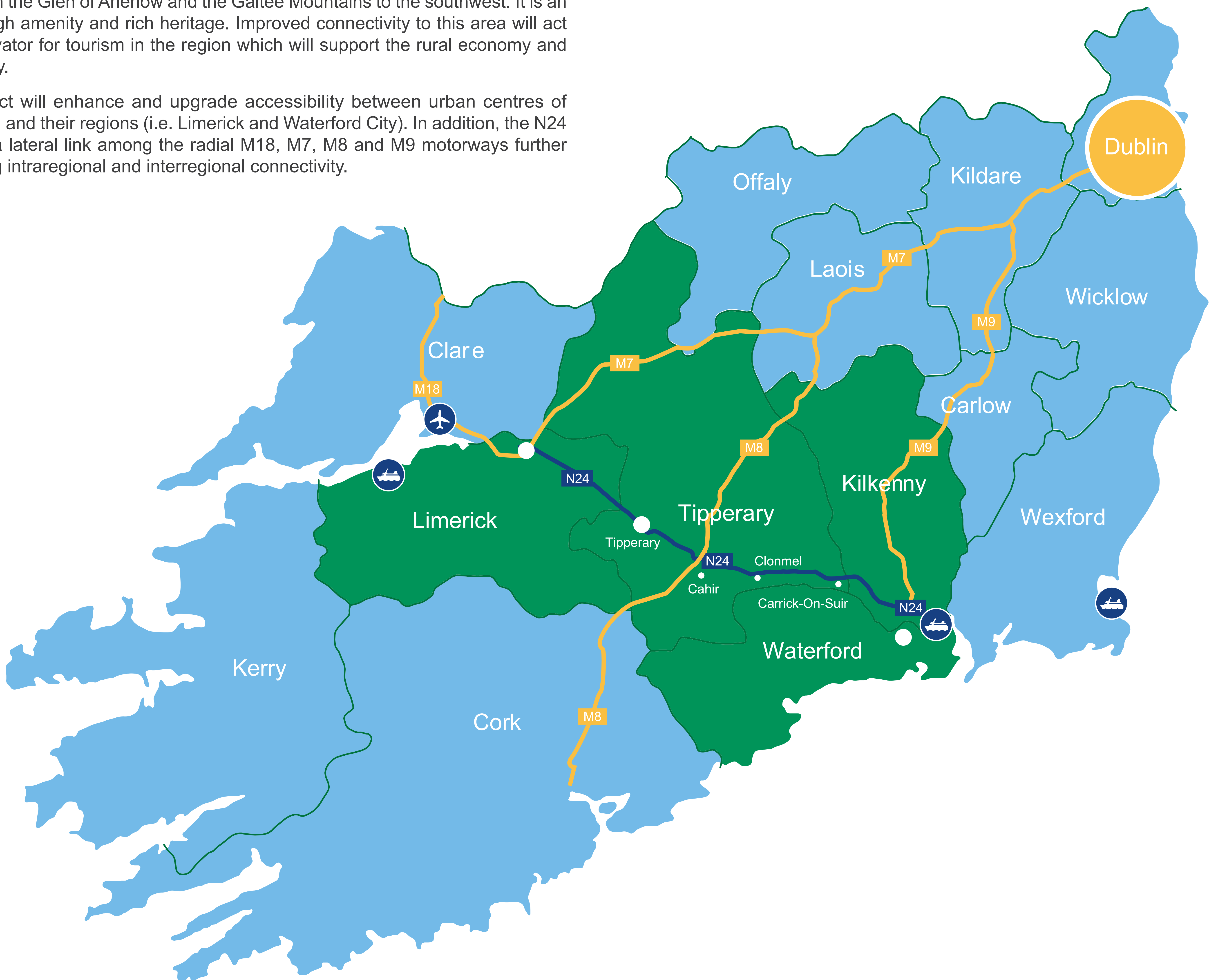
The project seeks to unlock the further growth potential of Tipperary Town through the provision of an appropriate transport solution by increasing connectivity to other centres, airports and ports such as Shannon Foynes Port, Rosslare Europort and the Port of Waterford. This will create a self-sustaining regional driver supporting the rural communities and economies it serves.

