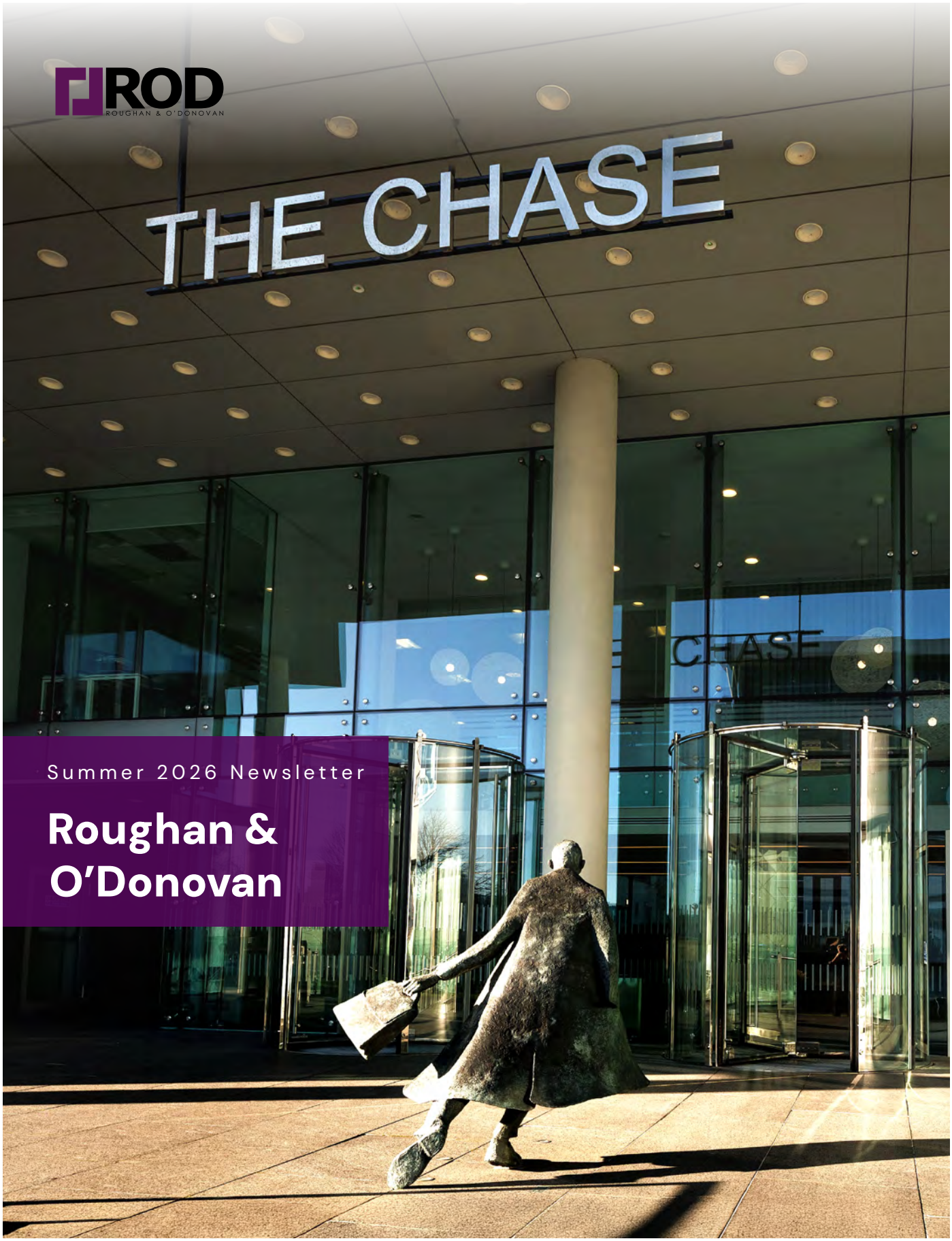

Summer 2026 Newsletter

Roughan & O'Donovan

Foreword

By Marc Jones

In January, we were honoured to have An Tánaiste Simon Harris join us at the official opening of our new headquarters at The Chase in Sandyford. Staff from all of our offices turned out for the celebration of this new chapter for ROD. Absent friends and colleagues were also remembered, including by the Tánaiste who, in his speech, commended Joe O'Donovan and Derry Roughan for having "the guts and the courage to set up the company back in 1974."

Over the past fifty years, we have weathered many challenges, expanded our capabilities, and grown our team to over 260, spread over four offices. Our one constant has been our belief that it is the people who make ROD. Our trainee technician programme, formed 25 years ago this year, is testament to this, and we are fortunate that some of the same trainees who joined ROD back in the early years of the programme now form the backbone of our talented technician group.

This spring, we expanded our management team, promoting several long-serving staff members, all proven experts in their disciplines, to Associate grade. We also appointed a new transportation Technical Director, Simon Morritt, in Leeds. This strengthening of our leadership team adds further depth to our technical delivery capabilities.

This year's intake of interns and graduates brought with them great energy and enthusiasm for learning. During Engineers Week 2026, many of them played a role in our primary school visits to discuss the role of an engineer in society. After explaining the core consultancy tenets of planning, teamwork and testing, they set the pupils the challenge of project managing, designing and delivering working windmills. Our team in Leeds continues to strengthen its links with the higher education sector. Recent initiatives include a visit by Pete Campbell to the University of Leeds, where he delivered a presentation to civil engineering students, and a talk by John Collins at the Student Hub of the Bridges Conference 2026. A career in engineering is highly rewarding, and it is incumbent on us to inspire and encourage the next generation.

We are delighted to share the news that ROD has secured – for the second term - the enhancing Motorway Operations Services (eMOS) commission with AECOM. We look forward to continuing to support Transport Infrastructure Ireland (TII) to deliver a safer, more resilient and sustainable network. We will be drawing upon our experience on the project to provide valuable input to the Traveller Information Services Association - a global, industry-led association developing and promoting standards for reliable, interoperable traffic and traveller information services.

In her Five Minutes with article, Clíiona Rogan describes her journey from third-level student to key member of our ITS (Intelligent Transport Systems) team. She highlights the importance of data management and collaboration in her role, in which she supports TII as they enhance road safety and improve the efficiency of motorway operations.

ROD supports research projects with the potential to benefit our clients. We have recently developed a bespoke SHM (Structural Health Monitoring) tool that can interrogate bridge monitoring data, capturing and visualising its structural response, thereby identifying abnormal trends. Our Research & Innovation Group selected the Humber Bridge for its first trial of the software and subsequently presented their findings to the Humber Bridge Board (HBB). The group is now examining the potential of using the software's in-built flexibility to analyse further complex bridges in the UK and Ireland. Meanwhile, we recently delivered a presentation on our work on enhancing the resilience and durability of concrete structures at the Concrete Bridge Development Group 2026 Conference.

Our energy team has successfully secured planning permission for the new 38kV Killygarry substation and is advancing planning applications for two major open-cycle gas turbine plants – all in partnership with KPMG. Multidisciplinary collaboration is at the heart of our approach, with the team drawing on expertise from across ROD to support energy providers and strengthen power grid resilience. Having spent a significant portion of my career as a bridge engineer, I know first-hand that transporting heavy machinery to power installations presents unique logistical challenges. To ensure safe, uninterrupted transit, our bridges team has worked with multiple state and private bodies to develop a comprehensive abnormal load management flowchart. By conducting exhaustive route assessments, they ensure that these massive components move from port to site safely and without delay.

ROD is continuing to support local authorities in delivering housing projects across Ireland. We recently helpedsecure planning permission for a large-scale residential development at Parkmore Industrial Estate in west Dublin. The 436-unit mixed-use development will help transform an industrial area into a vibrant, thriving neighbourhood. By prioritising nature-based solutions, the project maximises sustainable urban drainage systems (SuDS) and introduces the City Edge planning scheme's first green linkage.

Our transportation and environmental teams continue to play a significant role in the transformation of Ireland's transport landscape through their involvement in key active travel, road and rail projects. In addition to new projects, providing early-stage services on the Arklow Shillelagh Greenway, the N25 Midleton to Youghal transport project and the Donabate Distributor Road, they are bringing the DART+ Depot through its second public consultation and delivering projects in Dublin Port through the construction stage. Echoing the Tánaiste's comments at our opening, these transformational projects will deliver a lasting, positive impact on communities across Ireland.

MARA , the Maritime Area Regulatory Authority, which provides a statutory pathway for maritime applications, is now well-established in Ireland. Moving marine projects from concept through to approval and delivery is essential to realising societal benefits. Our environmental team provides an overview of the processes they are following to secure Marine Usage Licences and/or Marine Area Consents across projects. They also share their insights into the newly launched TII Biodiversity Metric Toolkit, which is being used to inform our designs and measure biodiversity net gain.

The responsible delivery of major infrastructure projects can take many years, often spanning periods of exceptional challenge and geopolitical volatility. This has certainly been the case on the Coonagh to Knockalisheen Distributor Road scheme in Limerick and the N5 in Roscommon. It was therefore no surprise that the official opening of critical sections of both schemes by Minister for Transport, Darragh O'Brien, in March was widely welcomed. Their openings represent a significant boost to national and regional connectivity - improving road safety and supporting regional development.

Finally, our project teams and individual colleagues continue to achieve industry recognition in Ireland and the UK. In recent months, the George's Dock Bridge Replacement Project received the Association of Consulting Engineers of Ireland excellence award in the civil engineering (small) category and Inês Roque Domingues was shortlisted for this year's New Civil Engineer Rising Star Award.

Summer 2026

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An Tánaiste Simon Harris opens ROD's new South Dublin Office

Article by Roberta Keaney

Pictured (L-R): Fine Gael Councillor Pierce Dargan, ROD UK Director Rob McCartney, Tánaiste Simon Harris, ROD Managing Director Marc Jones, Maeve O'Connell TD and Minister of State for International Development and Diaspora Neale Richmond.

On Friday, 23rd January 2026, Tánaiste (Deputy Prime Minister) Simon Harris officially opened our new headquarters at The Chase, Sandyford. Located in the heart of the Sandyford Business District, the office is a centre of creativity and collaboration for staff working on some of Ireland's most significant and sustainable transportation, energy, health and housing projects. It boasts cutting-edge technology and offers bright, open spaces where teams can meet and work together, as well as quieter spaces for individual work.

Joining the Tánaiste at the opening were Minister of State for International Development and Diaspora Neale Richmond, Maeve O'Connell TD, and Fine Gael Councillor for Glencullen Sandyford and Leas-Chathaoirleach (Deputy Chairperson) of Dún Laoghaire – Rathdown County Council Pierce Dargan. Together, they met with staff and listened with interest to details of some of our current infrastructure schemes, including the Narrow Water Bridge Project and the Cork Area Commuter Rail Programme. They also took time to speak to the younger members of our team - our interns, trainee technicians and graduates - wishing them well in their further studies and future careers.

In his speech to the wider team, the Tánaiste said: "A huge congratulations to [ROD] on everything you have achieved over the course of the last several decades, since the two young engineers [Derry Roughan and Joe O'Donovan] had the guts and the courage to set up the company back in 1974. I know this is a company that has been involved in so many major and iconic projects right across our country, whether that is the Mary McAleese Bridge or the Joe Dolan Bridge.. and more excitingly, I know you are going to be involved in some of the biggest transformational projects that we as a country want to deliver over the next period of time."

Michelle Harvey giving Simon Harris a tour of the Chase.

He added: "I'm really confident when I visit a company such as [ROD], with all of the people you have working here, the veterans who have been telling me they are here 20 odd years, the new people who are here, the interns who have just started, you have an ecosystem that I know is going to make a really positive impact to Irish society and the Irish economy in the years ahead."

ROD Managing Director Marc Jones said: "We are very grateful to the Tánaiste and his colleagues for joining us at the opening of our new headquarters. The move from Arena House, our home for 25 years, to the state-of-the-art, energy-efficient Chase Building marks a new chapter in the company's history. It is a clear sign we are moving forward in a positive and dynamic way and confirms our confidence in Ireland's thriving engineering sector and our commitment to further growing our business."

Tánaiste Simon Harris speaks to, Lisa Dunne and Michelle Harvey.

An Tánaiste speaking to ROD Director, Anthony Mulligan.

Tánaiste Simon Harris speaking to Clodagh Rea and Samira Islam.

Celebrating 25 Years of our Trainee Technician Programme

Article by Stuart Cushion

Twenty five years ago, ROD hired our first alumni of St Kilian's Community School in Bray as trainee technicians, establishing a tradition that has since evolved into our Trainee Technician Programme. The programme provides a pathway for school leavers to combine working at ROD with the pursuit of a third-level qualification in engineering. In recent years, it has expanded to include Fingal Community College, St Kevin's College in north Dublin and Temple Carrig School in Greystones. Indeed, we hope to introduce it to our Otley office in the near future.

Our trainees typically study design and communication graphics, engineering or construction studies for their Leaving Certificate exam. They also have a natural aptitude for the role of engineering technician. Once on board, they embark on a NFQ level seven Bachelor of Engineering degree (Civil) at Technological University Dublin and (more recently) onwards to a NFQ level eight Bachelor of Engineering degree at Technological University of the Shannon. They attend college one full day and one evening per week, with the rest of the working week spent in our design offices.

Through their experience of working on live projects, trainees can see the real-life application of their college work; the theory and practice are developed hand-in-hand.

