



ROAD TRAVEL REPORT: REPUBLIC OF IRELAND



KNOW BEFORE YOU GO...

- Road conditions generally are good on the main highways; but non-main highways and rural roads tend to be narrow, winding and rough.
- Tourists driving on the right cause several serious road crashes each year.
- Use caution as drivers and/or pedestrians if you lack experience with traffic moving on the left.
- Allow time to acclimate to a new driving environment, as driving styles/customs and regulations are different in each country. Affix an unobstructive visual reminder to drive on the left. Avoid narrower rural roads until you are accustomed with driving on the left.



- Ireland’s public transportation system has a good safety record.
- Do not drive on roads near the border that are posted as “Unapproved Road.”
- Possession of the correct documents is necessary to drive between Ireland and Northern Ireland.
- There are 1.7 fatalities per 100 million vehicle kilometers in the Republic of Ireland (ROI) compared to 1.0 in the U.S. and 0.7 in the UK.



ROAD REALITIES

DRIVER BEHAVIORS

- Speeding, passing recklessly, and driving while under the influence of alcohol are among the leading factors in road crashes.
- The relatively high pedestrian death toll is caused by excessive speed, distraction and negligence.
- Motorists may drive through red lights, park on pavements and drive over crosswalks when pedestrians are using them.
- Motorists often turn left without signaling.
- Motorists may park at bus stops, forcing pedestrians into the road.
- On dual carriageways, 78 percent of truck drivers exceed speed limits.
- Of all fatal road crashes, 29 percent occur from 9:00 pm to 3:00 am.
- Drivers with provisional licenses contribute to the high road crash toll.

- Residents may not stop on yellow.
- Residents tend to drive more aggressively than U.S. drivers.
- Driving on the wrong side of the road was a factor in 40% of fatal crashes involving only two vehicles.
- In response to a 12% rise in road fatalities in 2004, compared to 2003, police enforcement, staffing and equipment are being increased.

GENERAL ROAD CONDITIONS

- Northern Ireland and the Republic of Ireland (ROI) have an extensive road system, but roads are generally somewhat better in Northern Ireland.
- Main highways generally are well maintained, but a short distance off the main highways, roads tend to narrow quickly and surfaces are likely to be very rough.
- Traffic levels have increased sharply. Even major motorways may be congested.



- The ROI's is upgrading its road network.
 - New roads are being built to a high standard.
 - Roads where traffic is often congested or gridlock are being upgraded and/or bypasses constructed.
 - Some rural roads are being upgraded.
- Road signs are international and often written in both English and Irish (Gaelic). In the northwest and along the western coast, they are in Gaelic.
- Yield signs are red triangles with the point down and bear the words Yield Right of Way (Geill sli).
- Distances are marked in kilometers on green posts and in miles on white posts.

CLASSIFICATION OF ROADS IN THE REPUBLIC OF IRELAND

| TYPE OF ROAD | CONDITIONS |
|----------------------------------|--|
| MOTORWAYS | Major long-distance roads that link principal urban centers. Roads are of a high standard. Route numbers have an "M" prefix and one or two digits. Road signs are blue. |
| NATIONAL PRIMARY ROUTES | Roads have an N1-N50 route number. Signs are green. <ul style="list-style-type: none"> ○ N1-N11 radiate out of Dublin. ○ N12-N33 are cross-country routes. Roads are generally two-lane. Traffic may be congested. |
| NATIONAL SECONDARY ROUTES | Roads have an N51 or higher route number. Road signs are green. Roads are medium-distance routes that link important towns with national primary roads. Conditions are generally similar to or better than conditions on regional roads. Many have been resurfaced, but have some narrow, winding sections. |
| REGIONAL ROADS | Main feeder routes into the secondary roads. Route numbers have an "R" prefix and three digits. Road signs white; signage may be inadequate. Roads frequently pass through cities and towns. Road surfaces are generally of a lower standard than in other developed nations. The pavement often consists of stone chips on a thin layer of bitumen (tar and chip surface). <ul style="list-style-type: none"> ○ Tar rises to the surface on warmer days, leading to rapid deterioration of the road surface and making the road much more slippery in rain. ○ Potholes develop quickly. Large vehicles wear down the road surface more easily. ○ Drive more slowly on newly laid tar and chip surfaces. Loose chips, picked up by your tires, may damage paint or windows of oncoming vehicles. Some regional roads are being upgraded. |
| LOCAL ROADS | Includes all rural and urban roads, other than those classified as national or regional roads. Local roads make up 83 % of total road network and carry 38 percent of total road traffic. |
| ERUO ROUTES | The E01, E16, E18, E20, E30 and E201 have sections in Ireland. |



- On inner-city sections of national roads (motorways), road crashes involving fatalities and/or injuries are most likely to occur at night (35%) or under wet driving conditions (42%).
- Road crash reduction schemes have been completed on 400 high road crash sections of highway. Studies of 128 of these sites showed a 20 percent reduction in the number of road crashes that occurred.