Moreover, this section of N24 corridor sits in the valley aligned and parallel to major rivers, with the Glen of Aherlow and the Galtee Mountains to the southwest. It is an area of high amenity and rich heritage. Improved connectivity to this area will act as a motivator for tourism in the region which will support the rural economy and community.

The project will enhance and upgrade accessibility between urban centres of population and their regions (i.e. Limerick and Waterford City). In addition, the N24 provides a lateral link among the radial M18, M7, M8 and M9 motorways further supporting intraregional and interregional connectivity.

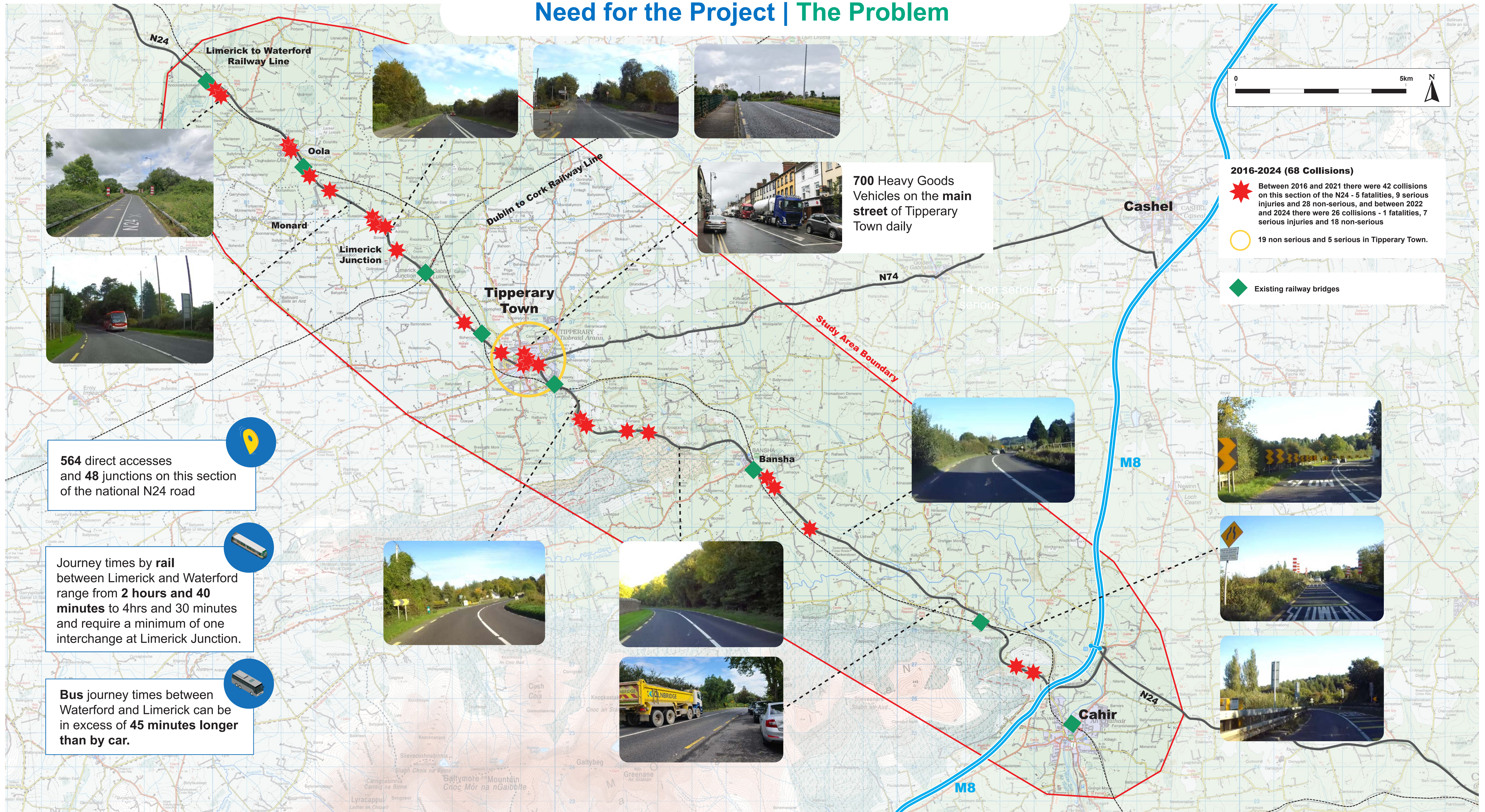


(source: NIFTI Hierarchy of Project Ireland 2040 Strategies and Plans)