Over 16 members of our current team have either completed the programme or are at various stages in their studies. They include Technician Associate Eddie Poland and Senior Technician John Kenny, who between them have almost 40 years at ROD. Numerous other alumni of the programme are working in engineering consultancies across the world, in many cases in engineering as well as engineering technician roles.

Senior Technician John Kenny shares his career story

When I was coming to the end of my final year in St Kilian's Community School in Bray, my technical graphics teacher spoke to the class about ROD's trainee technician programme and encouraged anyone with an interest to come and talk to him. The idea of studying in college while earning a salary and developing my skills as a technician appealed to me, so I decided to apply for a place on the programme. I had an interview with ROD in May 2004 and, two weeks later, I joined the company.

During my first year at ROD, I worked in the print room, studied for a City & Guilds Level 3 Certificate in AutoCAD and learned about the workings of an engineering office. Seeing what the other technicians were working on and undertaking some site visits with the engineers gave me a better idea of what I would be doing as a CAD technician.

In my second year, I began a part-time, Level 7 ordinary degree course at Dublin Institute of Technology, Bolton Street, now Technological University Dublin. I also joined the transportation group, working alongside engineers John Bell and Eoin Ó Catháin on urban civil projects, as well as service areas, bus and cycle corridors, road and junction realignments and masterplans for towns and colleges.

The five years I spent in college while working were hard at times, but ROD gave me as much assistance as I needed to complete the course. I could ask for help with any subjects I was struggling with, and when I was writing my final-year thesis, I remember asking John Bell plenty of questions.

Looking back, I can easily say that joining the trainee technician programme was one of the best decisions I've ever made. I learned a huge amount by working and studying at the same time; it could never really be matched by just going to college and starting work in an engineering company after graduating.

Engineers Week 2026

Article by Clodagh Rea

ROD's Rachel Whent, Aidan Kennedy and Clodagh Rea pictured speaking to pupils in St. Brigid's Girls School in Cabinteely, Dublin.

Engineers Week 2026 provided a fantastic opportunity for our interns and graduate engineers to step out of the office and into primary school classrooms in Dublin, where they shared their enthusiasm for engineering with the next generation. We visited four schools during the week: St. Raphaela's National School in Stillorgan, Muslim National School in Clonskeagh, Gaelscoil Chnoc Liamhna in Knocklyon and St. Brigid's Girls School in Cabinteely.

The pupils we met were all eager to learn, so we began by explaining what engineering is, the challenges involved in our day-to-day work, and the satisfaction that comes from designing solutions that make a real difference in communities and society. We described our respective career journeys, showing the pupils that there isn't just one type of engineer or one route into the profession, and discussed the subjects that sparked our interest in engineering.

After our presentation, it was time for the children to become engineers themselves. Working in small groups, the pupils were set a challenge: design and build a working windmill using everyday materials such as paper cups, paper plates, straws and tape. Before they got started, we encouraged them to think about planning, teamwork and testing - key skills at the heart of every engineering project.

The classrooms quickly filled with conversation, creativity and concentration. Ideas were sketched out and designs took shape. Once the builds were complete, each windmill was tested using a hairdryer to show how it would spin. This part proved a real highlight, with lots of excitement as the pupils watched their designs work or, in some cases, get redesigned on the spot.

After our visit to St. Brigid's, teachers Aoife Lehane and Aoife Cantrell sent us a thank-you note in which they wrote: "The students thoroughly enjoyed the presentation and found it both interesting and inspiring. It was a wonderful opportunity for them to learn more about engineering and to hear directly from professionals working in the field. Experiences like this make a real difference in helping students connect what they learn in the classroom with the wider world."

Engineers Week was every bit as rewarding for our interns and graduate engineers as it was for the pupils. Engaging with such curious, enthusiastic children reminded us of how important role models are at an early age. If even a small number of the children we met now see engineering as something they might like to explore in the future, then this year's Engineers Week was a success.

Boost for Roscommon and Limerick Connectivity as Two Roads Open

Article by Daire Ó Riagáin

Pictured (L-R): Luke Duffy (ROD), John O'Hara (ROD), Patrick Scahill (ROD), Liam Taylor (ROD), Hugh Cunniffe (ROD), John Nally (ROD), Patrick Grennan (ROD), Tom Corcorann (ROD), Shane Tiernan (Roscommon County Council), Darragh O'Brien (Minister for Transport), Councillor Liam Callaghan (Roscommon County Council), Daire O Riagáin (ROD), John Duggan (ROD), Michael Naughton (ROD), Linda Gunn (ROD), Declan Treanor, Ed Warren (ROD) John Murray (ROD), Brian Madden (ROD)

On 26th March 2026, Minister for Transport Darragh O'Brien TD officially opened the first section of the N5 Ballaghaderreen to Scramoge Road project - a €450 million road scheme that will improve the safety and capacity of the N5 national primary route in Co. Roscommon. Seven days later, on 2nd April 2026, Minister O'Brien was again cutting a ribbon, this time at the opening of phase one of the Coonagh to Knockalisheen Distributor Road, a key piece of infrastructure to relieve congestion and unlock future development lands in north Limerick City.

N5 Ballaghaderreen to Scramoge Road scheme

The N5 Ballaghaderreen to Scramoge Road scheme has been many years in the making. . ROD–AECOM's involvement dates back to 2014, when Roscommon County Council appointed us to provide planning and environmental services on the project. The scheme was approved by An Bord Pleanála in January 2019, and following a new consultancy services tender process, ROD–AECOM was appointed in June 2019 to provide procurement and construction services through completion, with the project to be delivered under a design-and-build contract.

2019 marked the beginning of a period of exceptional challenge for the construction industry in Ireland, with the COVID 19 pandemic, widespread supply chain disruption, and significant construction material inflation arising from global

The first section of N5 road (near Frenchpark) being finalised for opening to traffic.

geopolitical pressures combining to create a perfect storm. The N5 scheme was not immune to pressures of the time, most notably when Roadbridge Ltd, who were awarded the construction contract in June 2021, went into administration in 2022. The project team retendered the scheme, and the construction contract was awarded to Wills Brothers Ltd. in December 2023.

The project comprises the construction of over 33km of new National Primary route, replacing 35km of the existing N5, which is considered deficient in terms of safety, alignment and cross-section. Section 1 (Frenchpark Bypass) represents 7km of the overall project length and is predicted to remove up to 70% of through traffic, including approximately 400 heavy vehicles each day, from Frenchpark village. In addition to improving safety on the N5, it will support economic, social,

Mike Burdett (ROD), Emily Alfred (ROD), Cathal Sheehy (MRG), Willie O Dea (TD), Councillor Catherine Slattery (Príomh Chomhairleoir Limerick City and County Council), John Moran (Mayor of Limerick City and Council), Darragh O'Brien (Minister for Transport), Councillor Paul Murphy (Cathaoirleach of Clare County Council), Daire O Riagain (ROD), Mike Gibbons (ROD), Noel Kelly (ROD), Patrick Murphy (MRG)

and tourism development by enhancing connectivity between the west, the midlands and Dublin.

Speaking at the opening, Minister O'Brien described the project as "a practical investment in regional balance", highlighting its importance for freight movement, tourism and everyday commuting. Local representatives also emphasised the substantial safety benefits, particularly the bypassing of hazardous junctions on the old N5 that had long been a concern for communities along the route.

Coonagh to Knockalisheen Distributor Road

The Coonagh to Knockalisheen Distributor Road scheme is a transformative infrastructure project set to unlock significant investment and opportunity across Limerick's northside. ROD's involvement in the scheme dates back to 2007 when, in partnership with MRG Consulting Engineers, we brought the scheme from initial constraints study through route selection and preliminary design to planning, detailed design and tender.

In February 2021, the construction contract was awarded to Roadbridge Ltd, and the scheme progressed to construction. However, when Roadbridge Ltd. went into administration in 2022, the scheme was only partially complete (as with

An aerial view of the link road between the Coonagh and Cratloe Roundabouts, which is located next to a residential area.

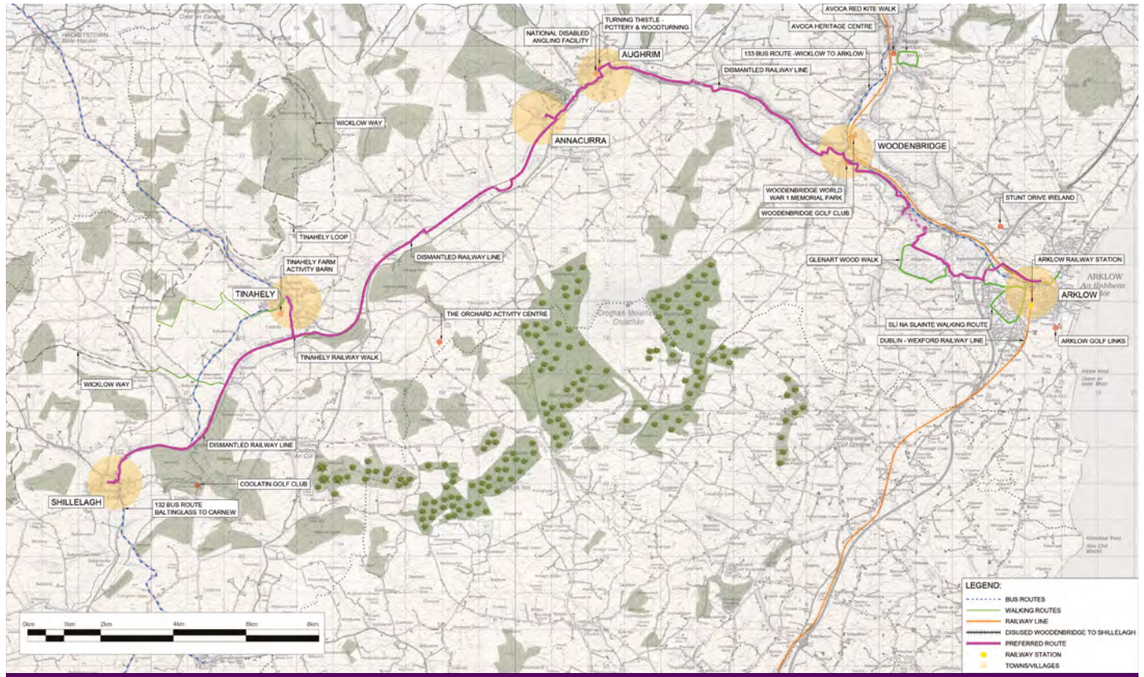
the N5 scheme). During the intervening period, ROD-MRG procured several emergency works contracts to secure the site and complete sections of existing roads and the half-built Ballygrennan bridge over the Galway to Limerick rail line. Following the re-tendering of the scheme, Wills Brothers Ltd. was awarded the main construction contract in December 2024. ROD-MRG is now supporting Limerick City and County Council by providing site supervision and contract administration during construction, close out and review. When complete, the overall scheme will unlock significant economic and social opportunities for Moyross and the wider area.

The opening of the Moyross Link Road and the new dual carriageway connecting the Cratloe Road Roundabout to the Knockalisheen Road Roundabout marked the completion of the first phase of the project. It comprises a 2.1km dual carriageway, with cycleways and footways on both sides, complementary improvement works to existing roads, the now-completed new rail overbridge, utility diversions, sewer system improvements, and landscaping.

Speaking at the official opening, Minister O'Brien described the project as "a clear example of how targeted infrastructure investment can serve as a catalyst for wider regional development. By improving access and connectivity, we are enabling new housing, supporting major healthcare investment, and helping to create sustainable communities here on Limerick's northside." The Mayor of Limerick, John Moran, referenced the project's pivotal role in improving connectivity for northside communities, particularly Moyross, noting that the road will unlock further regeneration, support the delivery of new homes and services, and underpin major projects such as the UPMC medical campus and future public transport improvements.

Welcome News for ROD on Arklow – Shillelagh Greenway

Article by John Bell



Preffered route selection

In April 2026, ROD was awarded the contract for the preliminary design and assessment of the Arklow to Shillelagh Greenway project in south County Wicklow. The contract was awarded under the TII Framework for Greenways and Active Travel. We will bring the project through Phases 3 Preliminary Design & Environmental Evaluation and Phase 4 Statutory Processes, delivering it in line with and the TII Project Manager's Manual for Greenway Projects and the Department of Transport Code of Best Practice: National and Regional Greenways.

The greenway extends nearly 40km from Arklow to Shillelagh via Woodenbridge, Aughrim, Annacurra and Tinahely. The route follows along the Vale of Avoca, Aughrim River, Derry River and Derry Water. It passes through woodland, farmland and towns and villages and includes 14 river or stream crossings. Sections of a dismantled railway line will be used, where practicable, to provide a relatively flat, continuous and ready-made route between the settlements.

Wicklow County Council and local community groups have long recognised the potential to provide a premium off-road walking and cycling trail, catering for all ages and abilities, to attract tourism, enhance the local amenity and support economic growth in the county. ROD previously worked closely with the council and the funding agency TII to bring the project through the constraints and options study stages. The preferred route was published in December 2025.

The greenway project enjoys the support of a large number of landowners and local communities - testament to the extensive landowner and stakeholder consultation that has taken place to date. Going forward, it is envisaged that Voluntary Land Acquisition Agreements (VLAAs) will form part of a broader approach to acquiring the lands necessary for the greenway.

Railway and Road Reconstruction at Alexandra Road, Dublin Port

Article by Thomas Leonard

Contruction of the Alexandra Road Project at Dublin Port.