- “C” roads When posted, the signs for these roads have a “C” and a one-, two- or three-digit route number, but signage is often lacking on “C” roads. These roads are generally not marked on Ordnance Survey Maps.

■ Most motorways radiate out from Belfast.

■ “M” roads include:

- M1 Belfast to Dungannon
- M2 Belfast to Antrim
- M3 the Lagan Bridge in Belfast
- M5 Greenisland to Whitehouse, suburbs in northern Belfast
- M12 Short section linking the M1 to Portadown
- M22 Amtrim to Randalstown
- A8(M) An upgraded section of the A8

ROADS IN NORTHERN IRELAND:

- Main roads that connect with roads to the south are classified as “M”, “A” or “B” roads.
 - “A” roads Signs for these roads have an “A” and a one-, two- or three-digit route number.
 - “B” roads Signs for these roads have a “B” and a one-, two- or three-digit route number.

SOME GOOD ROADS IN THE REPUBLIC OF IRELAND

| ROAD | CONDITIONS |
|-------------------------------------|--|
| <p>DUBLIN’S M50 MOTORWAY</p> | <p>A National Primary Route, the road is 4-lane. Some junctions have merge lanes, while others intersect via roundabouts. The road forms a C-shaped ring linking city center and many suburbs including Ballymun, Tallaght, Dundrum and Sandyford.</p> <p>M50 junctions include:</p> <ul style="list-style-type: none"> ○ M1 motorway to Belfast ○ M11 motorway to Wexford. ○ N2 to Derry ○ N3 to Navan-Cavan-Northwest ○ N4/M4 to Galway and Sligo ○ N7/M7 to Cork-Limerick-Waterford ○ N11/M11 to Roasslare <p>Traffic at the toll plazas for the West-Link Bridge and at most junctions is generally congested. During rush hour backups may be miles long.</p> <p>Planned improvements on the M50</p> <ul style="list-style-type: none"> ○ Several junctions will be upgraded, including the Red Cow. ○ Section between the M1 and Sandyford junctions will be widened to 6-lane. ○ Section between the N4 and N7 junctions will be upgraded. ○ Several junctions will be upgraded, including the “Red Cow Roundabout.” ○ Section between the M1 and Sandyford junctions will be widened to 6-lane. ○ Section between the N4 and N7 junctions will be upgraded. |
| <p>M1</p> | <p>The M1 bypasses the smaller towns through which the N1 passed. Only a few sections follow the same route as the original N1.</p> <p>The road links Dublin, Drogheda, Dundalk, Newry and Belfast. Most of it is upgraded to</p> |



SOME GOOD ROADS IN THE REPUBLIC OF IRELAND (CONTINUED)

| ROAD | CONDITIONS |
|---|--|
| M1 (CONTINUED) | <p>motorway standard. Motorway sections are marked M1. Only a short section from Dundalk to the border is called the N1. At Newry, it becomes the A1. The final section to Belfast is again called the M1.</p> <p>Some signs on the original N1 have not been updated, and still read N1.</p> |
| M4 | <p>Links Lucan, Leixlip, Kilcock, Enfield and Kinnegad. The M4 is a section of the N4 that has been upgraded to motorway standard. The old N4 road is now called the R148.</p> |
| M7 | <p>Follows the same route as the N7 but bypasses Naas, Newbridge, Kildare, Monasterevin and Portlaoise. The old N7, which passed through these towns, is now the R445 road, but N7 road signs may still be posted.</p> |
| M11 | <p>The section of the N11 from Dublin to Rathew has been upgraded to motorway standard. The M11 has junctions with the Bray bypass, the M50 and all National Routes to Dublin (N1, N2, N3, N4, N7, N11, and N18) and allows through traffic to bypass Dublin.</p> |
| M11 (FORMERLY THE N11), DUBLIN TO WEXFORD ROAD | <p>The Ashford and Rathnew Bypasses are open, completing the upgrading of the N11 to motorway standard from Dublin to Rathnew. The upgraded section has an M11 route number.</p> <p>The M11 has junctions with the Bray bypass, the M50 and all National Routes to Dublin (N1, N2, N3, N4, N7, N11, and N18) and allows through traffic to bypass Dublin.</p> |
| N2 | <p>The main route from Dublin to Derry, Donegal and northwestern Ireland.</p> <p>Ashbourne Bypass—nearing completion.</p> <p>Carrickmacross Bypass—open.</p> <p>Monaghan Bypass—to open in spring 2006.</p> |
| LIMERICK SOUTHERN RING ROAD PHASE 1 | <p>Links the N7 with Cork Road N20/21 at the Rossbrien roundabout. The N24 (Tipperary Road) was upgraded where it passes through Ballysimon.</p> <p>Opening the Ring Road has lowered road crash rates in the area and reduced traffic congestion on Childer's Road and in Castletroy.</p> <p>When completed, the Ring Road will link all national roads coming into Limerick: N18 (Ennis Road), N69 (Dock Road from Foynes), N20/N21 (Cork/Kerry Road), N24 (Tipperary Road), N7 (Dublin Road).</p> |
| N21, SECTION FROM BALLYCARTY TO TRALEE | <p>A newly re-aligned, wide, two-lane road. The upgrading facilitates access to North Kerry and the Dingle Peninsula.</p> |