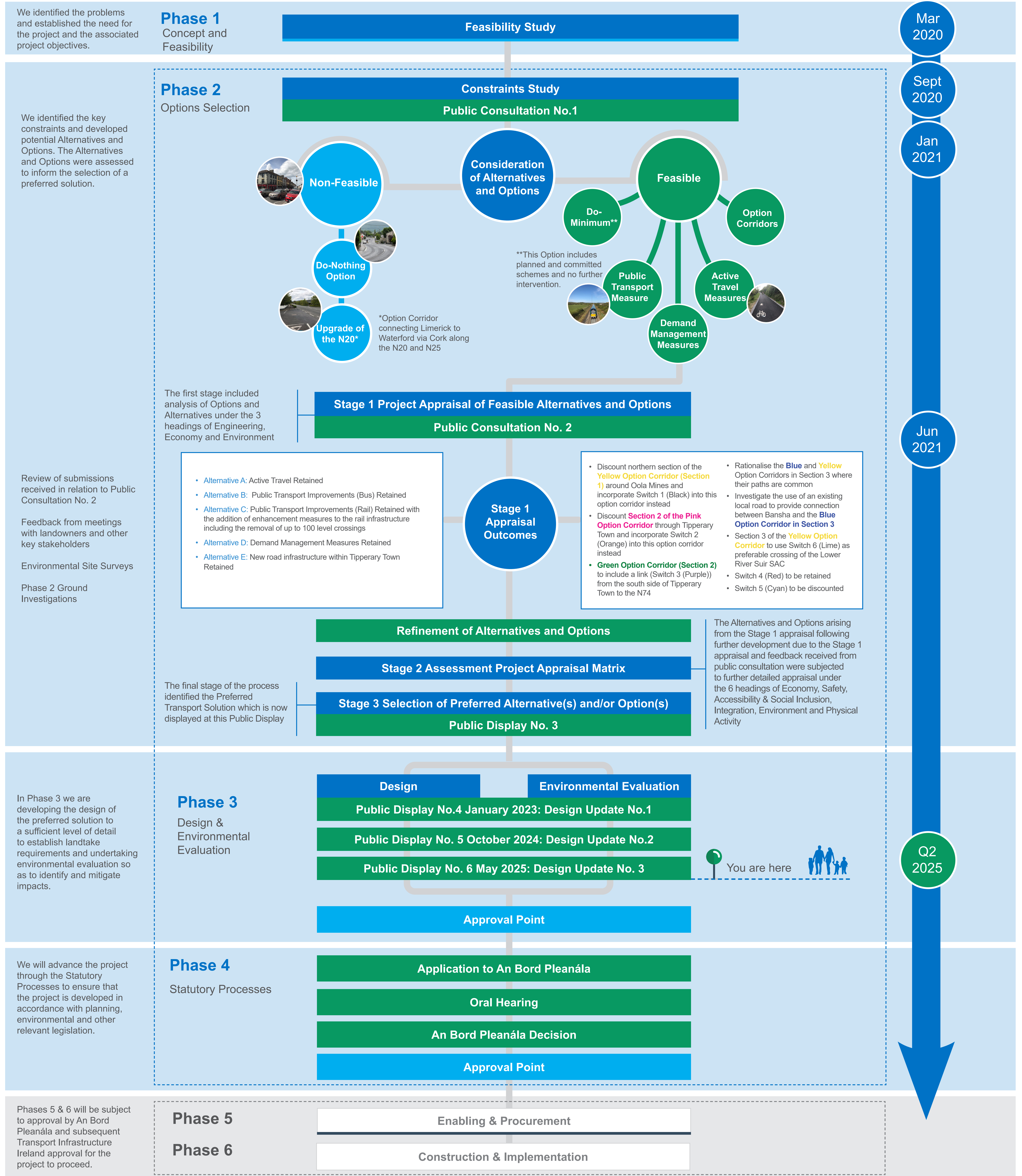
Need for the Project | The Problem





Phase 1 to 4 Process

The current commission is to progress the project to the completion of Phase 4, Statutory Processes of the TII Project Management Guidelines. Phase 5, Enabling and Procurement and Phase 6, Construction and Implementation are not included in the current commission.





