

EPA Report on Progress by Local Authority with Noise Action Plans

Summary Review of Noise Action Plan Annual Reports for 2024



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1. Introduction

The Environmental Noise Directive (END) is the main EC regulatory framework established to manage environmental noise, through harmonised procedures to assess levels of noise exposure, assess the impact on human health, and prepare noise action plans. Within the framework of the implementing Irish regulations, the END, and the context of sustainable development, the overall aim of managing environmental noise is to avoid, prevent and reduce the harmful effects due to long term exposure to environmental noise, which would in turn promote good health and a good quality of life.

Under the European Communities (Environmental Noise) Regulations 2018¹, as amended in 2021², an annual Noise Action Plan progress report must be submitted to the EPA by each Local Authority by the 28th of February (each year). This Summary report provides an overview of the progress reports that were received and reviewed by the EPA covering 2024. Further details on the action planning authorities and this progress reporting task under the regulations is provided in Appendix 1.

2. Assessment Criteria Used

The Environmental Noise Directive (END) is one of the National Enforcement Priorities (NEPs) under the Air and Noise thematic area in the EPA Local Authority Environmental Enforcement Performance Framework³. In 2024, local authorities submitted Noise Action Plan (NAP) Progress Reports to the EPA to demonstrate progress under the ENDs National Enforcement Priority and the information was assessed according to the Local Authority Environmental Enforcement Performance Framework Assessment Methodology.

Environmental Noise Directive Activities (ENDs)
For 2024, the NEP progress in this area should address the following:
(i) Submission of the local authority Noise Action Plan (NAP) Progress Report.

The assessment of the progress outlined in the Annual Noise Action Plan (NAP) Progress Report submitted to the EPA, as well as its subsequent review, are monitored and reported by the EPA under the Local Authority Performance Framework. The report should demonstrate progress on the key issues and priority important areas in the NAP. The following table sets out the marking scheme under the framework.

¹ [S.I. No. 549/2018 - European Communities \(Environmental Noise\) Regulations 2018](#)

² <https://www.irishstatutebook.ie/eli/2018/si/549/made/en/print> and [Environmental Noise Regulations 2021; S.I. No. 663/2021 - European Communities \(Environmental Noise\) \(Amendment\) Regulations 2021 \(irishstatutebook.ie\)](#)

³ [Local Authority Performance | Environmental Protection Agency](#)

Table 1: Marking scheme used for Noise Action Plan (NAP) progress reports.

Marking Scheme ¹	Description	Result
Demonstrate each Core criteria (A,B,C, and D) along with several examples from complementary criteria (E-K).	Very clear demonstration of outcomes being achieved, demonstrating a comprehensive system for detecting non-compliance and follow up to conclusion.	Excellent
Demonstrate each criteria A, B and C, and also at least one noteworthy example from D - K.	Strong performance is considered to be a coherent 'story' that clearly makes identifiable progress in a NEP area. The final outcomes might not be fully achieved but good progress is evident.	Strong
At least one good example from Core criteria A, or B, or C, or D demonstrated.	Moderate performance is considered to encompass useful addition to RMCEI Data Returns without being a complete story, include some level of useful learning in a NEP area or progresses the NEP.	Moderate
No significant information provided to demonstrate any single core criteria (A-D). Low level of activities relevant to the potential impacts in the local authority area.	Little activity evident or no significant information provided to give context to the numbers reported in RMCEI Data Returns e.g. simply restating numbers, 'We did 10 inspections. We issued 2 notices'	Limited

3. Summary Assessment Findings for 2024

A summary of the EPA rating assessment of the annual Noise Action Plan progress reports submitted for 2024 is provided in Table 2 below and illustrated in the map in Figure 1.

Table 2: Summary Assessment of the 2024 Noise Action Progress Reports from Local Authorities