URBAN TRAVEL

- Urban roads generally are well maintained.
- Heavy traffic makes it difficult to drive in large cities.
- Roundabouts can be confusing.
- Bus stop areas and areas marked with a yellow line are no parking zones.
- In restricted parking zones, restrictions usually are lifted after 6:30 p.m.
- Parking regulations are strictly enforced, especially in Dublin. Illegally parked vehicles may be towed or booted.
- Penalties for dangerous parking are high.



| BELFAST: | CONDITIONS | USEFUL INFORMATION |
|----------|---|---|
| | <p>The main factors in road crashes are irresponsible driving, speeding, pedestrian behavior, and alcohol.</p> | <p>The CityBus Network services the center of Belfast. The Ulsterbus connects the center of the city to the suburbs.</p> <p>The Ulsterbus connects the city center to the suburbs. Centerlink is a service connecting most of Belfast and links up with the train service.</p> <p>Cameras are used to monitor traffic conditions.</p> |
| CORK: | CONDITIONS | USEFUL INFORMATION |
| | <p>Many streets are narrow and steep or hilly. Traffic may be congested. Cycle parking is inadequate. Parking outside city center:</p> <ul style="list-style-type: none"> o Parking facilities are available, but parking may be difficult to find. o Parking is not permitted on roads with double yellow lines, on footpaths, or within 5 meters of an intersection. Illegally parked cars may be towed or booted. o Parking on roads with a single yellow line is sometimes restricted to times posted. <p>Parking in city center:</p> <ul style="list-style-type: none"> o Parking discs are required. Purchase at newsstands, garages and convenience stores. o Signs in the parking area indicate the time limit for that area, usually 1 or 2 hours. Cars exceeding the time limit may be booted or towed. o The discs have panels that must be scratched off to indicate the time and date you parked. Place the disc in the window of your car next to the curb. | <p>The Orbital Route (ring road) reduces traffic in the city. Website: www.corkcity.ie/news/pdf/orbital_route.pdf includes a map of the Orbital Route and information on junctions and outlying parking areas.</p> <p>Walking is a good means of transport. There is a signposted “Walking Tour.”</p> <p>Cork is largely a pedestrian city.</p> <p>Buses are the chief means of public transport within the city.</p> <ul style="list-style-type: none"> o Fares are fixed regardless of how far you travel in the city. o Eireann has 12 bus routes in the city. Phone: 021-4508188; website: www.buseireann.ie. o Commuter buses serve the suburbs, and express buses provide service to many destinations. All routes run from the main bus station in Parnell Place. o Bus service may be reduced on bank holidays. <p>Cork International Airport, 8 km south of the city. Phone 431-3131.</p> <ul style="list-style-type: none"> o Eireann supplies frequent shuttle bus service to Parnell Place Bus station in the city. o Bus service is available to many neighboring cities. o Taxis provide transport to the city. o Rental cars are available. |
| DUBLIN: | CONDITIONS | USEFUL INFORMATION |
| | <p>Traffic is often grid-locked, especially from 8 to 10am and 3 to 7pm. Some areas are gridlocked most of the time. Avoid driving in city center. Consider parking in outlying areas and taking the bus or DART into the city.</p> <p>Traffic congestion and pollution levels are increasing:</p> <ul style="list-style-type: none"> o Car ownership has already reached the level predicted for the year 2020. o Average distance driven is increasing each year. | <p>Main streets are generally wide.</p> <p>Signs for major junctions on the city’s orbital routes (ring roads) are colour coded: purple signs for the outer orbital route and blue for the inner orbital route. Signs directing you to these routes are also colour coded.</p> <p>Trains and buses are available in and around the city. The <i>Dublin Bus Navigator</i> is a helpful website. Address is http://ireland.iol.ie/~aidanh/dubbus/onebus/.</p> <p>Bus Éireann provides inter-city transport to destinations throughout Ireland. Éireann is the only means of public transport to some sparsely populated areas. Website: www.buseireann.ie.</p> |