Active Travel Component

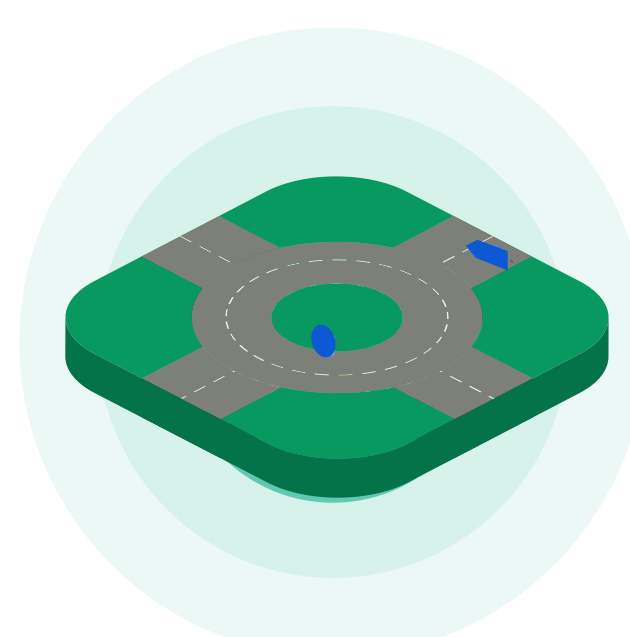


The Active Travel Component will provide approximately 16km of active travel facilities connecting the town and villages along this section of the N24 corridor as follows:

1. Oola to Monard
2. Monard to Limerick Junction
3. Limerick Junction to Bohercrow
4. Around Tipperary Town and along Lake Road, (with connection to Rosanna Road, Brodeen Street and Knockanrawley Street)
5. South of Tipperary Town to L8215 at Fawnagown
6. South of Bansha to Junction with L8315.
7. L3102 to Kilmoyler Cross and Ballydrehid School

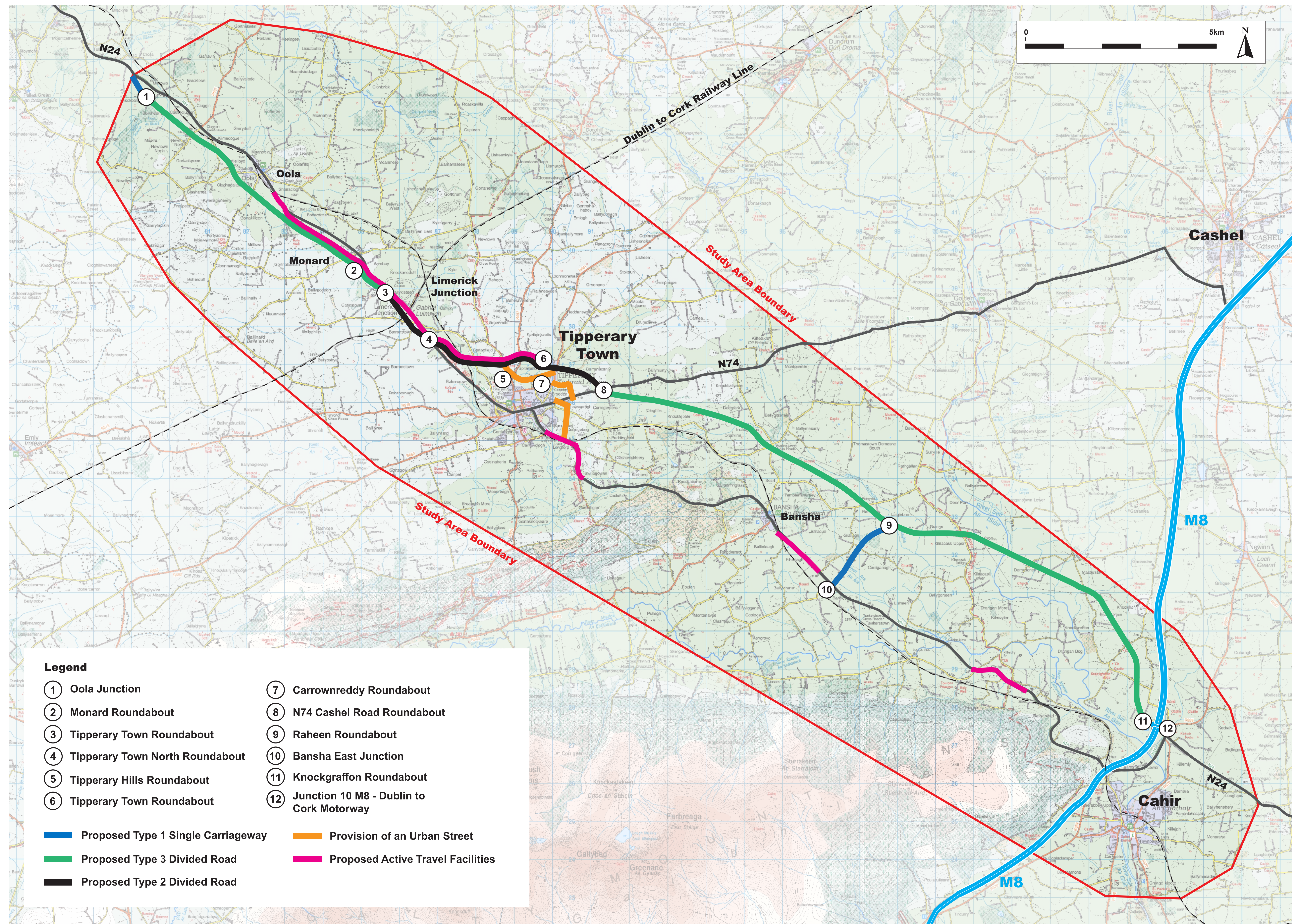
Safety measures are proposed within Tipperary Town and Bansha for pedestrians and cyclists.