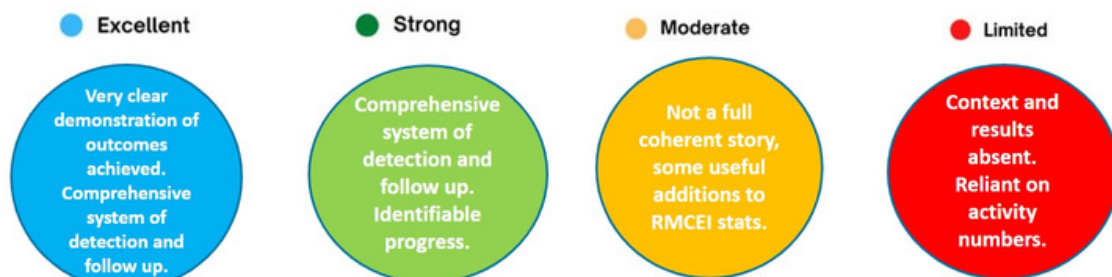
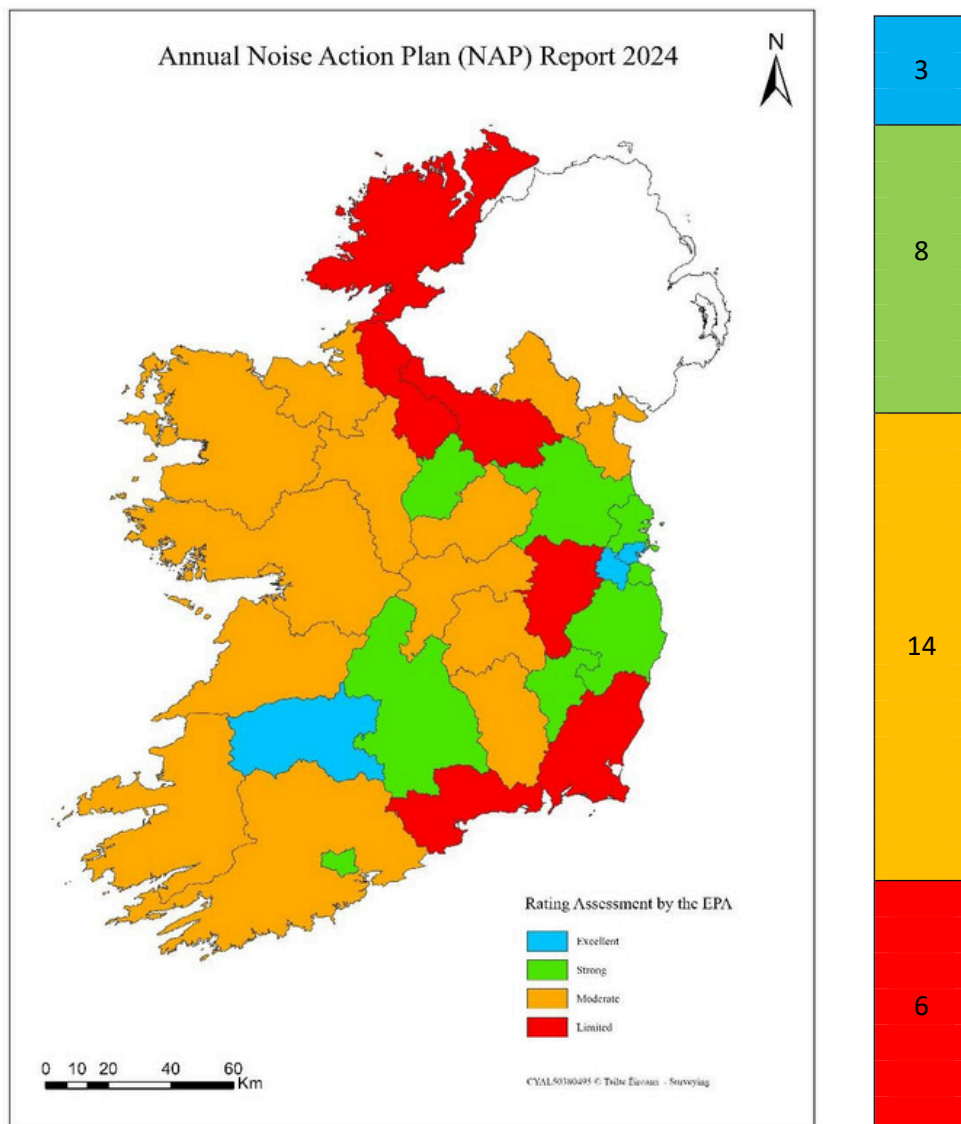
No.	Rating Assessment by EPA	No. of LAs with rating that submitted reports	Local Authorities
1.	Excellent	3	Dublin City Council, Limerick City & County and South Dublin County Council.
2.	Strong	8	Carlow County Council, Cork City Council, Dún Laoghaire-Rathdown County Council, Fingal County Council Note 1, Longford County Council, Meath County Council, Tipperary County Council, and Wicklow County Council.
3.	Moderate	14	Clare County Council, Cork County Council, Galway City Council, Galway County Council, Kerry County Council, Kilkenny County Council, Laois County Council, Louth County Council, Mayo County Council, Monaghan County Council, Offaly County Council, Roscommon County Council, Sligo County Council, and Westmeath County Council.
4.	Limited	6	Cavan County Council, Donegal County Council, Kildare County Council, Leitrim County Council, Waterford County Council, and Wexford County Council.