| DUBLIN (CONTINUED): CONDITIONS | USEFUL INFORMATION |
|---|--|
| <p>Numerous one-way streets make navigating difficult.</p> <p>Street names can be confusing and may change at any point.</p> <p>Street numbers tend to run up one side and down the other, rather than odd numbers being on one side and even on the other.</p> <p>The public transport infrastructure is inadequate to handle increasing demands.</p> <p>Trains and buses are generally crowded.</p> <p>Taxis are expensive and may be difficult to hire, especially during rush hours.</p> <p>Street parking is hard to find. Few parking garages are close to the center of town.</p> <p>City center and main streets into the city have large parking garages. Parking fees are high.</p> <p>In the city center, there are standard parking meters or “Pay and Display” meters, which serve 20 spaces.</p> <p>Using “Pay and Display” meters:</p> <ul style="list-style-type: none"> o Use the nearest “Pay and Display” meter. o Deposit coins and the amount of time purchased will be displayed. When the meter displays sufficient time, press the green button. The meter will print 2 tickets which bear an expiration time. o Stick one ticket to your vehicle’s windshield. Keep the second ticket as a reminder of the expiration time. Return before the ticket expires. <p>In the suburbs, disc parking and parking garages are common.</p> <p>Parking regulations:</p> <ul style="list-style-type: none"> o Parking places have time limits, the longest of which is 3 hours. You cannot park somewhere else on the same street until an hour has passed. o Motorcycles and bicycles are not permitted to use pay or display ticket parking spaces. o Cars with handicapped tags or placards pay the same fee as other vehicles unless parked in a handicap space. o Parking: Towing and unbooting charges are high. | <p>Dublin Bus (www.dublinbus.ie/home) provides bus service within the city.</p> <ul style="list-style-type: none"> o Buses usually run from 6:00a.m. to 12:00 midnight. Service times vary with route. Buses may not be on schedule due to heavy traffic levels. o Service is frequent on the main north-south route, but sporadic on other routes. o NiteLink buses run only for a few hours after midnight on weekends. o Pay fare in exact change. Day, week, month and multi-journey pre-paid tickets can be purchased at newsstands and the Dublin Bus office at 59 Upper O’Connell St. o Dedicated bus corridors (QBCs) have improved service. QBCs radiate out from city center to the suburbs. Cars are banned from these lanes during hours specified on the signs. <p>A Light Rail commuter train (DART) and 2 tram lines link the city center and the suburbs.</p> <p>The Dublin Area Rapid Transit system (DART) links key locations within the city to the suburbs and some neighboring communities.</p> <p>DART runs to Connolly, Tara Street and Pearse stations in the city and has connections with many bus routes and to the city’s Dun Laoghaire port. DART website: www.dart.ie</p> <p>Arrow (Subburan Rail) Services links Dublin to several neighboring towns.</p> <p>Taxis are regulated. Taxi rates are posted. Taxis meters display travel cost and tariffs (fixed extra costs). Fares are expensive.</p> <ul style="list-style-type: none"> o Taxis line up in ranks at bus and train stations, leading hotels, etc. o Taxis can sometimes be hailed, except during rush hour. Radio-dispatched taxis are usually well maintained. o Taxis have a yellow taxi sign on the roof and a small metal plate with a taxi license number. Tipping is not expected, but a small tip is acceptable. o Taxis are available from both of Dublin ports to the city. <p>There is 24-hour taxi service at 79 city and suburban locations. Taxi ranks are only open from 8.00p.m. to 6.00a.m. at these locations:</p> <ul style="list-style-type: none"> o Dame Street, near the junction with Fownes Street o Upper Dame Street, near City Hall o Dawson Street, opposite the Mansion House o Merrion Row, near St. Stephen’s Green o St. Andrew Street, outside the Post Office o Talbot Street, on the O’Connell Street side of the railway bridge |



| DUBLIN (CONTINUED): | CONDITIONS | USEFUL INFORMATION |
|---------------------|---|--|
| | <p>Cycling is not advised in downtown Dublin but is an option in residential areas and suburbs. Rental cycles are available.</p> <p>There are 170 km of cycle paths and 2,500 cycle parking spaces.</p> | <p>Hackney cabs are regulated. They cannot be hailed. Call for service. Fares may be lower than taxi fares. Agree upon fare before boarding.</p> <p>Dublin International Airport is 7 miles from the city center. Website: www.dub.aero.</p> <ul style="list-style-type: none"> o Parking may be difficult to find. Due to traffic congestion, allow plenty of time to get to and from the airport. o Transport options to the city: <ul style="list-style-type: none"> • Airlink Buses: Express buses from the airport to Bus Áras (central bus station) and Heuston and Connolly train stations. Buses make few stops; fares are expensive. • Aer Dart Bus: Provides transport to DART at Howth Station. • Aircoach: Privately operated service. Buses run every 15 minutes. Makes several stops on the way to city center. Convenient, but expensive. • City Bus Services: Exact change needed for fare. Makes more stops than Aircoach. • Citylink: Provides service to Galway City center. • Taxis: Faster travel times to city center except during rush hours. Fares and tariffs are high. Agree upon fare before departing. o Rental cars are available. |
| GALWAY CITY: | CONDITIONS | USEFUL INFORMATION |
| | <p>Streets tend to be narrow.</p> <p>Cycle routes may not be cycle-friendly. One cross-city route has junctions with 13 roundabouts. Cyclists must walk bikes across roundabouts.</p> | <p>Galway Regional Airport, 6km from city center. Phone from within Ireland: 091-755569, phone from outside Ireland: 00-353-91-755569; website: www.galwayairport.com.</p> <ul style="list-style-type: none"> o Rental cars are available. o Buses and taxis to the city are available. |
| LIMERICK: | CONDITIONS | USEFUL INFORMATION |
| | <p>Traffic is often congested.</p> | <p>Streets tend to be wide.</p> <p>Éireann provides bus transport to Limerick and Shannon Town. Éireann's Shannon Airport Expressway service provides express bus transport to Limerick's Colbert Bus and Railway Station larger cities in western Ireland with connections to many cities in other regions.</p> <p>The flat terrain is favorable for cycling.</p> <p>In some areas there are separate pedestrian footpaths and cycle ways linking residential areas.</p> |