Road Component



The Road Component includes three new streets within Tipperary Town, namely Knockanrawley Street, Brodeen Street and Lake Road and these streets will provide for enhanced connectivity and facilitate active travel.

The road component also includes the proposed N24 which will commence west of Brooks Bridge, Oola, Co Limerick, progressing south easterly bypassing Oola, Monard, Limerick Junction, Tipperary Town and Bansha and before joining the M8 Motorway at Junction 10, Cahir North in County Tipperary. The proposed N24 is 34km in length.



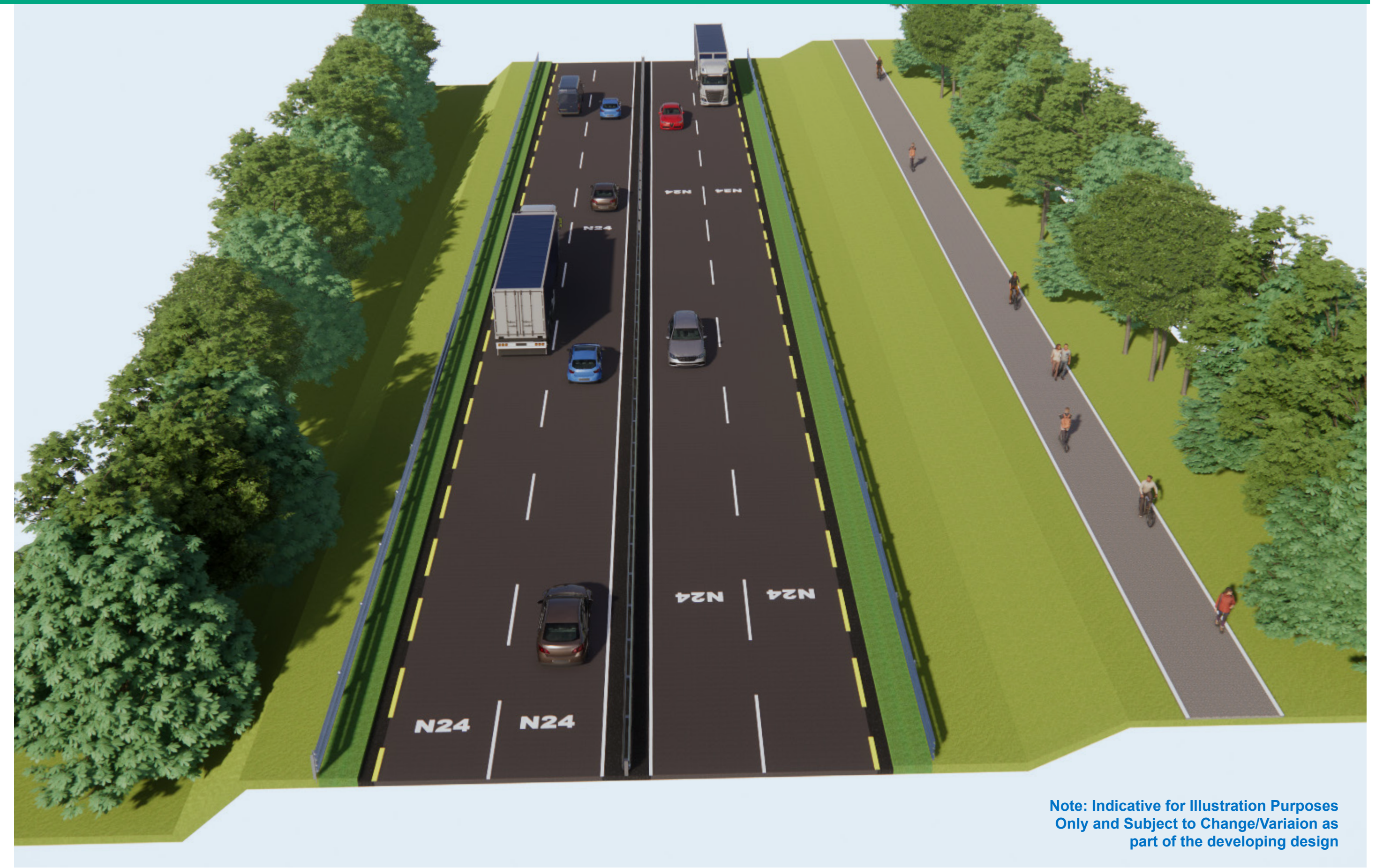


Potential Cross-Sections

Provision of active travel facilities adjacent to proposed N24



Note: Indicative for Illustration Purposes Only and Subject to Change/Variation as part of the developing design



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Provision of active travel facilities adjacent to existing N24



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Provision of an Urban Street



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Use of a "quiet" road for Active Travel



Note: Indicative for Illustration Purposes Only and Subject to Change/Variation as part of the developing design



Potential Cross-Sections

Provision of a Single Carriageway



Note: Indicative for Illustration Purposes Only and Subject to Change/Variation as part of the developing design

Provision of a Type 3 Divided Road



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Provision of a Type 2 Divided Road