Note 1: The Fingal County report was rated as Excellent while the Dublin airport NAP report submitted via Fingal County Council was rated as Strong, so the overall result for Fingal County was then rated as Strong.

Most of the progress reported by the local authorities (LAs) has been around the use of low noise road surfaces, such as Stone Mastic Asphalt (SMA) on stretches of road, and traffic calming measures to reduce speeds. Several LAs undertook some pilot acoustic design studies that were funded by the Department of the Climate, Energy and Environment (DCEE) to monitor and validate their Priority Important Areas (PIAs). It is hoped that the LA findings and learnings from these studies should be collated and shared across LA to broaden knowledge base the types of measures that could have a positive influence on reducing noise exposure levels. The progress reports have also reported a noticeable modal change to active travel which involves the prioritisation of cycling and walking routes in most of the LA areas.

In South Dublin, some PIAs were identified south of the N4 in Lucan for in-depth study. One PIA here was assessed for road surface and speed reduction measures and were then further assessed in terms of noise reduction, harmful effects and cost-benefit analysis. In Limerick, pilot studies were funded by DECC to assess the impacts of new speed reduction byelaws in Limerick City (from 50 kph to 30 kph). Also in Limerick, Soundscape assessments were carried out by the LA Environment Section at two Candidate Quiet Areas (CQAs) in the agglomeration NAP; The People's Park and The Red Path. Soundscape assessments were also carried out at other publicly accessible green spaces – Adare Town Park, Arthur's Quay (Limerick City), Clare Glens, and Lough Gur.

Figure 1: Summary Assessment of the 2024 Noise Action Progress Reports from Local Authorities



3. Outlook to 2030

Reducing noise pollution is a significant environmental health concern for European citizens and policymakers, and it is an ambition of the [Zero Pollution Action Plan](#) (ZPAP) and the Environmental Noise Directive (END). The ZPAP targets set to be achieved by 2030 include “reducing the share of people chronically disturbed by transport noise by 30%”, compared to 2017.

In support of ZPAP, the EU PHENOMENA project was undertaken to identify cost-effective noise mitigation measures which may help competent authorities to achieve noise reductions across large parts of the exposed population. The main obstacle to reaching the zero-pollution action plan target is the difficulty in reducing the large number of people exposed to road traffic noise. Reversing this would require significantly increased efforts to address noise from road transport. Based on the EPA review of the 2024 noise action plan progress reports (with summary details provided in Appendix 2), the EPA note the need for significant actions and funding to meet the aims and ambitions of the Environmental Noise Directive and the Zero Pollution Action Plan.

4. Recommendations

The EPA’s assessment of local authority performance in 2024 shows that some local authorities have still not prioritised implementation of actions under their noise action plans. From a review of the 2024 progress reports, the main recommendations for future consideration are as follows.

a) **Local Authority Performance Report 2024:** The objective of the END is to reduce the amount of people chronically disturbed by transport noise as well as preserve environmental noise quality where it is good. In the latest EPA assessment, noise was the lowest performing of all National Enforcement Priorities (NEPs), with only 11 local authorities meeting the standard (Strong or Excellent) in 2024, up from 6 in 2022. All local authorities submitted their Round 4 Noise Action Plans and made their noise maps publicly available. However, the implementation of Noise Action Plans continues to be an issue due to lack of funding to carry out priority noise mitigation measures. Local authorities, in collaboration with transport infrastructure bodies, need to focus implementation of Noise Action Plans on the priority areas identified using strategic noise mapping. This requires collaborative effort between the Environment, Roads and Planning Sections within local authorities.

b) **Implementation of Noise Action Plans (NAPs):** The Round 4 NAPs involved the initial screening of noise exposed sites based on the results of strategic noise mapping. This process identified Important Areas (IA), most important areas (MIA), and priority important areas (PIA)⁵, but the implementation of the NAPs continues to be an issue. On a positive note, DCEE funded a number of ‘Pilot Acoustic Design Studies’ for PIA noise monitoring schemes at the end of 2024. The initial findings from the data gathering suggest that there were some challenges, particularly obtaining appropriate traffic data throughout the noise monitoring period. For the model validation, engagement with the NMB to agree on 2024 traffic assumptions (traffic speed and composition) and the limitations of road surface data sets were some of the issues encountered. The reporting of outcomes identifying optimal areas for specific mitigation types was also a challenge. The LA findings and learnings from these pilot studies should be collated and shared across LAs to broaden knowledge base on the types of measures that could have a positive influence on reducing noise exposure levels.