The Alexandra Road Upgrade Project is the first phase of the upgrade of one of the main routes in and out of Dublin Port and forms part of Dublin Port Company's Masterplan 2040. The scheme comprises the upgrade of approximately 400m of road carriageway and railway along Alexandra Road, as well as railway turnouts towards the Alexandra Quay area. The site is located within the Dublin Port estate and interfaces with the Dublin City Council road network at its junction with East Wall Road.

Dublin Port Project Management Office is administering the Project under the New Engineering Contract (NEC4) framework, with ROD providing design and supervision services. We have also been appointed as the Project Supervisor Design Process (PSDP) for the project. I am the Project Engineer for the scheme and Michael Cawley is on site as the NEC Supervisor. Wills Brothers Ltd. has been appointed as the main contractor for the works, which are expected to take 17 months to complete.

The works include road reconstruction, the removal and replacement of the existing railway and support slab and the provision of new cycleway and pedestrian facilities tying in with the Liffey Tolka project at East Wall Road. In addition to the provision of new track support slab and rail works including new rail turnouts, the project includes the installation of ducting for ESB, to facilitate the Finglas to Poolbeg 110kV route.

The project team has encountered several challenges in the delivery of the project, including working in soft made ground (the site lies just outside the city's former East Sea Wall), works on new and existing services including oil filled HV cables, and the diversion of a large diameter watermain. Close coordination with the various utility owners on the scheme has been crucial.

Construction began in May 2025. Works have progressed well, with approximately 200m of track slab complete and pavement works commenced in late Spring 2026.

Public Consultation on Proposed Depot for DART+ Network

Article by Yana Bersunukayeva

A CGI render of the proposed DART+ Depot, west of Kilcock.

The DART+ Depot project is an integral part of the DART+ Programme, which will significantly increase capacity on all commuter rail corridors serving the Greater Dublin Area. When complete, the depot will ensure Iarnród Éireann has the capability to stable and maintain its new fleet of DART+ carriages and to provide more trains across the network to lines and communities that need them. The development is an extension of the already approved DART+ West scheme, and includes electrification and twin tracking of the line from Maynooth to the west of Kilcock and associated ancillary works.

Following extensive options assessment, the public consultation for the new depot was launched on 16th March 2026. This was followed by several days of meetings with landowners likely to be directly impacted by the proposed development. On 25th March, a public consultation event at which the preferred option was presented took place at the Glenroyal Hotel & Leisure Club in Maynooth, Co. Kildare, with representatives from Iarnród Éireann and project team members from ROD and our joint venture partner IDOM in attendance. The event provided an opportunity for potential users of the services and the general public to express their views on the preferred option, identify opportunities for the project team, and highlight any concerns. Those unable to attend the public consultation event in Maynooth were invited to join a public information webinar hosted by Iarnród Éireann on 22nd of April.

The project team is since reviewing the feedback received from landowners and the general public with a view to refining and finalising the design of the project. Following our review, the proposed development will be the subject of an Environmental Impact Assessment and, if required, an Appropriate Assessment and Site Specific Flood Risk Assessment. It is hoped to submit a Railway Order application to An Coimisiún Pleanála later this year.

ROD appointed for second phase of Donabate Distributor Road Project

Article by Morgan Hart

Photo of Donabate Distributor Road Phase 1.

In March 2026, Fingal County Council appointed ROD to provide preliminary design, environmental assessment, detailed design and construction procurement stage services for Phase 2 of the Donabate Distributor Road. The project will upgrade and realign the R126 Hearse Road over approx. 2.5km from the western end of Phase 1 through to the M1 Lissenhall Junction (M1 Junction 4), improving road safety for all users. The existing road has a sub-standard horizontal alignment and narrow verges, resulting in limited visibility along the mainline and at accesses. It has no facilities for pedestrians or cyclists, creating a hostile environment for non-motorised users. Its poor collision history is compounded by congestion at the M1 Lissenhall junction, which causes significant queuing on the R126 at peak times, blocking access to the M1 southbound merge slip road.

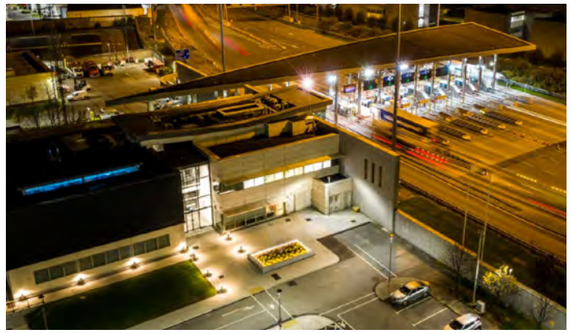
ROD has been working on the scheme since August 2023, when we were appointed to the Framework for Engineering Consultancy Services for Donabate Transport Projects. Working with the Planning and Strategic Infrastructure Department in Fingal County Council, we have taken the Donabate Distributor Road Phase 2 project through constraints studies, option development and selection and public consultation, including an in-person consultation event at the Shoreline Hotel in Donabate in October 2025. Feedback received at the event and as part of the 80 written submissions was largely positive with many indicating a desire for improved active travel facilities, public transport considerations and junction improvements essential to the project.

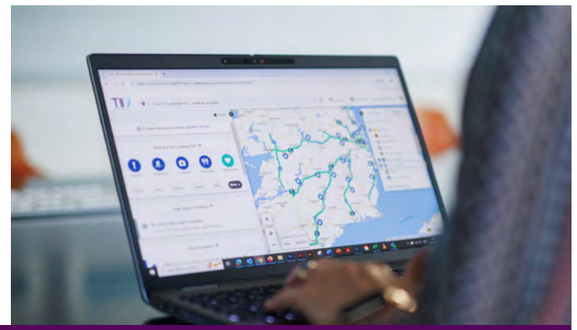
The proposed road development will incorporate active travel facilities and provide enhanced public transport facilities. Lissenhall Junction will be reconfigured to improve the connection to the M1 southbound and to increase capacity for traffic to and from Donabate. When complete, it will provide connections to Newbridge House, the only surviving, intact eighteenth-century demesne landscape in County Dublin, and the existing road network. It will also provide access to farms, houses and businesses along the route.

ROD's design team, led by Technical Director Richard Spencer, is developing a traffic model to inform the road cross section and junction designs. Our modelling will take account of the significant housing development, both planned and under construction, in Donabate, and the impact approximately 2,500 additional homes will have on traffic flows.

TII reappoints ROD-AECOM to eMOS Programme

Article by Ciarán Carey





Various photos of eMos project

We are delighted to report that ROD-AECOM Alliance has been reappointed by Transport infrastructure Ireland (TII) to deliver consultancy services in support of the enhancing Motorway Operations Services (eMOS) programme. The eMOS programme is implementing measures to improve the safety, resilience, and sustainability of the motorway network, reducing the adverse impact of future traffic growth on service levels, and providing TII with the systems to deliver a more efficient, flexible, and responsive service to road users. Our reappointment signals TII's continued confidence in our team's ability to navigate complexity, maximise opportunity and create value.

Our work on the programme has been recognised nationally and internationally. The Data Fusion Pilot Project won the Technology Award at the European Commission Excellence in Road Safety Awards 2025; the National C-ITS (Connected Intelligent Transport Systems) Pilot Project made the shortlist for the Innovation Award (medium project category) at the ACEI Engineering Excellence Awards 2026; and the M50 Traffic Flow Optimisation Project made the shortlist for the Project Management Award at the ACEI Engineering Excellence Awards 2024.

In our new commission, we will support TII in implementing enhanced motorway operational regimes on the M50 (e.g. Red-X signalling), M1 (Port and City access resilience) and M4 (Bus Priority), including automating detection of incidents and congestion.

We look forward to strengthening our relationship with TII over the duration of the contract by supporting its motorway operations, equipment integration and system development, and bringing new perspectives, advanced analytical skills, and a holistic approach to our work.

Works Commences on Liffey–Tolka Project

Article by John Bell

Pictured at the launch of the Liffey-Tolka Project are Minister for Transport Darragh O'Brien TD, Dublin Port's Head of Special Projects Jim Kelleher, members of the ROD and Grafton Architects design teams. Photo: Conor McCabe Photography.

On 9th February 2026, Minister for Climate, Environment, Energy and Transport Darragh O'Brien TD launched Dublin Port Company's Liffey–Tolka Project, a major active travel and public amenity in Dublin. The scheme will provide a safe and accessible route for pedestrians and cyclists along the East Wall Road corridor, strengthening the connection between Dublin Port and the City at its interface. It is co-funded by the National Transport Authority and is being delivered with the support of Dublin City Council.

Speaking at the launch, Minister O'Brien said: "I am very pleased to mark the commencement of works on the Liffey Tolka Project, which will deliver over one hectare of new public space and enhance urban connectivity while supporting biodiversity, revealing hidden heritage and ensuring the working port and city can exist co-operatively side by side."

The Liffey–Tolka Project was granted planning permission in 2023. When complete, it will provide a 1.4km landscaped cycling and pedestrian route linking the River Liffey with the Tolka Estuary Greenway on the east side of East Wall Road. It will also create a new civic space - North Wall Square - at the southern terminus of the route. Key design features include a new tree-lined esplanade, sustainable drainage systems, planted bioretention areas, widened footpaths, segregated cycle tracks, energy efficient lighting and upgraded junction layouts / East Wall Road crossings.

ROD is working with design team lead, Grafton Architects; Shaffrey Architects (conservation); ADCO (Archaeological monitoring and recording); Cunnane Stratton Reynolds (landscape design); Belton (Lighting); and AFEC (PSDP) on the scheme. Respecting Dublin Port's rich, maritime history and port-city integration strategic objectives under its Masterplan 2040 was a key consideration. Supported by site investigation and historical analysis, extensive data gathering formed part of our approach. This enabled us to, for example, accurately locate the original sea walls, informing the geometry and below ground works.

The scheme is being delivered in two phases:

Section one extends from the River Liffey, adjacent to the Tom Clarke Bridge, as far as Alexandra Road. It commenced on-site in September 2025 and is expected to be completed in early 2027. The main contractor is Kilwex Limited. Dublin Port Company's Project Management Office is providing project management services, with ROD providing civil design and supervision services to Grafton Architects.

Section two extends from Alexandra Road to the Tolka Estuary Greenway/East Point Business Park and includes a new pedestrian and cycle bridge over Promenade Road. It is progressing through the design stage, and it is hoped to go to construction in 2027.

Sod Turned for €2.4m N15 Laghey Roundabout Safety Project

Article by Gerard Ward

Laghey Roundabout on the N15 under construction.

Donegal County Council has appointed ROD to deliver construction and handover stage engineering services on the N15 Laghey Roundabout Safety Project in south Donegal. The commission includes provision of the role of Project Supervisor Design Process (PSDP), Employer's Representative, construction supervision, design support, dispute resolution and handover services. Construction works began in early 2026, with Northstone Materials Ltd. as the main contractor. The project is expected to be completed in late 2026.

The proposed road improvement scheme will replace the existing N15/R232 priority junction with a single lane roundabout. This section of the N15 has been identified as a high collision location by TII. In addition to a posted speed limit of 100km/h and annual average daily traffic (AADT) of 10,980, there are many residential and commercial property access points adjacent to the junction.

The scheme comprises the following measures:

- Replacement of the existing N15/R232 priority junction with a single lane roundabout, including changes to road layout and property boundaries on approach.
- Provision of active travel facilities throughout the junction connecting both sides of the N15 and R232 and including three uncontrolled crossings.
- Modification of commercial property accesses to accommodate the road realignment and active travel facilities.

ROD's project team is being led by Daire Ó Riagáin as Project Director, with Patrick Grennan acting as Employer's Representative. I am Senior Resident Engineer and will be supported onsite by Clerk of Works Jimmy Kerrigan during the construction phase. This is the sixth occasion we have worked together on a Donegal-based scheme since 2018 and the second TII road safety scheme we have delivered on behalf of the council - the first being the N15 McGroary's Brae Improvement Scheme completed in late 2024.

We are delighted with the opportunity to further our valued relationship with the council and to deliver safety improvements on the N15, a vital gateway into Donegal and the wider northwest.

ROD-AECOM Appointed to N25 Midleton to Youghal Transport Project

Article by Roberta Keaney

Pictured front row (L-R): Chief Executive of Cork County Council, Moira Murrell; Mayor of the County of Cork, Cllr. Mary Linehan-Foley; and Minister of State Jerry Buttimer. Back row (L-R): ROD Director Eoin Ó Catháin and AECOM Highways Director, Eoin Greene. Photo: Gerard McCarthy.

On 6th May 2026, ROD-AECOM Alliance signed contracts with Cork County Council to provide consultancy services for the planning design and environmental assessment of the N25 Midleton to Youghal Transport Project. The appointment offers a welcome opportunity for us to expand our portfolio of major multi-modal transportation projects in Cork, which includes the Cork Area Commuter Rail Programme (with TYPSA); the BusConnects Cork project (with TYPSA); and the West Cork Greenways scheme (with AECOM).

The N25 Midleton to Youghal Transport Project will support the ongoing economic development of East Cork by enhancing safety and efficiency along the N25 corridor and improving transport links between Cork and Waterford for commuters and businesses. Funded by TII, it will bypass the villages of Castlemartyr and Killeagh and upgrade Midleton's Lakeview roundabout, three serious bottlenecks on the national route between Cork and Waterford.