Note: Indicative for Illustration Purposes Only and Subject to Change/Variation as part of the developing design



Visualisation of Tipperary Town with Potential Active Travel Measures



What Happens Next?

Following this public display, the Phase 3 (Design and Environmental Evaluation) process will be finalised, culminating in the publication of the Environmental Impact Assessment Report (EIAR), taking into consideration any feedback received from Design Update No. 3. This document will be made available on the project website (www.n24cahirlimerick.ie). The EIAR contains all of the supporting detail behind each step during Phase 3, documenting both the assessments undertaken and the decisions made.

Subject to the receipt of the necessary approvals and funding, the project will then proceed to the next phase of the planning and design process, i.e. Phase 4 (Statutory Process)

You can book an online or telephone meeting with a member of the project team through the online booking facility on www.n24cahirlimerick.ie or telephoning 061 951000 or sending an email to cahirlimerick@midwestroads.ie.

Contact

If you are unable to attend the public display exhibition the proposals may be viewed at the addresses below

Tipperary County Council Offices

Rosanna Road
Tipperary
E34 WD51

or

Cappamore Library
Library & Art Studios
Gortnascarry
Cappamore
Co. Limerick
V94 C6X4

Cahir Library
The Square
Cahir
Co. Tipperary
E21 WD89

Or on the project website www.n24cahirlimerck.ie.

Updates, news and details of future public displays will be published on www.n24cahirlimerck.ie.