⁴ Focus on Local Authority Environmental Enforcement Performance Report 2024 - [Local Authority Environmental Enforcement Performance Report 2024 | Environmental Protection Agency](#)

⁵ See [Guidance Handbook for Local Authorities on the preparation of Noise Action Plans](#)

- c) **Regulatory Stakeholder Engagement:** It is very important to involve key stakeholders including the local authorities, Transport Infrastructure Ireland, Irish Rail, Dublin Airport Authority, Aircraft Noise Competent Authority, and the Department of Climate Energy & Environment (as appropriate) in discussions and negotiations. This should help to ensure that there is a more proactive and strategic approach to discussions and collaboration around the funding of Priority Areas (PIAs) for noise action and to securing the associated funding requirements. Important

The noise management measures in the Noise Action Plans should reflect the wider context of local and national sustainable development plans, policies, and strategies such as the 2040 National Planning Framework (revised),⁶ the Local development plan, as well as sustainable transport and sustainable urban mobility strategies.

- d) **Road Noise:** Road noise remains the largest source of harmful effects due to noise exposure across Europe. The problem with reducing road traffic noise is not a lack of knowledge but a lack of action. According to the European Environment Agency (EEA), low noise tyres and pavements should be further promoted, as increased demand for such products will also drive tyre manufacturers and road contractors to innovate and make them available.

As noise pollution is a significant health issue, local authorities and other transport infrastructure organisations need to focus on noise prevention and mitigation, particularly in urban areas, by implementing noise reduction measures to reduce traffic noise as prioritised through the Noise Action Plans PIAs and by designating quiet areas in their cities. Implementation is not just about noise mitigation, but it needs to embrace prevention as well.

- e) **EEA Environmental noise in Europe 2025;** this report presents the latest data and analysis on noise pollution and its effects on human health and the environment across Europe. Road traffic is the most widespread source of transport noise, exposing an estimated 92 million people to levels above the END threshold of 55 dB for the day-evening-night period, compared to 18 million affected by rail traffic and 2.6 million by aircraft noise. Based on current projections, it is unlikely that the EU will meet the target set out in 2021 EU action plan 'Towards zero pollution for air, water and soil' to reduce the number of people chronically disturbed by transport noise by 30% by 2030 (compared to 2017 levels) without additional measures, including regulatory or legislative changes. The number of people highly annoyed by transport noise in the EU declined only by an estimated 3% between 2017 and 2022, falling well short of the pace needed to meet the zero-pollution noise reduction objective.

- f) **Noise Policy including REGAIN:** The Department of the Climate, Energy and Environment (DCEE) continues to progress a business case with the REGAIN Board for an enhanced enforcement structure to support the provision of improved coordination, expertise and advice to underpin the consistent implementation of environmental noise, noise nuisance and air quality legislation across the local authorities. Establishment of a suitable support structure will be essential in providing advice, guidance, training, advocacy and other supports, which would ensure a more consistent approach to air and noise enforcement and the successful undertaking of statutory functions such as the delivery of strategic noise maps, noise action plans and noise health assessments across the state.

⁶ [National Planning Framework First Revision – April 2025](#)

⁷ [Environmental noise in Europe 2025](#)

⁸ REGAIN board includes representatives from LAs, DCEE, the RMO, EPA, and the CCMA.

Appendix 1 – Noise Action Bodies specified in the Regulations

Regulation 7 of European Communities (Environmental Noise) Regulations 2018 states that the following shall be designated action planning authorities for the purpose of making and approving action plans, in consultation with the Agency and the noise mapping body for the noise map involved

- for major railways, the local authority or local authorities within whose functional area or areas the railway is located.
- for major roads, the relevant local authority or local authorities within whose functional area or areas the road is located; and
- for major airports, the local authority or local authorities within whose functional area the airport is located.
- For the agglomeration of Cork:
 - o Cork City Council; and Cork County Council.
- For the agglomeration of Dublin:
 - o Dublin City Council; and the County Council of Dun Laoghaire/Rathdown, Fingal and South Dublin;
 - o Kildare County Council; Wicklow County Council.
- For the agglomeration of Limerick:
 - o Limerick City and County Council; and Clare County Council.