Cork County Council Chief Executive Moira Murrell said: "The appointment of a highly experienced consultancy team will allow Cork County Council to develop and assess options for this important route, with public consultation planned later this year."

The Mayor of County Cork Cllr Mary Linehan-Foley called the contract signing "a really positive step forward in delivering the kind of infrastructure that will benefit not just Cork, but the country as a whole. It will reduce congestion and improve connectivity throughout the Midleton and Youghal areas, creating a more efficient and reliable transport route."

ROD Director Eoin Ó Catháin said: "We are delighted to support Cork County Council, Cork National Roads Office, TII and the wider project team in delivering this critical piece of road infrastructure for national and regional connectivity. We look forward to building strong community support for the scheme, particularly given the substantial safety and journey-time benefits it will offer all road users, and the improved quality of life it promises for residents in the towns of Killeagh and Castlemartyr and the wider East Cork region."

Construction of the Killeagh and Castlemartyr bypasses is due to commence by 2030.

George's Dock Bridge Replacement Project triumphs at ACEI Awards 2026

Article by Roberta Keaney

Pictured (L-R): Barry Mathers, Jons Civil Engineering; Marcin Nikonowicz, ROD; Tim Murnane, ACEI President; Marc Jones, ROD; and Shane Lindsay, Transport Infrastructure Ireland.

ROD's work on the George's Dock Bridge Replacement Project was recognised at the Association of Consulting Engineers of Ireland (ACEI) Engineering Excellence Awards 2026, receiving the award for the Best Project in the Civil Engineering Projects (Small) category. The ACEI awards celebrate projects that demonstrate a high degree of achievement, value and excellence in engineering design and were announced at a gala dinner in the Intercontinental Hotel, Dublin, on 26th March 2026. In a citation accompanying the award, the judges said: "This programme and the sensitive replacement of the historic bridge could only have been achieved by a team who understood the importance of trust, communication and, above all, collaboration on achieving the best design."

On 19th August 2025, George's Dock Bridge had been damaged beyond repair when a fire broke out below deck. Its immediate closure caused significant disruption to local residents, businesses and commuters in particular, as it severed the LUAS Red Line, which accommodates c.20,000 passengers per day travelling to key financial, entertainment and transport hubs in the city centre. TII engaged Jons Civil Engineering Ltd. (JCEL) with ROD as their designer on an emergency design-and-build basis to replace the structure as soon as practicable. A single span, piled integral bridge, providing a clear span of 18.2m and a total width of 11.6m, was proposed. Demolition, design and construction followed over a 12 week programme, and on 27th November, the new bridge was opened to the public.

Marc Jones, project lead and Managing Director of ROD, said: "We are delighted that our contribution to this complex urban infrastructure project has been recognised by the ACEI. We are also grateful to TII and Jons Civil Engineering Ltd. (JCEL) for entrusting us with the design, and to the many specialists involved, including Banagher Precast Concrete Ltd. and PJ Edwards, for their unwavering commitment to its successful delivery."

New Civil Engineer Bridge Engineer Rising Star Award 2026

Article by Inês Domingues

I am incredibly honoured to have been shortlisted for the New Civil Engineer (NCE) Bridge Engineer Rising Star Award 2026, which recognises engineers with less than 10 years of experience who demonstrate industry-leading potential, technical excellence and a commitment to improving sector knowledge.

We sometimes get so caught up in our day-to-day work that we forget to pause and appreciate the milestones we have achieved. While preparing my application, I was reflecting on how fortunate I have been to have worked on such a diverse range of challenging projects in a relatively short career.

Since moving to Ireland after completing my dual-degree masters in Italy and Portugal, my career has been defined by bridge design and delivery of "first-of-its-kind" infrastructure. This work moves beyond theoretical design to solve the practical challenges of constructability, fabrication, and mechanical integration for opening bridges. Working at ROD has allowed me to engage with different design stages, from options design to fabrication and erection, fostering my understanding that a bridge is only successful if built safely and efficiently.

Throughout my career, I have been given the opportunity to work on projects that most engineers can only dream of. My professional profile includes contributing to the industry's most demanding structures, requiring an ability to communicate and liaise with every stakeholder in the delivery process. As bridge engineers, we don't just solve equations, we bridge the gap between the designers, clients and site teams, ensuring that technical excellence translates into a functioning, high-quality structure. A highlight for me is the transition from a complex mathematical model to a tangible community asset. The ultimate reward is seeing a bridge in service and witnessing the public crossing it for the first time. Whether it is the Herring Bridge, the Renfrew Bridge or the Dursey Cable Car, knowing that my contribution has resulted in a tangible improvement for the community is deeply rewarding.

In our projects, I have taken full ownership of the transportation and erection stages of the design lifecycle. My work on the Waterford Sustainable Transport Bridge exemplifies this strategic coordination between the designer, contractors, MEICA (Mechanical, Electrical, Instrumentation, Control and Automation) specialists, and steel fabricators, particularly in managing the coordination and analysis of erection engineering, including the critical geometry control procedures required to ensure precise alignment of the bascule leaves, which cantilever from the main structure.

I find my greatest professional satisfaction in working on highly challenging bridge projects that present unique technical "firsts". One of several landmark projects I worked on was the Narrow Water Bridge, where I used advanced parametric modelling for the design of one of the first and longest cable-stayed rolling bascules in the world. This helped to develop my specialism in complex movable structures that demand a bespoke approach to balance structural integrity with mechanical precision.

Looking forward, I hope to lead large-scale, complex projects that push the boundaries of bridge engineering. My ambition is to remain at the forefront of the industry's evolution, continuously adopting new technologies to achieve an optimised life cycle.

Being shortlisted for this award is a testament to the importance of mentorship and knowledge sharing within our industry. I have been incredibly lucky to work in an environment at ROD that prioritises growth. I've had mentors who not only shared their technical expertise but trusted me to take increasing ownership of complex tasks within a safe, quality-driven framework. As I continue my work, I am committed to paying that mentorship forward.

ROD to continue work at Humber Bridge

Article by John Collins

The Humber Bridge rocker bearing replacement project.

In early 2026, ROD, supported by H&H, won a place on the Hull City Council Engineering & Regeneration Professional Services Framework Lot 1c. This opens the door for us to continue to support the owner and operator of the Humber Bridge, the Humber Bridge Board (HBB), with its maintenance and operations in the coming years. It is welcome news, particularly given the strong relationship we have developed with HBB since our first commission in 2020 and the volume of work the bridge is expected to require going forward. We are confident it will lead to engagement with further local authorities and to winning places on other frameworks in the near future.

Rob McCartney, ROD UK Director, said: "In supporting HBB, we have demonstrated our ability to not only undertake technically challenging work but to provide a dedicated onsite presence as and when required. Our pragmatic and responsive approach to our work is one of our key differentiators in the marketplace and is attracting the attention of potential clients in the region."

An iconic structure

When it opened in 1981, the Humber Bridge in Yorkshire and the Humber became the world's longest single span suspension bridge. With a main span of 1410m, the tolled bridge carries the A15 dual carriageway over the Humber Estuary, providing a vital transport link for over 30,000 vehicles per day, as well as pedestrians and cyclists. The structure is a landmark and symbol of the region, and carries a Grade 1 heritage listing.

Initial commission

ROD's first commission for HBB was to address risks posed by a weld crack to an A-frame rocker bearing in 2020. This involved close collaboration with HBB, AECOM and HBB's suppliers. An emergency repair was installed, which ROD subsequently monitored using our specified structural health monitoring system and load trials involving a 100-tonne convoy of HGVs. Our load trial method proved successful and was repeated in 2023 and again 2025.

The emergency repair monitoring included periods when we saw weld cracks growing hourly, requiring careful management and maintenance to ensure the serviceability of the structure. We subsequently worked with AECOM to design temporary bearing replacements. These were installed at the two towers in 2021 and 2022.

A study of the bridge

In an effort to identify other areas of the bridge prone to defects with the potential to affect its medium and long term operation, HBB commissioned ROD to undertake a study of the whole bridge. Our key recommendations included:

Looking south across the Humber Bridge from Hessle Tower during ROD's 2022 inspection for the hidden defects study.

- reinvigoration of the bridge's inspection regime;
- targeted supplementary maintenance works;
- feasibility studies on the replacement of expansion joints to the deck boxes at the towers;
- remedial works to the bridge's drainage;
- further detailed studies of the bridge's drainage system.

The inspection regime of road bridges in the UK is well-established. It includes general inspections (typically once every two years) with more detailed principal inspections (PI) including access to within touching distance (typically once every six years). At the Humber Bridge, inspectors must understand the arrangement, key features, access, HBB operations and expected defects, requiring a more bespoke inspection regime than with most structures.

In 2023, ROD worked alongside HBB to undertake a PI to the bridge's drainage systems on the deck box soffit, using a lightweight, tracked, underbridge deck unit. In 2025 and again in 2026, ROD was successful in our respective tenders for PIs of the Hessle and Barton approach viaducts and Barton anchorage.

ROD's structural health monitoring (SHM) and hidden defects study drew attention to the condition and structural behaviour of the various expansion joints present at the towers. These span gaps between the main and side span deck boxes or, in the case of the footway joints, between the deck boxes and the concrete towers.

Other works included:

- design of a jacking bracket for temporary works to facilitate the replacement of sliding bearings that had become worn;
- design of maintenance works for the refurbishment of the main carriageway roller-shutter joints (referred to as "Demag joints" after the original supplier) in collaboration with H&H's mechanical engineers and HBB's specialist fabricator;
- Approval in Principle design of replacement footpath joints in collaboration with H&H.

In 2024, ROD and H&H supported AECOM with a tender for feasibility studies for multiple aspects of the bridge. We worked closely with HBB to ensure our findings aligned with their needs, as well as with the potential local supply chain to ensure our recommendations were constructable and could be readily procured.

Our works included:

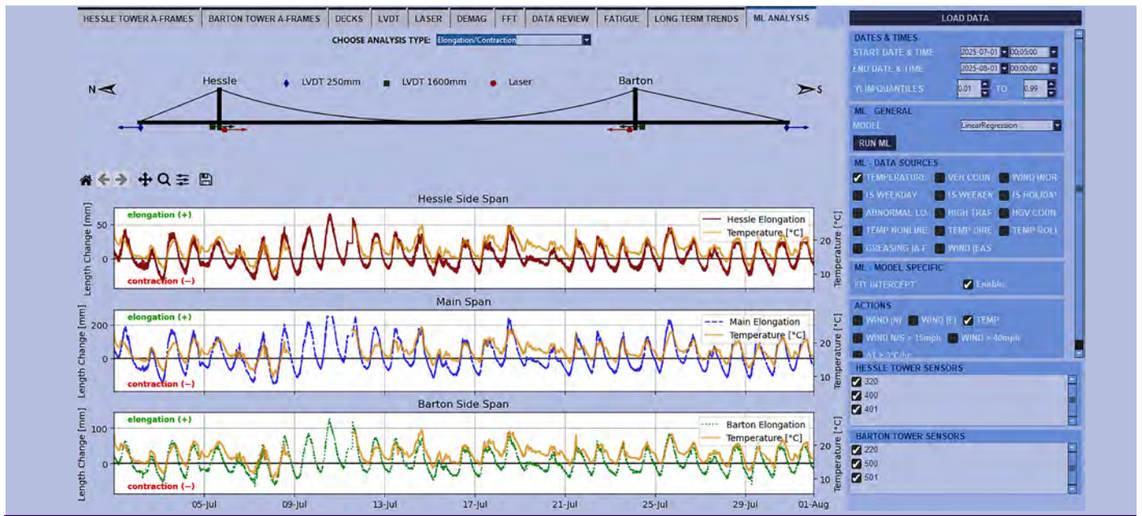
- A-frames – permanent works for the temporary replacement bearing arrangement at the towers and a new arrangement at the anchorages;
- Demag (roller-shutter joint) – appraised its residual life including maintenance effort required;
- examination of the options for a like-for-like replacement of the footway expansion joints, with improvements to aid future maintenance;
- consideration of the feasibility of redirecting drainage discharge from the bridge; and
- discussions on how to improve performance in a replacement scheme.

In 2025, ROD and H&H assisted HBB to develop design and tender documents for an upcoming design-and-build contract to improve the safety of the existing parapet barrier by increasing its height. This could be achieved through the use of horizontal strained wires supported by extensions to existing parapet posts. The tender also included footway joint replacement at the towers. This year, we plan to continue to support HBB client-side, including providing contract administration support for the associated NEC4 engineering and construction contracts.

The bridge's soffit while assisting HBB with the 2023 drainage and drainage system.

Developing a Structural Health Monitoring Tool for the Humber Bridge

Article by Cian Ó Cathasaigh



View of Humber Bridge SHM tool interface displaying a month of bridge deck elongation and contraction.

To further enhance ROD's advanced insights into the Humber Bridge's in service behaviour, our Research Group has been working on the development of a Structural Health Monitoring (SHM) tool to interrogate data from the monitoring system installed on the bridge. Movements driven by temperature and traffic are an inherent and essential part of a bridge's structural response. Capturing and interpreting this behaviour in a meaningful way informs long term asset management and maintenance planning.