| SHANNON: | USEFUL INFORMATION |
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| | <p>Shannon International Airport, 24 km NW of Limerick traveling via N18 and N19. Phone: 061 71 20 00. Tourist information: 061 47 16 64.</p> <ul style="list-style-type: none"> o Bus service is available to Limerick, Enis, Cork, Dublin and Galway. o Rental cars are available. |

RURAL TRAVEL

- Rural roads are generally fairly well maintained.
- Many rural roads have dangerous potholes.
- Drivers sometimes speed along the narrow, twisting, pot-holed, poorly-lit back roads of rural towns.
- In scenic, thinly populated areas, stay alert for common hazards, including sheep and cows wandering into the road without warning, pedestrians and slow moving farm machinery.
- Fatal road crashes are more common from 9:00 pm to 4:00 am, particularly on country roads.

PEDESTRIAN TRAVEL

- Use caution if you lack experience with traffic moving on the left, especially when walking on narrow winding roads.
- Driver negligence is responsible for many pedestrian injuries and deaths. Pedestrians account for 22 percent of road crash fatalities.
- Pedestrian fatalities have dropped because of road safety measures and police public awareness campaigns.

NIGHT TRAVEL

- Avoid traveling on narrow, winding rural roads at night.
- Serious road crash injuries and fatalities are more likely in very early morning hours on Saturdays and Sundays.

SEASONAL TRAVEL

- Roads with less traffic remain icy longer after salting than those with higher traffic levels.

- Dawn frost” may develop on dry roads when the morning dew falls on the cold surface and freezes.
- The road fatality rate is higher during summer and on holiday weekends.
- National Holidays include: New Year’s Day-January 1; St. Patrick’s Day-March 17; Good Friday and Easter Monday-variable dates; June Bank Holiday-1st Monday in June; August Bank Holiday-1st Monday in Aug.; October Bank Holiday-last Monday in Oct. and Christmas Day-Dec. 25.
- New Year’s Eve is considered an especially dangerous time to be driving on Irish roads, as driving while under the influence of alcohol is common.
- The west coast of Ireland receives the most rain, which may fall up to 270 days a year.
- Dublin’s climate is moderate. Temperatures may fall below freezing. Fog and mild winds are common. From November to May, the city may get gale force winds.
- In Northern Ireland, Orange Day (July 12) is a particularly volatile time due to continuing political tensions.

POLICE ENFORCEMENT

- A police presence has been increased in an effort to improve road safety.
- The number of mobile cameras and linked cameras has grown.
- Fixed speed cameras have been placed on the N1 route and in different locations on the N2, N3, N4, and M50. More rigorous enforcement of laws against using cell phones while driving, speeding and parking illegally is needed.



ROAD REGULATIONS

- Traffic travels on the left.
- A U.S. driver's license allows tourists to drive in Ireland for the duration of their visit.
 - The U.S. Embassy cannot reissue a lost or stolen U.S. driver's license. You must contact the state which issued the license. It may take several weeks to get a new license.
- An international driving permit (IDP) or an EU driving permit is recommended, but not required. An IDP is a legal identification document that translates driving license information into 11 languages, including English, and can only be used as a supplement to a valid driving license. Contact AAA at www.aaa.com.
- The minimum driving age is 17 years old.
- The legal blood alcohol limit is 0.08%.
- Seat belts are required.
 - Children under 4 must use an appropriate child restraint.
 - Children over 4 must use an appropriate child restraint when available or a seat belt.
 - Children must be at least 12 years old to sit in the front seat, unless the seat is equipped with a child restraint.
 - Drivers are responsible for ensuring that passengers under 17 years of age comply with seat belt regulations.
- Speed limits differ slightly in the ROI compared to Northern Ireland. In the ROI, speed limits, unless otherwise posted, are:

| | |
|--|---------------------------------------|
| ○ Motorways (M1-M99) | 120km/h (70 mph) |
| ○ National Roads (N1-N99) | 100 km/h (62 mph) |
| ○ Regional Roads (R001-R999) | 80 km/h (50 mph) |
| ○ Unnumbered rural roads | 80 km/h (50 mph) |
| ○ Urban areas | 50 km/h (31 mph) |
| ○ Vehicles towing a trailer, caravan, etc. | 80 km/h (50 mph) or less where posted |
- Special speed limits:

| | |
|----------------------------|------------------|
| ○ Pedestrianized zones | 30 km/h (19 mph) |
| ○ Residential areas | 30 km/h (19 mph) |
| ○ Selected suburban routes | 60 km/h (37 mph) |
- In Northern Ireland, speed limits, unless otherwise posted, are:

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|----------------------------------|-------------------|
| ○ Built-up areas | 48 km/h (30 mph) |
| ○ Rural areas | 96 km/h (60 mph) |
| ○ On motorways | 112 km/h (70 mph) |
| ○ Cars towing a trailer anywhere | 80 km/h (50 mph) |
- According to Garda (Ireland's National Police), on the spot fines of 50 pounds will be given for speeding in a campaign to reduce the road crash rate. People found drinking and driving will be arrested at the scene.
- When approaching roundabouts, yield to drivers on the right.
- Right turn on red is illegal.
- It is illegal to use fog lights except in fog or falling snow.
- Horns cannot be used from 11:30 p.m. to 7:00 a.m.
- Hitch-hiking is not permitted on motorways.
- Cars are not permitted to use dedicated bus lanes during hours posted on the signs.
- Caravans and trailers may be brought into the country temporarily, but a vehicle that is temporarily imported may not be driven by Irish citizens.
- Third-party liability insurance is required and must be purchased from a resident insurer. Premiums are costly. Discounts are given to low-risk drivers. Bring a letter from your U.S. insurer stating the length of time you have not had a claim.
- It is recommended to have a warning triangle, fire extinguisher, first aid kit and spare bulb kit in your vehicle.



ROAD WATCH

SOME DANGEROUS ROADS IN THE REPUBLIC OF IRELAND

| ROAD | CONDITIONS |
|---|--|
| CHARLEVILLE TO MACROOM IN CORK COUNTY | Surface is potholed. There are many sharp turns, some of which include intersections. |
| R113 (BELGARD ROAD) | Two-lane sections may be congested. Some sections have been expanded to four-lane. |
| R445 (OLD NAAS ROAD) | Two-lane sections may be heavily congested. Some sections have been expanded to four-lane. |
| M50 JUNCTION WITH N3 | The Royal Canal and the Dublin-Sligo railway line passes through the center of the roundabout that links these roads. |
| “RED COW ROUNDABOUT” | Located where Dublin’s M50 the N7 to Cork and Limerick intersect. Highly congested, partly due to a tram line that crosses the merge lanes on the southern side of the junction. The tram continues down the median and then crosses the opposing lanes of traffic before continuing to Dublin. |
| N2 THROUGH CASTLEBLAYNEY AND CLONTIBRET | Heavy truck traffic. Severe congestion and delays are common. |
| KINSALE ROAD ROUNDABOUT, NEAR CORK AIRPORT | Several busy roads merge at this interchange. Bottlenecks are common. Increases travel time to the airport. Upgrading underway includes: <ul style="list-style-type: none"> o A fly-over, taking the N25 Cork South Ring Road over the roundabout. o New slip roads to and from the Ring Road. o Realignment of subsidiary roads that currently enter the roundabout. o Realignment of the roundabout and installation of traffic lights. Completion of upgrading is expected in winter 2006. |
| N18, ENNIS ROAD, THROUGH LIMERICK | Heavily congested main road. |
| N8, CORK TO DUBLIN | The road passes through many towns and villages, creating congestion in them and backups on the N8. Road alignment is poor in some sections. |
| N8, RATHCORMAC/FERMOY BYPASS | Traffic jams are common where the N8 passes through these towns. The alignment of the N8 is especially poor through Fermoy. A bypass is being built. Be alert for construction zones. |
| N8, MITCHELSTOWN BYPASS | Traffic jams are common where the N8 passes through Mitchelstown. A bypass is being built. Be alert for construction zones south of the city. The bypass will cross the N73 and the R513 and rejoin the N8 east of the city. |

**SOME DANGEROUS ROADS IN THE REPUBLIC OF IRELAND (CONTINUED)**

| ROAD | CONDITIONS |
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| N11 NEAR GOREY | Heavy traffic. Backups are common. Construction of Arklow-Gorey Bypass will relieve congestion. The bypass should open in fall 2007. |
| N25, WEXFORD TO CORK ROUTE CORRIDOR | Narrow and congested. High road crash rate. Construction of Kinsalebeg Road and associated access roads will realign this section of the N25 and reduce traffic levels. Will open in spring 2007. |
| N25, WEXFORD TO CORK ROUTE CORRIDOR | Waterford City Bypass is under construction. |
| N4, SLIGO TO DUBLIN | Traffic is heavy. Backups are common, especially where the road passes through urban areas. Planned upgrades include: <ul style="list-style-type: none"> o Kilcock to Kinnegad—37 km section being upgraded to motorway standard. This section will be called M4 when completed in spring 2006. o Edgeworthstown Bypass o Sligo Bypass—nearing completion. |