Article 12 (10) of the Regulations regarding Action Plans states:

“Action planning authorities shall report to the Agency on all actions taken under each action plan or revised action plan in the previous 12 months.”

Appendix 2 – Data collection and further overview details on the assessment of the progress reports from the individual local authorities

No. of Annual Action Progress Reports (2023)	32 received (out of 32 due to be submitted)
No. Reviewed	32 (31 LA areas)
Mapping & NAP Round	4th Round ENDS
Noise Action Plan Year	2024

Excellent (3)

- Dublin City & County Council (DCC): Priority Important Areas (PIAs) were addressed in this 2024 progress report. Of 17 actions, 12 reported progress. PIA DCC_1 involved 0.45 km of new SMA 10 road surface, benefit yet to be evaluated. PIA DCC_7 covering DECC funded acoustic design study commenced, due to be completed Q1 25, and 1.13 km of SMA surface laid. PIAs DCC_1 and 5 involved new SMA road surface, benefits yet to be evaluated. PIAs DCC_1,2,3,5,6,7 and 8 – related to noise monitoring and traffic studies undertaken Q4 24, to support evaluation of PIAs. Active travel scheme has laid 60,000 m2 of new SMA 10 road surface, potentially helping to reduce noise at MIAs 162, 171, 175 and 200. DCEE funded PIA assessment studies may provide a case study.
- Limerick City & County Council (LCCC): Two NAPs were completed during 2024 – Limerick agglomeration and Limerick County. 2 PIAs were completed – speed reduction at one and lower noise surface laid at another. All 19 actions in the NAP were progressed to some extent during 2024. Resurfacing works along the M20 adjacent to two R3 Priority Important Areas (PIAs) were undertaken. Pre- and post-noise surveys undertaken in collaboration between TII and the council indicate that there is an initial benefit of 5 dB noise reduction, which approximately 850 people benefiting from this. In Limerick, pilot studies were funded by DECC to assess the impacts of new speed reduction byelaws in Limerick City (from 50 kph to 30 kph). Soundscape assessments were carried out by the Environment Section at two Candidate Quiet Areas (CQAs) in the agglomeration NAP – The People's Park (LCCC_5) and The Red Path (LCCC_19). Soundscape assessments were also carried out at other publicly accessible green spaces – Adare Town Park, Arthur's Quay (Limerick City), Clare Glens and Lough Gur.
- South Dublin County Council (SDCC): 7 PIAs were identified south of the N4 in Lucan for in-depth study. PIA_7 was assessed for road surface, and speed reduction measures were assessed in terms of noise reduction, harmful effects and cost-benefit analysis. 74 road resurfacing schemes were completed during 2024, all done with SMA 10 or SMA 14 (an increase from 12 schemes in 2023). Permanent noise monitoring network was improved with new meters and the SDCC NAP Group established an implementation plan and TOR.

Strong (8)

- Carlow County Council: CWC_4 addressed with SMA road surface on N80 funded by TII – an upcoming speed reduction is predicted to benefit 440 people. Funded by TII, 3km of SMA was laid near Rathvilly village to replace surface dressed road and noise reduction was reported following noise measurements before and after.
- Cork City Council: DCEE funded pilot acoustic study occurred at PIA #8 – net of up to 610 people experiencing daytime noise reduction and 730 experiencing nighttime noise reduction in the forecast year. Electric Vehicle Charging Strategy June 2024, Cork City Climate Action Plan 2024-2029, and Cork City Council Air Quality Strategy 2021-2026, all provide opportunity to contribute towards noise reduction over the medium term through sustainable transport, and city-wide traffic speed reduction.
- Dún Laoghaire-Rathdown County Council (DLRCC): 1 of 5 actions from R3 NAP have been completed, while 9 of 13 actions from R4 NAP have been progressed. As part of the DCEE Pilot Acoustic Study, PIA #9 was selected from the 2024 – 2029 Dublin agglomeration NAP. Noise levels were confirmed, and mitigation measures were assessed – it was determined that barrier and speed reduction could benefit 333 people. Speed limit reduction by-laws were passed in 2024 to reduce 50 km/h areas to 30 km/h areas, which may result in reduced noise. Initial screening of quiet areas as listed in the current NAP has been passed to DLR Parks department for review and initial screening for other factors. DLR plan to

assess each quiet area as a block with noise monitoring being undertaken over an initial 2-week period. Work is also ongoing on 32 active travel schemes, which may deliver noise benefits.