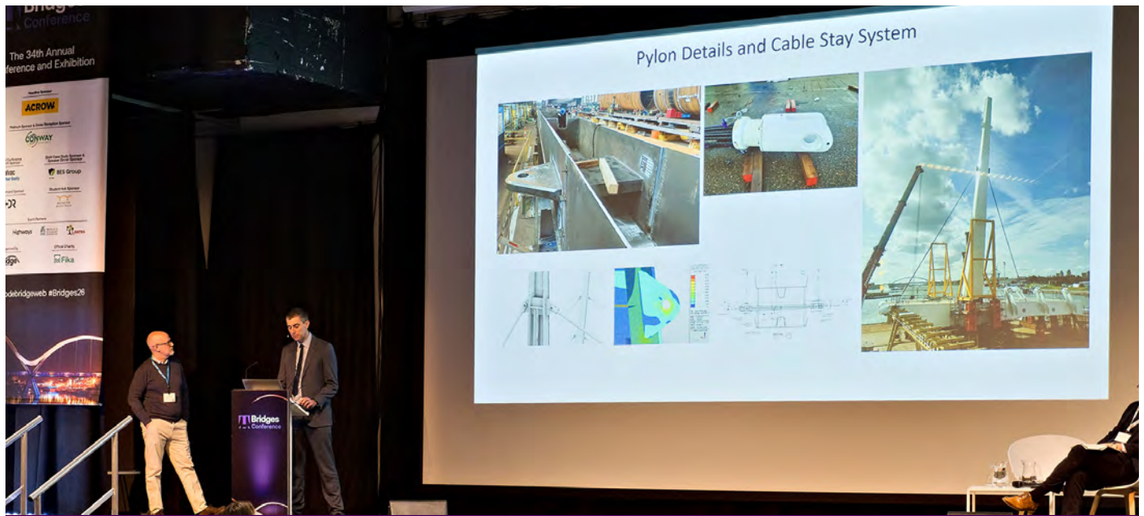
The bridge monitoring system provides data from a wide range of sensors and complementary information sources. A key aspect of our work has been the development of a bespoke software tool to combine, process, analyse and visualise SHM data in a consistent and scalable manner. Advanced data analytics and software development skills were used to integrate structural, environmental and traffic datasets, enabling patterns in bridge behaviour to be explored efficiently and at scale. Machine-learning techniques were incorporated to help capture complex, non-linear relationships between inputs such as temperature and traffic loading and the resulting structural response. Rather than replacing engineering judgment, these methods are used to complement it, providing an additional lens through which large datasets can be interpreted.

An example view from the SHM analysis tool is shown above. It illustrates how monitored deck movements and temperature data can be explored within the digital interface. This approach demonstrates how modern digital engineering capability can be applied within a traditional civil engineering context, allowing ROD to extract greater value from monitoring systems already in place.

The SHM tool developed for the Humber Bridge provides a clearer, data driven picture of how the structure responds to everyday operational and environmental conditions. By improving understanding of normal behaviour, the tool supports earlier identification of abnormal trends and helps inform more proactive and targeted maintenance decisions. Importantly, the emphasis of the work is on long term value rather than short term results, with the approach designed to evolve as additional data becomes available. The underlying methods and software architecture are readily transferable to other complex bridge assets, positioning ROD to support clients across a wide range of monitoring and asset management challenges.

Bridges 2026 Conference

Article by Peter Campbell



ROD's John Collins being introduced to present 'Engineering Motion on the Clyde, The Renfrew Swing Bridge.'

On 11th March 2026, ROD Associate John Collins joined H&H's Principal Engineer Paul van Hagen to deliver a presentation at the Bridges 2026 conference in Coventry. Titled Engineering Motion on the Clyde: The Renfrew Swing Bridge, it explored key elements in the design and delivery of Renfrew Bridge in Scotland, on which ROD worked with H&H (design lead) to provide comprehensive movable bridge engineering design services.

John was also among the speakers at the conference's Student Hub, where he delivered a presentation titled Bridge Engineering – What it Entails to an audience of students and academics from universities across the UK. He drew upon his considerable experience as the lead of our UK bridges team to deliver a lively presentation and offered some practical advice to students applying for internships and graduate roles in the sector.

I attended the conference alongside John, taking the opportunity to connect with industry colleagues and listen to several of the conference presentations including Muon Tomography in Practice: Revealing the Hidden Details of Llanrhystud Bridge.

ROD's John Collins presenting at the 2026 Bridges Conference.

ROD Joins Traveller Information Services Association

Article by Robert Corbally

ROD has recently become a member of the Traveller Information Services Association (TISA), a global, non-profit, industry-led association that brings together private and public sector stakeholders to develop and promote standards for reliable, interoperable traffic and traveller information services. Stakeholders include public authorities, road operators, service providers, technology companies and data specialists from across Europe and beyond. ROD's membership of the association reinforces our commitment to thought leadership in Intelligent Transport Systems, data driven operations and the delivery of safer, more reliable road networks.

Since joining TISA, we have been actively contributing to its Real Time Traffic Information (RTTI) Technical Working Group, which is developing a new five star data quality rating specification for RTTI. The specification defines clear, objective quality criteria for real time traffic data – supporting more transparent assessment of data accuracy, timeliness and completeness across key use cases, such as speed limits, roadworks and road closures. This initiative will ensure that drivers receive more accurate and reliable traffic information, whether through in-vehicle systems or everyday apps such as Google Maps.

In its support of the RTTI Technical Working Group, our research group has drawn upon its experience supporting TII through the enhancing Motorway Operations Services (eMOS) programme, where high quality, trustworthy, real time data is critical to network operations, traveller information and regulatory compliance.

At ROD, we recognise the value of contributing to the development of international RTTI standards. We are strengthening the technical foundations that underpin our ongoing work on eMOS and future digital transport programmes while helping to ensure that Ireland's operational and regulatory perspectives are reflected at a European and global level.

TISA
Traveller Information Services Association

PIARC World Road Congress 2026

Article by Robert Corbally

In March 2026, I attended the 17th World Congress on Road Winter Service, Resilience and Decarbonisation, organised by the World Road Association, PIARC. Held in Chambéry, France, the congress brought together road authorities, operators, researchers and industry leaders from around the world to share their understanding and experience of the most pressing challenges facing the road sector today. Key themes included network resilience, climate adaptation, decarbonisation and the growing role of digital technologies and data in modern road operations.

As the organiser of the Artificial Intelligence (AI) in the Road Sector session, I presented the findings of the report *Artificial Intelligence in the Road Sector: A PIARC Special Project* (undertaken by ROD on PIARC's behalf). Drawing on case studies from across multiple countries, my presentation highlighted how emerging technologies are already being deployed to enhance road safety, traffic management, asset inspection and maintenance. It emphasised the critical role of robust governance frameworks, high quality data and targeted skills development in enabling the responsible, effective and scalable adoption of AI across road networks worldwide.

Following the presentation, there was a lively discussion among the delegates around the opportunities and the challenges associated with AI in the road sector and how, according to the findings of our study, the latter can be overcome.

Download *Artificial Intelligence in the Road Sector: A PIARC Special Project* for free on www.piarc.org

ROD Attends Intertraffic 2026

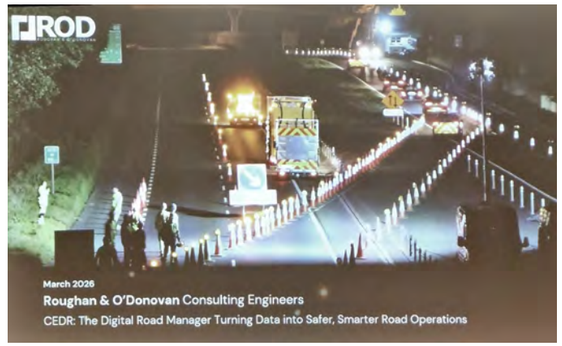
Article by Ciarán Carey

The CEDR panel session 'The Digital Road Manager: Turning Data into Safer, Smarter Road Operations'. Pictured (L-R): Norman Röhner, Digital Road Manager Coordinator at CEDR, Ciarán Carey, Associate at ROD, Silas Norager, Associate Director at ARUP, Stefan Deix, Director at EUCAR and Ricardo Z. Tiago, Senior Adviser in ITS at IMT.

In March 2026, several members of our ITS (Intelligent Transport Systems) team travelled to the RAI Amsterdam Convention Centre to attend Intertraffic 2026, the largest meeting of ITS experts and transport technology specialists in Europe. The event gave our team an insight into trendlines in the ITS industry, helping them to identify innovations with potential for integration into TII's network operations. The extensive road safety and road maintenance halls were of particular interest, given ROD's role on the MCAAS-2 Region West Project (Motorway Contract Audit and Administration Services).

ROD Associate Ciarán Carey joined the Conference of European Directors of Roads (CEDR) panel session 'The Digital Road Manager: Turning Data into Safer, Smarter Road Operations'. Joining him were Norman Röhner, Digital Road Manager Coordinator at CEDR, Silas Norager, Associate Director at Arup, Stefan Deix, Director at EUCAR and Ricardo Z. Tiago, Senior Adviser in ITS at IMT. Ciarán shared ROD's experience of working with TII to leverage data, connectivity and digital tools to enhance the safety, resilience and efficiency of the motorway network in Ireland. He described the challenges of integrating digital solutions into day-to-day operations and shared his insights into how digital road management can improve asset management, network interventions and overall safety for road users.

The event provided a useful networking opportunity for the team, with TII's M50 Traffic Flow Optimisation contractor Swarco and Network Intelligence & Management System contractor Kapsch TrafficCom among the many exhibitors at the event. Meanwhile, as Vice-Chair of ITS Ireland, Ciarán was honoured to be invited to the Connekt Intertraffic VIP dinner at the National Maritime Museum, where he met with several national ITS organisation leaders and stakeholders.



ROD Welcomes Four Engineering Students to the Team

Article by Roberta Keaney

ROD's Student Placement Programme always attracts bright, enthusiastic students, and this year is no exception. Since joining us in January, master's students Aidan Kennedy and Sean Purcell from Trinity College Dublin (TCD) and Liam Fagan and Lorcan McKenna from University College Dublin (UCD) have been impressing us with their "can do, will do" approach, teamwork and readiness to ask questions and more questions.

From diving into projects with our bridges, transportation and buildings groups to being the first to sign up for our sports and social activities, we are loving the energy the students bring to our team.

And with the tag rugby season just started, hopes are high that, with their help, this may be the year we bring the trophy home.

Pictured (L-R); Aidan Kennedy, Lorcan McKenna, Sean Purcell and Liam Fagan.

Sean Purcell

I applied for a six-month placement with ROD's bridges group after meeting members of the team at a careers fair in TCD, where I am undertaking an MAI in Civil and Structural Engineering. As a member of the busy but supportive bridges team, I am working on a range of projects, including the Leinster Bridges Term Maintenance Contract, the N4 Mullingar to Longford (Roosky) scheme and a bridge rehabilitation works scheme in Galway. I am also gaining experience in inspection and assessment work, as well as in preparing contract documentation such as bills of quantities. A key part of the placement is getting out on site. Attending bridge inspections is helping me to understand how defects are identified and assessed in practice and how they feed into decision-making.

Liam Fagan

I initially joined ROD in June 2025, undertaking a three-month summer internship with the buildings team. When I returned to undertake an eight-month student placement in January 2026, they welcomed me back with open arms, encouraging me to get involved straight away.

I am gaining hands-on experience across a variety of building projects, including hospitals, schools and apartment blocks. My day-to-day work consists of detailed design on software applications like Tedds and Robot, marking up AutoCAD drawings, report writing and assisting on tenders. In the past five months, I have visited several project sites, including St. Colman's Hospital in Co. Wicklow, to see how a building makes the transition from a computer design to a real-life structure. I have also been entrusted with communicating with clients and contractors. I am certain this experience will stand to me when I return to UCD in September to complete my ME.

Aidan Kennedy

My six-month student placement at ROD forms part of an MAI in Civil and Structural Engineering I am undertaking at TCD. As a member of ROD's transportation team, I am working on several interesting and engaging projects, including the Motorway Maintenance and Renewals Contracts; the N4 Mullingar to Longford (Roosky) Project; and Herring Bridge in Great Yarmouth. Through contributing to these projects, I am gaining considerable experience and knowledge in areas such as project management and engineering design. The collaborative environment at ROD is extremely helpful; it never feels like any question is too small. I am also enjoying the wide variety of activities organised by the social committee - from comedy nights to sporting events, there is always something in the calendar.

Lorcan McKenna

My eight-month student placement with ROD's transportation team forms part of an ME in Civil, Structural and Environmental Engineering I am undertaking at UCD. Since joining ROD, I have been involved in a variety of interesting projects, including the Liffey Valley to City Centre Bus Connects project and the West Clare Railway Greenway project. I have also visited several sites to see projects being developed from the design stage to the construction stage. I am thoroughly enjoying my placement at ROD. The opportunity to develop my technical engineering skills in a supportive working environment, where my colleagues are always willing to share their knowledge and experience with me, is invaluable.

MUL and MAC Applications Submitted for Three Projects

Article by Laura Lynch and Yana Bersunukayeva

ROD has recently been involved in a number of projects requiring Maritime Usage Licence (MUL) and Maritime Area Consent (MAC) applications, namely the Point Pedestrian and Cycle Bridge and Tom Clarke Bridge Widening Works Project, Ringsend to City Centre Core Bus Corridor Scheme, and the Irish National Heritage Park Project.

The Maritime Area Regulatory Authority (MARA) is Ireland's independent maritime regulator. Established in July 2023 under Part 3 of the Maritime Area Planning Act 2021 (MAP Act), MARA's remit extends from the High Water Mark (HWM) to the outer limit of the State's continental shelf.