SOME DANGEROUS ROADS IN NORTHERN IRELAND

| ROADS WITH HIGH ROAD CRASH FATALITY AND INJURY RATES IN THE 2003 EURORAP (EUROPEAN ROAD ASSESSMENT PROJECT) REPORT | |
|---|--|
| A3 | The section from Moira to Lisburn from Meadow Road to Governors Road Roundabout. The road is two-lane. |
| A20 | The section from Upper Newtownards Road from Knock Down Road to Dundonald. The road has two lanes in each direction with no barrier. |
| A23 A55 | The outer ring road at Castlereagh Down Junction to Ballygowan. The road has two lanes in each direction with no barrier. |
| A24 | Section from Forestside to Carryduff Roundabout. The road has two lanes in each direction with no barrier. |
| A29 | Section from Moneymore Road to Kings Bridge Tyrone through Cookstown. The road is two-lane. |
| A57 | The junction with A8 at Larne Road to Templepatrick Roundabout. The road is two-lane. |
| Significant improvements have been made in each of these roads since 2003. | |



SOME ROADS UNDER CONSTRUCTION IN THE REPUBLIC OF IRELAND

| ROAD | CONDITIONS |
|---|---|
| A1/N1 NEWRY TO DUNDALK LINK ROAD | This is the final section in upgrading the M1 to motorway standards from the M50 in Dublin to Newry in Northern Ireland. Completion expected in winter 2007. |
| N7 NEAR DUBLIN | Traffic is congested. The road is being expanded to 3 lanes in each direction near the "Red Cow Roundabout" where it intersects with the M50. |
| N7, NAAS ROAD (NEAR CORK) | The road is being widened. |
| LIMERICK SOUTHERN RING ROAD, PHASE 2 | The road will link the N18 with Cork/Tralee Road N20/21 at the Rossbrien Roundabout. Scheduled to open in 2009. |
| ROAD PROJECTS NEAR MULLINGAR | N52, a two-lane cross regional link road that links Dundalk to Nenagh. It is being upgraded from Mullingar to Belvedere. Work starts early in 2006. Planned upgrades will reduce congestion and improve road safety. N52 Mullingar Bypass, N4 Edgeworthstown Bypass, and M4 Kinnegad/Enfield Bypass. Work is nearing completion. N4 McNeads Bridge is open. |
| CLONTIBRET-CASTLEBLAYNEY BYPASS | The bypass will relieve congestion on the N2 and reduce through-traffic in these cities. The bypass is first road being built as a "2+1" road: <ul style="list-style-type: none"> o It will be a limited-access, two-lane road with four-lane overtaking zones approximately every 2 km. o The two-lane sections will be separated by a safety barrier to prevent passing. o "2+1" roads have about 50% fewer road crashes than standard two-lane roads. |
| N77 KILKENNY RING ROAD | Will reduce congestion in the city. Expected to open in summer 2007. |
| M8 | A new motorway being built between Watergrasshill and Morrepark in Cork County. It will parallel the N8 and divert traffic from urban areas. Scheduled opening is in 2006. It will be a toll road. |



ROAD RECOMMENDATIONS

TRANSPORTATION OPTIONS

BUSES

- Public transportation safety is good.
- Urban buses generally provide adequate service, but tend to be overcrowded and are often late.
- Inter-city buses and trains generally provide good service.
- Ferries provide transport to Wales and France.

TAXIS

- Taxi fares are reasonable. Availability varies with time of day.
- Metered taxis generally are available at railway stations, ports, airports and taxi ranks in main cities.
- In smaller towns, taxis can be booked. Arrange before departing.



RENTAL CARS

- Few rental cars are automatics. If you are accustomed to driving an automatic, request an automatic when making your reservation.
- Smaller vehicles are easier to drive on the narrow, winding roads.
- A valid state driver’s license is required to rent a vehicle.
- Baby and child seats are available for a fee. Give a minimum of 48 hours notice.
- Major rental agencies are represented at airports, ferry ports and in all major cities.

- Most rental vehicles provided by Irish rental agencies are covered by a fully comprehensive AA roadside assistance plan.

MOTORCYCLES & BICYCLES

- All motorcyclists and their passengers must wear crash helmets.
- Cyclists must walk bikes across roundabouts.
- Bicycles can be rented in most hostels, cities and towns.
- Cyclists account for 3 percent and motorcyclists for 12 percent of all road crash fatalities.