- Fingal County Council (excellent): 1 action from R3 completed, 8 actions from R4 NAP are all ongoing. A pilot acoustic study was completed for FCC_PIA 2, with results set to be reviewed in Q1 2025. Changes in noise climate occurred – noise from drones near Blanchardstown and heat pumps both increased in 2024. Several actions were implemented in R4, including development of standard planning conditions, training of staff to achieve IOA Certificate in environmental noise management and a pilot acoustic study was undertaken at PIA 2, covering about 4,672 people. Cross-departmental collaboration with TII. Road resurfacing occurred using SMA on 39 schemes and 43% of council fleet are now electric vehicles.

In relation to the Fingal County Council (Dublin Airport NAP): Of 13 actions from R3 NAP, 10 were progressing and ongoing during 2024. 4 actions from R4 NAP were ongoing during 2024. A report on fleet improvements was received from the DAA. A FlyQuiet programme is now ongoing with a night-time landing fee based on a Noise Quota Count. 7 additional noise monitoring terminals were added, bringing the total to 27. ANCA have incorporated WHO guidelines in their Noise Abatement Objective (NAO).

- Longford County Council: Reports were prepared for all 10 PIAs detailing current and potential noise ~~reduction measures~~—noise measurement surveys were carried out at 2 PIAs. The R198 in Drumlish was resurfaced with SMA and 84 trees were planted along the N63 Ballinalee Rd to replace removed trees, in consultation with 2 residents' groups.
- Meath County Council: 3 Year 5 actions from R3 NAP related to the development of the R4 NAP were all completed. Road narrowing, cycle lane and speed reduction project on the R135 (PIA_2) occurred as part of NTA Active Travel Project, potentially affected 340 residents (noise level change to be assessed in 2025). Approximately 15 km of new SMA road surface was laid in 2024, three sections of textured concrete road surface were replaced by SMA. Active Travel was delivered to 40 schools, and of 15 Safe Routes to School projects, 5 were completed.
- Tipperary County Council: Four PIAs (#2, 9, 3 and 4) have had new SMA road surface installed, potentially benefitting around 280 people. Traffic calming implemented at 2 locations and speed reduction have contributed to quieter roads. SNMs were made available for planners to scope planning applications for noise. New traffic counters were purchased for R5 data capture. An internal working group from Planning, Environments and Roads facilitates liaison on developments which may affect PIAs. Also ensuring END is considered by N24 design team for TII.
- Wicklow County Council: R5 year 1 – 6 of 11 actions are currently ongoing or completed. Sections of major roads R761, R762 and roads in Bray are being resurfaced. There are 4 park and ride facilities along the N11.

Moderate (14)

- Clare County Council: 1 action from R3 NAP was completed, while of 16 actions from the R4 NAP, 3 were completed and 6 are ongoing. No PIAs were addressed in the year under consideration, however some may have indirectly benefitted from some measures. Resurfacing with SMA occurred – 4 regional roads (approx. 6 km in total) and TII have resurfaced sections of the M18 with SMA. Traffic counting was undertaken. Soundscape/baseline noise map for the Shannon Estuary project has commenced.
- Cork County Council: A summary of 8 actions was provided and 6 were progressed. PIA #9, R618 Macroom – N222 Macroom Bypass scheme opened, 98 of 162 properties assessed experienced lower noise exposure. No quiet areas were delimited or progressed, but a policy principle was established. Dunkettle Interchange Improvement opened with low noise road surface and the N73 Annakisha Realignment Scheme had work ongoing.
- Galway City Council: All 11 actions reported some progress. SMA low noise road surface was laid in 17 locations, including 2 sections of major roads. Planning departments review applications against local planning and noise policy.
- Galway County Council: 8 actions were outlined and all were completed – 5 relate to the production of the NAP, 2 are for DCEE funded Pilot Acoustic Design studies and one referred to the completion of the DF7_10 NAP reporting template. PIAs GCC_4 and GCC_7 were investigated, which could benefit up to 72 people if mitigation is implemented.