Proposed maritime usages detailed in Schedule 7 of the MAP Act require a MUL including marine environmental surveys for the purposes of site investigation.

A MAC is similar to the now defunct Foreshore Licence and is a right to occupy a part of the maritime area for a specific maritime usage that is intended to be undertaken for a relatively long period of time, such as windfarms, port developments, utilities, etc. A MAC is not a consent to undertake development and is generally required prior to seeking development permission (except in the case of certain public infrastructure projects, where the consent is required prior to implementation.

See below for an overview of the MUL and MAC application processes.

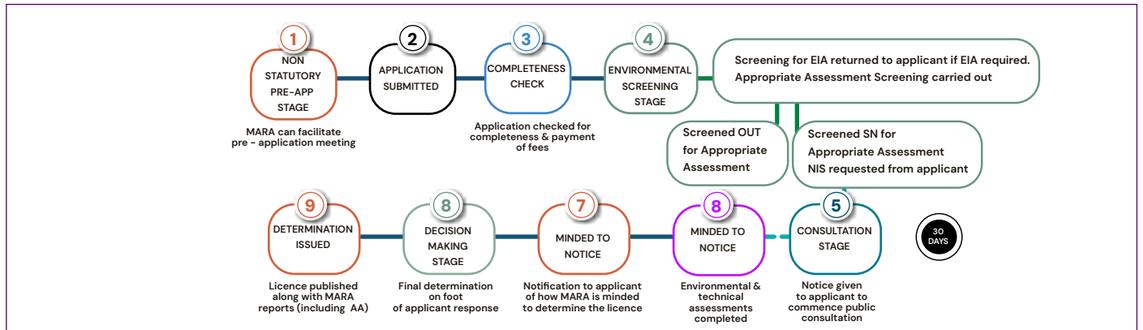


Figure 1.0 An overview of the MUL application process.

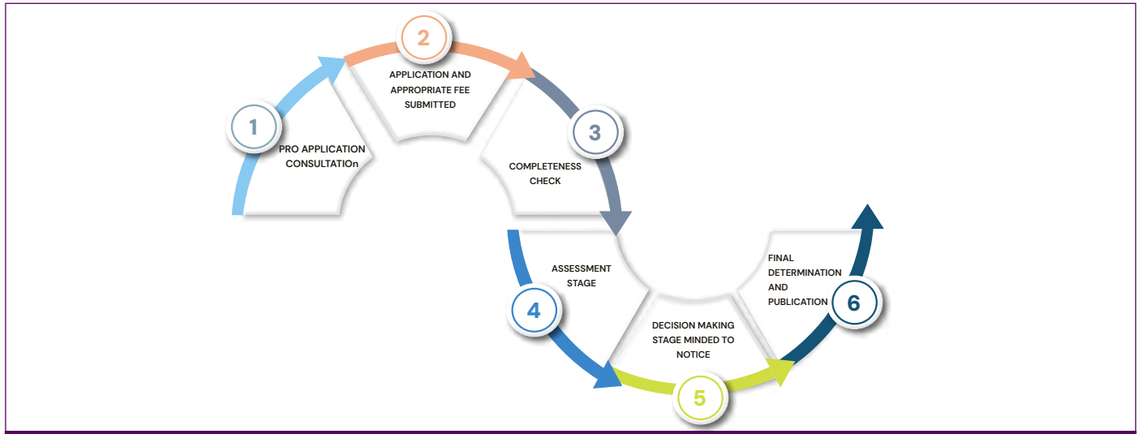


Figure 2.0 An overview of the MAC application process.

The Point Pedestrian and Cycle Bridge and Tom Clarke Bridge Widening Works Project

This project involves the widening of the existing Tom Clarke (East Link) Bridge in Ringsend, the construction of a new pedestrian and cyclist bridge next to it (Point Bridge) and a new control tower for the two bridges. The applicant is Dublin City Council (DCC).

A MUL application (LIC230007) was submitted for environmental survey works as follows:

- January 2024: Application form submitted along with maps and supporting information.
- October 2024: MARA requested that DCC submit a Natura Impact Statement (NIS).
- April 2025: A 30-day public consultation period commenced, closing 06/05/2025.
- June 2025: Licence granted by MARA.

A MAC Application (MAC240014) was submitted for the proposed development as follows:

- May 2024: Pre-application consultation meeting held with MARA.
- August 2024: An application form along with supporting documentation was submitted to MARA.
- October 2025 – March 2026: Four additional information requests/clarifications were received.
- April 2026: MARA issued Notification of Compliance. Determination to be provided within 90 days after the date of compliance.

Ringsend to City Centre Core Bus Corridor Scheme

This project involves the construction, operation and maintenance of infrastructure associated with the Ringsend to City Centre Core Bus Corridor Scheme - namely the proposed River Dodder Public Transport Opening Bridge, new boardwalks spanning over the River Liffey and the reconfiguration of the existing Scherzer Bridges and the construction of new road bridges at the entrances to St George's Dock and the Royal Canal. The applicant is the National Transport Authority (NTA).

- June 2024: Application form and supporting documentation submitted to MARA under Section 76 of the MAP Act.
- August 2024: The scheme received approval by An Bórd Pleanála (Board Order ABP-317679 23) under Section 51 of the Roads Act 1993 (as amended).
- December 2024: Supplementary documentation/ information was submitted to MARA.
- March 2025 – March 2026: A number of requests for additional information were received from MARA and responded to during this time.
- April 2026: Grant of MAC, subject to conditions.

Irish National Heritage Park Project

This project involves the construction of three jetties and an artificial beach area as part of the proposed development at the Irish National Heritage Park in Ferrycarrig, Co. Wexford. The applicant is Wexford County Council.

A MUL application (MUL260005) was submitted for environmental survey works as follows:

- November 2025: A pre-application consultation meeting was held with MARA (joint MUL and MAC).
- February 2026: Application form along with supporting documents submitted and confirmed complete (valid) by MARA.
- Current status: Pending Environmental Impact Assessment Screening and Appropriate Assessment Screening by MARA.

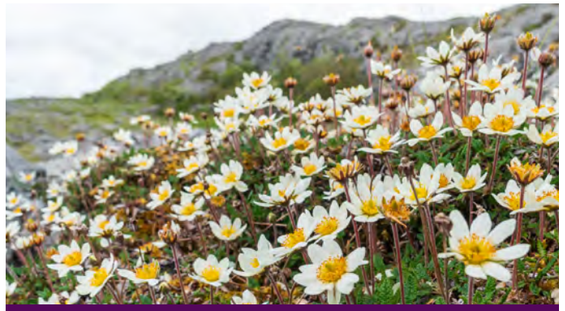
A MAC application (MAC260007) was submitted for the proposed development as follows:

- November 2026: A pre-application consultation meeting was held with MARA (joint MUL and MAC).
- February 2026: An application form along with supporting documents was submitted to MARA and confirmed complete (valid) by MARA.

As of 7th October 2025 and in accordance with S.I. No. 467/2025 - Maritime Area Planning Act 2021 (Fit and Proper Person) Order 2025, a local authority is deemed a fit and proper person for the purpose of the MAP Act. Therefore, the additional forms (i.e. Technical Capability and Financial Capability Assessment) were not required as part of the MAC application for the Irish National Heritage Park Project.

Biodiversity Net Gain in Practice

Article by Evan Browne



Flora of The Burren in Co. Clare, Ireland.

In December 2025, TII published its Biodiversity Metric Toolkit, which is designed to help quantify biodiversity losses and gains across road, greenway, and light rail projects. The toolkit includes an Options Appraisal Tool for early-stage project planning, a Habitat Condition Assessment and a Full Biodiversity Metric Tool for use during detailed environmental assessment.

While use of the metric will not be mandated until the publication of the TII Biodiversity Standard later this year, ROD's ecology team has reviewed the associated Technical Report and User Guide and is implementing the toolkit for the Barnesmore Gap Greenway project and the West Clare Greenway Section 1: Kilrush to Kilkee. We welcome its introduction, recognising its value in promoting an objective method of achieving biodiversity net gain on infrastructure projects and in supporting more informed decision making in the design process. For us, it represents a positive step towards ensuring developments leave the receiving environment in a measurably improved state.

Options Appraisal Tool

Developed to support the early-stage decision-making process, the Options Appraisal Tool enables project teams to undertake a desktop exercise to compare the impacts of different route options on biodiversity. The Tailte Éireann National Land Cover (NLC) Map provides Fossitt Level 2 habitat data to allow for high-level comparisons between route options before more detailed habitat survey data is available. The toolkit uses National Parks & Wildlife Service (NPWS) protected site and Annex i habitat datasets to screen each option for potential impacts, including intersections with protected sites and irreplaceable habitats, as well as whether a route falls within 100m of a European site (i.e. a site designated under either the EU Birds or Habitats Directives).

The tool uses a GIS-based approach, and we have been working through this process with TII over the past few months, and in February 2026, we produced our first working example.

Habitat Condition Assessment

Habitat condition is assessed during habitat surveys and following the selection of a preferred option. The assessment considers vegetation structure, species composition, evidence of disturbance, ecological function, the presence of invasive species and the level of positive or negative management. Habitats are assigned a score of 'poor', 'fair', or 'good' based on this assessment. This allows the metric to not only account for habitat type but for how well that habitat is functioning. Habitat Condition Assessment surveys have been undertaken for the West Clare Greenway Section 1 to inform the Biodiversity Net Gain (BNG) assessment..

Full Biodiversity Metric Tool

The Full Biodiversity Metric Tool builds on data gathered from the Habitat Condition Assessment and applies it to an spreadsheet-based calculator. The habitat data is converted into biodiversity units, with multipliers applied if the presence of a protected species, habitat or designated site is detected. The landscape and route design are then overlaid with the habitat data in GIS to calculate the areas of habitat lost, retained, enhanced or created. This generates post-construction biodiversity units that can be compared against the baseline values to determine the overall biodiversity impact of the project, allowing the project team to demonstrate whether the project will achieve biodiversity net gain or loss.

Our ecology team is also implementing the Full Biodiversity Metric Tool for the Barnesmore Gap Greenway project. By comparing the greenway and landscape design with the habitat survey and Habitat Condition Assessment data, we can make a more informed decision on whether revisions to the landscape design are required to further improve biodiversity.

Court of Justice of the EU Provides Judgment on Annex IV Derogation Licences

Article by Patrick O'Shea

An aerial view of the Hell Fire Club ruin, surrounded by forest, with views of Dublin in the distance.

Under the EU Habitats Directive, certain species are afforded strict protection wherever they occur. Collectively referred to as Annex IV species, they include all species of bat, otter, cetaceans (whales, dolphins and porpoises), natterjack toad, the Kerry slug and Killarney fern.

In the Hellfire Massy Residents Association v. An Bord Pleanála (No.5) [2023] IEHC 591, the Court of Justice of the European Union (CJEU) provided clarity on the process to be followed where a development or activity could impact these species. This came in response to the Irish High Court's question on whether the process for Annex IV species derogation licences post consent was compliant with the 'strict protection' of these species afforded by the Habitats Directive.

The Irish High Court's question was raised following judicial review of An Bord Pleanála's approval of planning permission for the Dublin Mountains Visitor Centre, a development led by South Dublin County Council (SDCC), where ROD provided engineering and ecological support to the project team. As well as supporting the planning stage of the project, ROD has an ongoing role providing contract administration, ecology and engineering services to SDCC for the construction stage. In this case (IEHC 591), derogation was not required at the time the planning application was lodged.

The CJEU clarified that where the requirement for a derogation licence is identified at the planning stage, it must be in place when a planning application is submitted. Following the CJEU judgment, the NPWS published guidance stating that copies of derogation licences for Annex IV species should be included with planning applications. The CJEU judgment and NPWS guidance on the subject of Annex IV derogation licences provides welcome clarity for our ecology team who regularly procure derogation licences for clients. Early identification of the need for a licence is imperative and must be built into the programme at an early stage to avoid potential programme delays.

Planning Permission secured for Cavan ESB Substation

Article by Eoin O'Catháin

Layout of proposed ESB Substation

ROD, in collaboration with KPMG, has secured planning permission for a new 38kV ESB substation at Killygarry, Co. Cavan. KPMG led the preparation of the planning application, with ROD providing supporting engineering, landscape and ecology services. This was ROD's first standalone application for an ESB substation, one of many being rolled out by the ESB to strengthen and improve the resilience of the national electricity grid.

The site is located to the east side of Cavan town, within the Cavan Business and Technology Park. It is generally flat, but with a steep downward slope at its western side. ROD worked closely with the ESB's Engineering and Major Projects Division to develop and refine the development site layout, access and drainage designs.

We prepared a suite of planning support documentation, including a Landscape Plan, Appropriate Assessment Screening, Ecological Impact Assessment, Construction Management Plan, Resource and Waste Management Plan, Site Specific Flood Risk Assessment, and input to the Planning and Environmental Considerations Report. We also prepared a Biodiversity Net Gain Assessment for the site. Planning permission was granted without modification by Cavan County Council on 19th March 2026.

ROD looks forward to further collaboration with the ESB and KPMG on future similar projects and to building on our work in Killygarry to further develop and enhance Ireland's electrical grid infrastructure.

ROD commissioned to design and assess OCGT Electricity Generating Plants

Article by Seán Kennedy

Typical elevation of OCGT Power Station.