SOME SIGNPOSTED CYCLE ROUTES IN SHANNON REGION

| CYCLE ROUTE | CONDITIONS |
|----------------------------|--|
| WEST CLARE CYCLEWAY | 70 km-flat terrain with some short climbs. Traffic is light along the coast towards Killadysart and Killimer. Traffic is heavy from the Shannon Airport to Ennis. Links Clare and Ennis. |
| DOLPHIN CYCLEWAY | 27 km-flat coastal route with several low hills on the Loop Head Peninsula. Traffic is generally light. Begins in Clare. |
| BURREN CYCLEWAY | 69 km-hilly terrain. Follows coastal and inland routes. Traffic is generally light except during tourist season. Links Clare and Burren National Park. |
| DOLMEN ROUTE | 45 km-hilly terrain. Traffic is generally light except during height of the tourist season. Links Clare and Burren National Park. |
| LOUGH DERG CYCLEWAY | 132 km-Terrain is mostly flat with a few steep hills. Traffic is very light except during peak tourist season. Links Killaloe and Clare. |
| NENAGH CYCLEWAY | 22 km—flat route with some low hills. Traffic is light except near Nenagh. Links Nenagh and North Tipperary. |

CRIME & SECURITY

- Petty crime is common, and tourists are targeted.
- Incidence of violent crime is relatively low, but has been increasing. A limited numbers of foreign visitors and tourists have been assaulted. In a few incidents those who appear to be of racial minority groups have been targeted.
- Rental cars commonly are targeted by thieves, especially in areas near tourist attractions.
- Numerous incidents of violence have occurred in Northern Ireland. Such incidents sometimes occur in the Republic of Ireland as well. If planning to travel to Northern Ireland, consult State Department updates.
- Avoid demonstrations and protests, especially ones directed at U.S. policy on the war on terrorism.
- Crimes involving ATMs and credit cards are increasing.



EMERGENCY INFORMATION

TOURIST ASSISTANCE

- The availability of roadside assistance is good.
- National emergency numbers: call 999 or 112 for fire, police (Garda), ambulance, Irish Marine Rescue Service or Mountain and Cave Rescue.
- The Royal Irish Automobile Club can be contacted at 01-77-51-41.
- The Irish National Tourist Organization website is <http://www.ireland.travel.ie/home/>.
- Auto club breakdown services in Northern Ireland:
 - AIT, Phone: 1-800 66 77 88 (0800 88 77 66)
 - FIA, Phone: 1-800 53 50 05 (0800 82 82 82)
- Parts are difficult to find for U.S.-made cars.

MEDICAL CARE

- Modern medical facilities and highly skilled doctors are widely available.
- Medical equipment is not always as modern as in the U.S.
- Emergency services are excellent, but even serious cases may have to wait for many hours before receiving treatment.
- Due to high demand, arranging to see a medical specialist may be difficult.
- Hospital admissions: Individuals with non-life threatening medical conditions maybe put on a long waiting list.
- EU citizens, carrying an E-111 form, usually are eligible for free medical care.
- Doctors and hospitals often require immediate cash payment for medical services.
- Some medications normally found in the U.S. are not available in Ireland.
- Bring an adequate supply of required prescription medications. Prescriptions cannot be filled, unless written by a local doctor. Keep prescription medications in clearly labeled original containers.
- Hospitals in Dublin with 24-hr emergency room services include:
 - Beaumont Hospital, Beaumont Road, Dublin 9. Phone: 809 2714. Bus routes: 27B, 51A.
 - Adelaide & Meath Hospital, Tallaght. Emergency phone: 414 3500. Bus routes: from Tallaght—201,

202; from Dublin—49, 49A, 50, 54, 56A, 65, 65B, 77, 77A.

- U.S. medical insurance is not always valid in other countries. Medicare and Medicaid do not cover medical services rendered outside the US. Medigap policies (plans C, D, E, F, G, H, I, and J) cover 80 percent of what Medicare would cover in the U.S. for the first 60 days of each trip; a \$250 deductible and maximum \$500,000 lifetime limit apply. Medicare Advantage may offer coverage for care abroad. (Phone: 800-633-4227; website: www.medicare.gov/publications/pubs/pdf/11037.pdf.)

EMBASSY INFORMATION

- Embassy of Ireland, 2234 Massachusetts Avenue NW, Washington, D.C. 20008. Phone: (202) 462-3939. Fax: 202-232-5993. E-mail: embirlus@aol.com, Website: <http://www.irelandemb.org>.
- U.S. Embassy, 42 Elgin Road, Ballsbridge, Dublin. Phone: (353)(1) 668-8777. After hours phone: (353) (1) 668-9612. Fax: (353)(1) 668-8056. Website: <http://dublin.usembassy.gov>. The Embassy has no jurisdiction in Northern Ireland.



FOR MORE INFORMATION

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ASIRT is a non-profit humanitarian organization established in memory of Aron Sobel, age 25, who was killed along with 22 other passengers in a Pamukkale Bus Company crash on the roads of Turkey. © ASIRT 2006

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This report is intended to represent general road conditions, driving environment, quality of public transportation, medical care and emergency response. It may not be totally accurate in a specific location or circumstance.**