- Kerry County Council: 4 actions were summarised – 2 were completed and 2 were in progress. No PIAs were addressed but work has commenced, and funding has been committed for future projects. New SMA surface was installed to replace old surface dressing, benefitting approximately 64 residents by reducing noise 2 – 3 dBA. N69 Listowel Town bypass was completed, benefitting 125 R3 priority receptors. Traffic flow and speed data was collected to support upcoming SNMs.
- Kilkenny County Council: 6 of 8 actions were progressed in R4 Year 1 – Round 4 NAP working groups were established, EPA annual report was submitted, and noise complaints and planning protocols were in RMCEI return. New SMA road surface was used for two projects.
- Laois County Council: There was no progress made on 3 of 5 actions – the annual NAP report was completed and a discussion on mitigation measures for PIAs commenced. Section of the N80 was resurfaced with SMA. Traffic count and speed review has commenced. EV charging infrastructure is being extended to deliver ZEV Ireland. Traffic count and speed review commenced.
- Louth County Council: 5 actions, all related to the DCEE Pilot Acoustics Study, are all ongoing or concluded. Three PIAs are being assessed as part of it, with project work having commenced in 2024 and expected to conclude in 2025.
- Mayo County Council: Of 3 actions listed for 2024, 2 were completed. These include the revision of noise maps and identification of PIAs, and the submission of the annual report to the EPA. SMA has been used to replace old HRA road surface in 6 schemes, totalling 4 km in length and expected to benefit up to 3,200 people by up to 5 dBA.
- Monaghan County Council: A R3 action was completed to construct a noise barrier along the N2 for domestic property at Monanny and of 2 R4 actions, one was completed to construct a noise barrier, and one commenced to assess PIA_2.
- Offaly County Council: 3 actions were listed – 2 from R3 & R4 NAP. The Edenderry orbital route was completed, reducing traffic in the town centre and R402 priority area, benefitting 150 people. A distributor road was completed and is expected to reduce noise through the town, benefitting 60 people. Greenways and cycle ways were developed to help promote modal shift, and the speed limit reduction is expected to reduce noise levels. Quiet areas identified in the NAP and are to be considered when planning applications are submitted. Two healthcare facilities were granted planning with noise reduction conditions for operation and construction phases.
- Roscommon County Council: All actions from R4 NAP are in progress/completed. 4 traffic calming schemes and 4 safe routes to school schemes were completed. Roads were resurfaced with SMA in 9 locations, totalling about 4,000 m of roads. Requirements were introduced for noise study for housing developments located within 53 dB Lden and 45 dB Lnight contours as shown by strategic noise mapping.
- Sligo County Council: All actions have been progressed/completed. Noise was reduced at Rathcormac National School, which is a noise sensitive building under the R3 NAP. N15 adjacent to the school was resurfaced and this resulted in reduced noise. Active Travel Infrastructure was implemented to help reduce travel by car and associated noise.
- Westmeath County Council: R3 priority N6 Athlone Relief Road was assessed during 2023, and barrier design and costing of up to 9.2 million euro for 3.6 km of 3m high noise barriers was developed but is currently unfunded. A noise barrier was extended on N52 near Cloghan/Billistown. Low noise road surface was placed on the M6 and N4, and a noise barrier was replaced on the M6 motorway.

Limited (6)

- Cavan County Council: 5 actions were outlined and completed. 3 parts of the N54 totalling 4.9 km have had pavement overlay schemes funded by TII – unclear if these are new SMA or HRA surfaces.
- Donegal County Council: 4 of 6 actions were progressed, little information provided. The R4 NAP was delivered, a working group established, and NAP annual report was submitted.
- Kildare County Council: The only progress reported was the NAP draft and public consultation – no other actions were recorded.
- Leitrim County Council: 4 of 5 R3 Yr 6 actions were completed. The report refers to works at locations between 2019 and 2022, but nothing in 2024.

- Waterford City & County Council: 1 action was completed and 4 are ongoing. Action to finalise NAP is completed, 4 are ongoing and 8 are listed. All actions are forward-looking, rather than reporting on actions managing noise during 2024. Roads are set to be resurfaced using SMA 10.
- Wexford County Council: Submission of annual report to the EPA was delayed. An in-house noise Working Group was established to implement the NAP and will meet bi-annually. 1 Active Travel project was completed in 2024, along with 3 Safer Route Projects.