ROD, in collaboration with KPMG, has been appointed to develop planning applications for two open-cycle gas turbine (OCGT) electricity generating plants, one in the west and one in the east of Ireland. The plants will each have a gross electrical output of up to 385MW and will provide resilience to the electricity grid during periods of low renewable energy availability. The Strategic Infrastructure Development (SID) planning applications will include all associated buildings, access roads, plant, site works and ancillary works. The associated power grid connections will be subject to separate complementary SID applications to An Coimisiún Pleanála.

Indicate schematic layout for OCGT Power Station.

ROD is providing a full suite of multidisciplinary engineering design services on the project, including site development, civil drainage design, flood risk assessment, structural analysis, environmental assessment and reporting, transportation assessment and reporting, geotechnical review and electrical design and reporting.

We completed our initial feasibility review of the two proposed development sites and prepared an engineering report outlining each site's characteristics and design considerations. Our review formed part of a Strategic Infrastructure Development (SID) pre-application consultation submission to An Coimisiún Pleanála in April 2026. The final SID applications are expected in late 2026.

ROD is looking forward to progressing these exciting developments in collaboration with KPMG and the rest of the design team, and to enhancing the resilience of electricity supply in Ireland.

What is an Open-Cycle Gas Turbine?

An open-cycle gas turbine is a type of gas turbine particularly suitable to complementing energy being supplied to the electricity grid from renewable sources. It can quickly ramp up or down as needed to react to lapses in power availability from wind and solar generation. It is therefore used to ensure continuity of energy supply to Irish households and businesses in times of peak or fluctuating demand and/or when there is insufficient power being generated by renewables.

ROD's EAL Capability assisting with Irelands Energy Resilience

Article by Joe Kelly

557 tonne Exceptional Abnormal Load crossing the M7.

An Exceptional Abnormal Load (EAL) is a vehicle and load combination that exceeds 180 tonnes and/or does not conform with the Road Traffic Regulations in terms of geometry or individual axle weight. In recent years, these have become an increasingly common sight traversing the Irish road network as new power installations are constructed across the country. These high-profile projects will ensure that the national grid remains secure, with flexibility and capacity to supply "peaking" demands. ROD has been assessing structures to accommodate the movement of vehicles delivering key components for the development of these new plants, some of which exceed 500 tonnes, over the past 4 years.

Our work has been possible largely due to co-ordinated cooperation between a multitude of both state agencies and private companies. To facilitate this co-ordination, in September 2024, ROD developed the "Exceptional Abnormal Load Management Flow Chart" for TII, which was subsequently published as RW18 by the Department of Transport. This document provides a clear step by step process for ensuring the efficient delivery of these critical energy resilience projects while also protecting the serviceability of the existing infrastructure assets, valued at many billions of euro.

Since the publication of RW18, ROD has undertaken route assessments and bridge structural assessments for numerous projects, and has provided advice and guidance to a number of developers, suppliers, hauliers, clients, local authorities and TII. Recent schemes include the Bord Gáis Energy Cashla Peaking Plant, Eirgrid/ESB Coolnabacky Substation and Centrica Business Solutions / Bord Gáis Energy Profile Park Reciprocating Power Plant. This work complements our expanding service offering in the Energy sector.

248 tonne vehicle crossing the Mary McAleese (Boyne) Bridge in 2021.

ROD to Deliver Bat-Friendly Lighting Upgrade on N85

Article by Aga Niedziela

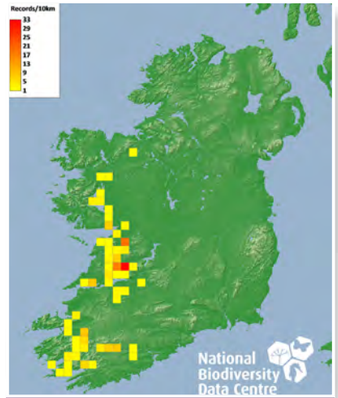
Greater horseshoe bat (Rhinolophus ferrumequinum).

Over the past 12 months, ROD's Motorway Contracts Audit and Administration Services (MCAAS) Region West team has been working closely with TII and Clare County Council to develop and deliver a bat-friendly road lighting upgrade solution on the N85 national secondary route between M18 Junction 12 and the Clareabbey roundabout in Ennis, Co. Clare.

The project involves the replacement of approximately 86 SON (Sodium Oxide New) lanterns with 2700 Kelvin LED luminaires, which emit less blue light and more warm light than SON lanterns, closely mimicking the natural light conditions found during dusk and dawn. This makes their use along the N85 less disruptive to nocturnal wildlife, particularly the Lesser Horseshoe Bat, a species protected under Irish and EU legislation. Surveys have identified the N85 as an important commuting corridor for the Lesser Horseshoe Bat. Incorporating bat-friendly lighting along the route is considered best practice, particularly given the species' sensitivity to artificial lighting.

The road lighting upgrade solution proposed supports TII's ongoing LED replacement programme and, in providing long-term energy savings, aligns with the state agency's sustainability commitments. It also supports the objectives of the Lesser Horseshoe Bat Species Action Plan (2022-2026), to which TII and Clare County Council contributed and which aims to guide, inform and provide structure for the conservation management of this important species.

The scheme will also benefit Lesser Horseshoe Bat populations associated with the Newhall and Edenvale Complex Special Area of Conservation, which use treelines, hedgerows and key crossing points along the N85.



Cover of National Biodiversity Data Centre Document Ireland.

Planning Permission Granted for 436-Unit Parkmore Development in Dublin 12

Article by Ciaran McGee

A computer-generated image of the proposed Parkmore development. Credit: Digital Dimensions.

In December 2025, South Dublin County Council granted planning permission for a proposed 436-unit, mixed-use, large-scale residential development (LRD) on a 1.91ha site at Parkmore Industrial Estate, Long Mile Road, Dublin 12. The site is within the City Edge Project lands, which will transform an extensive industrial area on the west side of Dublin City into a vibrant urban neighbourhood of over 40,000 new homes and 75,000 jobs – one of the largest regeneration schemes in Europe. ROD provided engineering services to the planning application, including structural, transportation, water services and flood risk inputs.

Our team proposed a sustainable drainage (SuDS)-based approach for managing surface water runoff from the development. Several SuDS measures will be implemented as part of a management train to convey, treat and attenuate surface water runoff from the development. These include blue/green roof systems to all building blocks, rain gardens and swales. Pressure on the existing surface water drainage network within the industrial estate will be relieved, and a high level of treatment will be provided to runoff. In addition to the surface water management measures proposed, approximately 360-metres of foul network upgrades will be provided to the wider Uisce Éireann network.

The design of the scheme incorporated several improvements to the wider transportation network, including:

- the introduction of loading/short-term parking along the Long Mile Road to generate frontage activity and urbanise the existing industrial dual carriageway;
- an enhanced, widened and landscaped pedestrian realm along the Long Mile Road;
- improved cycle facilities along the Long Mile Road site frontage to match and tie into BusConnects proposals in the area;
- upgraded pedestrian/toucan crossing provisions at the Long Mile Road/Robinhood Road junction; and
- an attractive pedestrian/cycle realm along the Parkmore Industrial Estate Spine Road, which will be complemented in future by the regeneration of other industrial sites within the estate.

The proposed scheme creates and assists in creating high-quality linkages to Walkinstown Avenue Park, representing the first in a series of green linkages that will be delivered by the overall City Edge regeneration scheme.

A Site Visit to St Colman's Hospital in Wicklow

Article by Fatima Quadri

Pictured (l-r); Vinicius Lemos, Nikola Yordanov, Adam Kumar, Kai Jackson, Anthony Mulligan, Patrick Ryan, Úna Cotter, Cian Ó Cathasaigh, Sean Purcell, Cian Egan, Bolaji Sanusi, Cian Ivory, James Brindley, Mark Tucker, Clodagh Rea, Samira Islam, Rachel Whent, Costanza Mariotti, Liam Fagan, Ella Traas, Fatima Quadri, Nicholas McCann.

On 3rd March 2026, a group of 19 trainee technicians and student and graduate engineers undertook a site visit to St. Colman's Hospital in Rathdrum, Co. Wicklow, where a 95-bed community nursing unit is under construction. For many in the group, it was their first time to visit a site where the structural, civil and internal fit out works were well underway, including the installation of the architectural and mechanical and electrical (M&E) elements of the project. According to ROD Director, Anthony Mulligan, who leads our buildings group, it was "a fantastic opportunity to connect emerging talent with the real-world impact of their work, helping to bridge the gap between theory and practice and giving young technicians and engineers a deeper understanding of how thoughtful engineering contributes to our world."

ROD is providing civil and structural engineering services on the project, as part of an integrated design team appointed by the Health Service Executive to deliver the scheme. The team includes Wejchert Architects, Hayes Higgins Partnership (M&E) and Turner & Townsend (QS). Construction began on site in March 2025, with Conack Construction as the main contractor, and is due to be completed in September 2027.

The scheme comprises a mix of single, double and three-storey circulation and accommodation blocks. It includes a multi-storey, reinforced concrete extension to the existing hospital, consisting of two blocks, two storeys in height, with a link corridor joining the extension to the hospital building. The blocks were designed as two separate structures, with a movement joint separating them. Surface water will be attenuated within the site using a soakaway located within a landscaped area to the south of the site. The site is located on the western slopes of a valley, on the outskirts of Rathdrum, and has a significant level difference of approximately 22 metres across the site.

Student Engineer, Liam Fagan, said: "The site visit showed us not only the construction processes behind all the technical work but also the real-world constraints the engineering team had to overcome in the design of the scheme." Graduate Engineer, Clodagh Rea, added: "It was great to see how the designs we work on in the office translate onto site, and plans are put into action in real life."

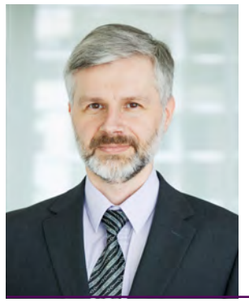
ROD Welcomes Five New Associates into Management Team

Article by Roberta Keaney

In early 2026, we expanded our management team, announcing five new associates: Dr. Ciarán Carey, Marcin Nikonowicz, Patrick O'Shea, Dr. Robert Corbally and Thomas Leonard. Our new associates represent different disciplines within ROD, namely Intelligent Transport Systems (ITS); Bridges; Environmental/Ecological; Research; and Transportation respectively. They reflect the strength of talent, diversity of skills, and experience across our organisation. They will also bring new ideas and ambition to our business, ensuring we continue to deliver a positive impact for our clients.

Dr. Ciarán Carey

Since joining ROD as a research engineer in 2015, Ciarán has performed a lead role across many of our research projects, including the enhancing Motorway Operation Services (eMOS) Commission for TII. Ciarán is vice-chair of ITS Ireland and is supporting the Department of Transport in drafting a national Connected Autonomous Vehicle Strategy. In 2025, he was bid manager for our ITS team, securing the next term of the eMOS commission, for which he is now commission manager.



Marcin Nikonowicz

Marcin joined ROD in 2019, having previously worked at RPS and Jacobs-Gibb. Over the past seven years, he has delivered bridge and civil structure designs on some of our more significant design-and-build schemes, on numerous stand-alone bridge projects, and on many of our transportation projects. In addition to developing and supporting our bridge team, Marcin is now working with ROD Risk Director Joe Kelly to further develop and improve risk management processes at ROD.

Patrick O'Shea

Patrick joined our environmental team as an ecologist in 2015, after gaining experience with Jacobs in the UK and on research/volunteer roles with Invasive Species Ireland and Coastwatch Europe. He has since undertaken the role of lead ecologist on many of our most ecologically challenging projects, including the West Clare Railway Greenway and the N4 Mullingar to Longford Project. His recent work involved acting as expert witness on biodiversity and Appropriate Assessment issues for DART+ West and the Dublin Mountain Visitor Centre.

Thomas Leonard

Thomas joined ROD in 2012. He has been project engineer on many of our urban transportation projects including the award-winning Clontarf to City Centre Project and Alexandra Road West reconstruction. Over the past five years, he has worked on our most significant rail projects, including DART+ West and the Cork Area Commuter Rail Programme, working closely with one of our largest and most important clients, Iarnród Éireann (Irish Rail). Delivery of rail infrastructure projects presents a significant growth opportunity for ROD, and Thomas will work with Rail Team Director Mark Kicullen to develop our expanding team.

Dr. Robert Corbally

Since joining ROD as a graduate in 2012, Robert has worked closely with our Research Group directors, overseeing the delivery of numerous research projects and developing our data analytics offering. He recently delivered the Artificial Intelligence (AI) in the Road Sector global study and report for PIARC. Robert will lead our newly formed AI working group in addition to working with Joe Kelly as coordinator of ROD Research.

Herring Bridge: Finalist at IABSE Awards 2025

ROD was delighted to attend the prestigious IABSE Awards in Zurich in November 2025, where Herring Bridge was among the finalists in the Small Road and Rail Bridges category. This marked our second consecutive year attending the event, as the Whitegates to Athlone Castle Cycleway was among the finalists in 2024. Pictured (L-R): H&H's Paul Skelton and ROD's Inês Roque Domingues, Claire Dempsey, Tony Dempsey and Paul Mitchell.

Five minutes with Clíona Rogan

Your path into engineering was not straightforward. Tell us about it.
I was really interested in maths in secondary school and had excellent teachers in the subject. In my final year, everyone, from my parents (who are both engineers) to my teachers, encouraged me to apply for engineering. I decided to go my own way, however, and applied for a mathematics course at Trinity College Dublin (TCD). Three years into the course, I realised that pure mathematics was just too theoretical for me, and I switched to engineering, instantly falling in love with the course.

What area of engineering did you specialise in?
In the second year of my engineering degree, Professor Alan O'Connor, Chair of Structural Engineering in the Department of Civil, Structural and Environmental Engineering at TCD, spoke to my class about his interest in bridges. He was wildly enthusiastic about bridges and made the area sound so cool that I decided to choose civil engineering as my specialism.

Despite your initial interest in structures, you found your way into transportation. How did that happen?
In my final year as an undergraduate, I spent eight months as an intern with the transportation team in RPS. I worked on a cycleway project and found it fascinating. As a result, when I was studying for my MSc at TCD, I chose transport classes in the main and picked a transport-themed topic for my thesis.

During the graduate rotation programme in ROD, you got drawn into the ITS team. What appealed to you about ITS?
I remember Lewis Feely speaking to me about the enhancing Motorway Operation Services (eMOS) Programme and showing me CCTV footage of incidents on the M50 motorway. I think he was trying to gauge my interest in joining the ITS team. It was the team's involvement in Variable Speed Limits (VSL) that particularly caught my attention. They have never been implemented in Ireland before and have the potential to make our motorways safer and more efficient, delivering a very real benefit for road users,

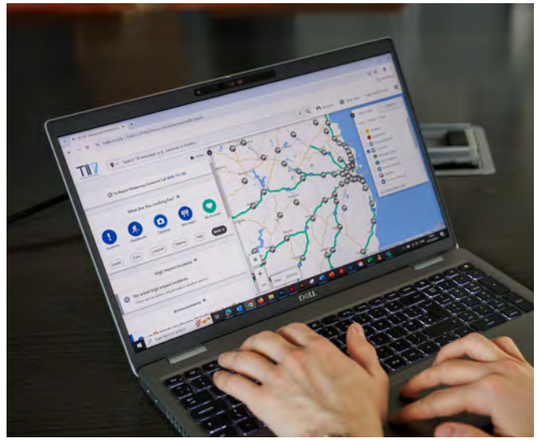
What project did you get involved in initially?
I joined the team on the M50 Traffic Flow Optimisation project, which involved the design and roll-out of the civil infrastructure required to support the operation of VSL on the M50. Initially, my job was to design the safety barriers, but I later got involved in the data analysis work, looking at the operational metrics for the motorway and seeing what insights I could extract from the data.

Did you enjoy working on the project?
Getting involved at the very beginning when we were still researching the rules other countries, such as the UK and Australia, were using to set speed limits on their roads was exciting. We spent months working with An Garda Síochána, Dublin Fire Brigade, the operators in the Motorway Operations Control Centre and other stakeholders to determine the most appropriate rules for the Irish motorway network. The amount of logic that went into what seemed like the simplest decision was incredible.

It sounds like your work requires a high degree of collaboration. Is that the case?
Absolutely. Some people mistakenly believe that my job is all about coding, when in reality, it is highly collaborative, with a lot of looking at the big picture while also trying to understand and resolve specific issues identified by the motorway operators in the control centre. For example, when the contractor was appointed for the Network Intelligence and Management System (NIMS) scheme i.e. the computer system that replaced TII's previous active traffic management system, there was a lot of work involved in gathering the initial requirements, setting out what the system should look like, listening to the feedback of the operators, and managing its phased delivery.

What are you working on now?
I'm working on the Data Fusion project, which is bringing multiple data sources together into a single operational picture, alerting operators in the control centre to detect incidents sooner, coordinating responses faster and improving overall network performance. My role is focused on supporting the development phase, combining my domain knowledge and data analytics skillset to help software developers to deliver better outcomes. I try to put myself into the shoes of the operators, so I can work out what alerts would be useful to them and what is an unnecessary distraction. If it is the latter, I help to design it out.

Career-wise, what does the future look like for you?
I am always going to be someone who likes to get her hands dirty on a project. I enjoy collaborating with others to get to the root of an issue and solve a problem. In the ITS team, I have found like-minded people and work that is constantly changing.



ROD UK: Promoting Professional Development and Building University Links

Article by Rachel Taylor

Pictured at Barton Anchorage inside the Humber Bridge are (L-R): Nazeem Uddin, Fiona Hutton, Alessandro Tasselli and Bailey Thoresby.

Over the past 12 months, our team in Otley has been focused on supporting the professional development of its younger staff members and strengthening links with the higher education sector in the UK. We have five engineering graduates and one graduate hydrologist in Otley at present. A further seven team members are advancing through our Institution of Civil Engineers training scheme while four are pursuing professional qualifications through the Chartered Institution of Highways and Transportation. And as we look ahead to the summer, we are preparing to welcome two new interns to our team to work alongside and learn from our talented engineers.

In January and February 2026, graduates Bailey Thoresby and Alessandro Tasselli – supported by a representative from Humber Bridge Board - undertook principal inspections of Barton Anchorage and Viaduct at the Humber Bridge over a three-week period. In the final days of the commission, they were joined by graduates Fiona Hutton and Nazeem Uddin. In March 2026, Fiona once again joined Bailey for a bridge inspection, this time of Lincoln's Witham Park Bridge, a structure he had undertaken previous inspections of in 2024 and 2025.

In March, Fiona and Alessandro attended The Future of Design conference at the University of Cambridge, a one-day event for young engineers aimed at promoting the work of early careers designers and inspiring the future generation.

Also in March, as part of our continuing efforts to nurture links with the third-level sector in the UK, Associate John Collins attended the L3 Design EXPO at Durham University. The event provided a platform for engineering students to present a diverse range of innovative prototypes to industry, reflecting real world engineering applications from space systems to advanced drone technologies. ROD was also invited to join Durham University's Department of Engineering Industrial Partnership Committee, which fosters connections between the university and notable engineering and information technology companies.

In April, Alessandro joined the site team on the Narrow Water Bridge project, a landmark 195-metre, two-span, cable-stayed bridge located between Counties Louth and Down. Alessandro has high hopes for his rotation, particularly given the success of fellow graduate Tilly Skidmore's site rotation on the N5 Ballaghaderreen to Scramoge Road project in 2025. Closer to home, Principal Engineer Peter Campbell is working with the School of Civil Engineering at the University of Leeds to develop two wall installations showcasing our work on the Herring Bridge project in Great Yarmouth and the developing career of ROD's Oliver Scales. Oliver graduated from the University of Leeds with a MEng in Civil and Structural Engineering in 2021, joined our graduate rotation programme later that same year and was promoted to design engineer in 2024.

New Recruits

Simon Morritt | Technical Director

Simon joined ROD as a Technical Director (Transportation) in February to lead our transportation group in the UK. He is experienced in the design and project management of large highways and transportation projects and counts the National Highways Smart Motorways and HS2 (High Speed Rail 2) among the projects he has worked on. He has also delivered numerous design-and-build projects for local government and private-sector clients. Simon also spent a year working on New Providence Island in the Bahamas and four years in the United Arab Emirates, during which time he was involved in the Yas Island F1 track project. He is a keen sports fan, occasional swimmer/cyclist and follows Leeds Rhinos and Gloucester Rugby. Simon enjoys spending his free time with his wife and two daughters.

Murugappan Mahalingam | Principal Engineer

Muru joined our transportation group as a Principal Engineer in March. Prior to joining ROD, he spent almost 19 years working on highways and infrastructure projects in Ireland, the UK, the Middle East and India. In Ireland, Muru contributed to several significant projects, including the N25 Waterford to Glenmore Scheme, M7 Naas–Newbridge Upgrade, and the M7 Osberstown Interchange & R407 Sallins Bypass. In the Middle East, he was involved in the Sharjah–Dibba Expressway in the UAE, the Al Bustan Expressway and Large-Scale Residential Development Projects in Qatar and the Diriyah Gate Development Phase II in Saudi Arabia. In his spare time, Muru enjoys reading, travelling, following cricket and spending quality time with family and friends.

Ashley Knowles | Design Engineer

Ashley joined ROD as a Design Engineer within the transportation group in February. Having qualified through the degree apprentice route, he brings with him eight years of experience within the civil engineering sector, having worked on a wide range of engineering projects through all stages from feasibility and preliminary design to detailed design and construction. Ashley graduated in 2024 with a BSc in Civil Engineering (First-Class Honours) from Leeds Beckett University. In his free time, he enjoys hiking and camping with his fiancée and their dog, Lando, as well as playing football and following Formula 1 (which inspired their dog's name – not Star Wars).

Brenda Ese Ehigiegba | Electrical Design Engineer

Brenda joined our energy team as an Electrical Design Engineer in April. She holds an ME in Electrical Energy Engineering from University College Dublin and is committed to delivering practical, efficient engineering solutions. Her experience spans electrical design, system studies and project coordination, and she has contributed to a diverse portfolio of energy, data centre and high voltage substation projects. Brenda enjoys collaborating with multidisciplinary teams and is passionate about teaching and mentoring young people. In her free time, she enjoys travelling, reading a good book and spending quality time with her family.

Laura Lynch | Senior Environmental Scientist

Laura joined ROD as a Senior Environmental Scientist last November, after returning to Ireland from Sydney, Australia with her husband and two young children. During her 13 years in Australia, she worked on several large infrastructure projects, including the Sydney Light Rail and Western Harbour Tunnel projects. Laura holds a BSc in Environmental Management from Technological University Dublin (formerly the Dublin Institute of Technology). In her spare time, she enjoys travelling, going for walks, and spending time with family and friends.

David Parker | Senior Technician

David joined our UK team as a Senior Bridges and Civil Structures Technician in March. He has extensive experience in civil engineering, having worked for numerous consultancies and contractors on projects for National Highways, Network Rail and Transport for London, as well as for local government, private-sector clients and developers. David's main area of expertise is the production of construction issue detailed design drawings for new build and reconstruction/refurbishment works for highway and rail bridges / culverts and retaining structures. A keen sports fan, he enjoys following football, cricket, Formula 1 and a bit of rugby union.

Rachel Taylor | Office Manager

Rachel joined our UK team as Office Manager in January. She has a degree in business administration from the University of Brighton and over 20 years' experience working in office manager, personal assistant and project officer roles. Prior to joining ROD, Rachel spent eight years working at a landscape architect's practice in Leeds. She has also worked in the charity, education and IT sales sectors. Rachel has a keen interest in technology and engineering and previously worked on a Department of Trade and Industry funded project to increase women's participation in science, engineering and technology. She has two adult children and lives in Saltaire, a world heritage site between Bradford and Leeds. In her free time, Rachel likes to swim and spend time with family.

Callum Anderson | Graduate Hydrologist

Callum joined our UK team as a graduate hydrologist in April. He holds an MSc in Environmental Consultancy and a BSc in Geography with Ocean Science from the University of Plymouth. Prior to joining ROD, he spent two and a half years working in hydrology/hydraulic modelling across a wide range of projects. Callum is a keen golfer (despite his handicap suggesting otherwise) and is passionate about rugby.

Fiona Hutton | Graduate Engineer

Fiona joined our UK graduate programme in January and is working with our transportation group. She graduated an MEng in Civil Engineering from Durham University in 2025. During her studies, she undertook a summer internship with an engineering consultancy in London. In her spare time, Fiona enjoys hiking, running, playing football and netball. She also loves travelling and recently completed a trip to Central and South America.

Gallery

Pictured on a site visit to the Cherrywood Regional Attenuation Pond 5A scheme in south Dublin in May 2026 are L-R: Ciaran McGee, Callum Anderson, Manoj Antony, Louise-Marie Lanaud, Rachel Whent and Nazeem Uddin.

Graduate Engineer Alessandro Tasselli pictured on the site of the Narrow Water Bridge project in Omeath, Co. Louth, in May 2026. Alessandro will spend the next six months on site, putting the knowledge he gained while working with our UK bridges team to good use on the project.

In May 2026, ROD's Peter Campbell was invited to speak to students at the University of Leeds about his career journey and the stand-out projects he has been involved in. Peter pictured centre with Mohammad Sahel Bin Hamid and Bareerah Kola.

Pictured at the CIHT National Conference in London on 18th March 2026 are (L-R): Michael Chung and Rob McCartney.

To mark International Women's Day on 8th March 2026, our UK team hosted a coffee morning in our Otley office. L-R: Ashley Knowles, Rachel Taylor, Natalie Adams, Fiona Hutton, Louisa Tempest and Tilly Skidmore.

Pictured at a dinner for our UK graduates on 3rd March 2026 are (L-R): Alessandro Tasselli, Tilly Skidmore, Fiona Hutton, Rob McCartney, Marcus Hanson, Nazeem Uddin and Bailey Thoresby.

On 7th May 2026, our team took part in the annual Sandyford 5K Run in support of The Down Syndrome Centre. Back row (L-R): Peter King, Liam Fagan, Kai Jackson, John Bell, Rebekkah Kaligorsky, Ella Traas and Katie McLoughlin. Front row (L-R): Muhammad Saad Masood, Thomas Guido Ortega, Philip Cooney and Ashwin Mohan.

Our Sandyford team celebrated International Women's Day by inviting Colette O'Shea, Ramboll's Director of Transport in Ireland, to share her career story with our team, so she might inspire our female staff in particular to reach new heights in their careers.

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