



# 2020 Annual Report

Sustainable Transport Measures Grants



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# Background to 2020 Transport Development Division Grant Programme

## Sustainable Transport Measures Grants (STMG) programme

Since 2010, as part of its remit to support the delivery of an integrated transport system, the Authority has operated a Sustainable Transport Measures Grants (STMG) programme providing funding to local authorities, public transport bodies and other agencies for the implementation of various projects contributing to the Authority's remit within the Greater Dublin Area.

In 2017, the Authority merged the STMG Programme (previously dedicated to the Greater Dublin Area) with the Regional Cities Grant (supporting projects in Cork, Limerick, Galway and Waterford) into one overall STMG fund, delivered through the Transport Development Division of the Authority.

The combined STMG Programme aims to improve the transport offer for those choosing alternatives to the private car. The STMG programme continues to fund important local projects supporting pedestrian and cyclist permeability, safety, access to schools and public transport.

### STMG Programme 2020: Overview

2020 was planned around continuation and steady growth of project delivery from the portfolio of projects already within the STMG Programme across the Greater Dublin Area and the Regional Cities.

However, the 2020 programme was impacted by the Covid-19 outbreak in February 2020 which resulted in significant changes to the nation's trip making, including travel restrictions, working from home, and social distancing requirements. This brought increased focus on provision for cycling and walking.

In particular, public transport carrying capacity was reduced significantly in line with Government restrictions. Enhanced provision for alternative sustainable modes of transport was required, to maintain urban access. Furthermore, as a result of the Covid-19 public health emergency, urgent measures were required to support businesses within our towns and cities to function under the new circumstances.

As a result, two new active travel funds were established to assist local authorities:



- The COVID-19 Interim Mobility measures grant and;
- The July Stimulus Programme.

## Covid-19 Interim Mobility Measures Grant

Further to the development of the Dublin Mobility Plan with Dublin City Council, the National Transport Authority wrote to all Local Authorities in May 2020 offering financial support to introduce on-street measures, including:

- Widening of footpaths to facilitate queuing outside shops and enable social distancing;
- Pedestrianisation of some streets where necessary and feasible to accommodate social distancing, particularly where this supports business activities;
- Potential one-way systems (to create space for footpath widening);
- Altering traffic signal times to reduce pedestrian waiting/crowding, including the automatic activation of some pedestrian phases;
- Providing additional temporary protected facilities for cyclists; and
- Provision of some external space where appropriate to support business activities.

17 local authorities responded to this offer and some examples of these implemented measures are included in this report.

(A full list of COVID-19 interventions is included in Appendix C).

## Programme for Government July 2020 Stimulus – Active Measures Programme

The July Jobs Stimulus Plan was announced by Government on 23rd July 2020 to stimulate a jobs-led recovery and build economic confidence while continuing to manage the impact of Covid-19.

As part of the Stimulus Plan, an allocation of €52 million was made available to local authorities in the Greater Dublin Area and the metropolitan areas of Cork, Galway, Limerick and Waterford for eligible projects to support pedestrian and cyclist movement and enhancing accessibility

The funding was oriented towards the reallocation of overall road space, to improve facilities and safety for pedestrians and cyclists.

Measures included the following:

- Resurfacing and relining of roads/streets
- Reconstruction / renewal of defective footpaths or cycle tracks;
- Provision of new or widened footpaths or cycle tracks;
- Provision of cycle parking;

- Improved crossing facilities for pedestrians/cyclists including raised surfaces, zebra crossings and signalised crossings;
- Closing roads to vehicles, except for access only;
- Dishing of footpaths at junctions, raised pedestrian crossings, and reducing road width at crossing points; and

- Reducing the speed limit and/or introducing a “Slow Zone”.

11 local authorities responded to this offer and some examples of these implemented measures are included in this report. A full list

(A full list of Stimulus interventions is included in Appendix C).





# Key projects completed in 2020

The impressive response from the local authorities to the COVID-19 crisis resulted in the continued delivery of the original STMG programme, together with the urgent provision of COVID-19 or Stimulus Grant projects during 2020, in collaboration with the Transport Development Division of the National Transport Authority.

A selection of those projects are listed below, and featured in this report.

## Dublin City Council

- Royal Canal Greenway Phase 2
- Liffey Cycle Route - Interim Implementation Measures
- Fitzwilliam Street Cycle Route (Interim Measures)
- Broombridge Contraflow Additional Access to LUAS/Rail Interchange
- Covid 19 and July Stimulus Measures
  - Protected Cycle Facilities
  - Filtered Permeability Schemes
  - Cycle Parking
- School Zones
  - Canal Way Educate Together
  - Phibsborough
  - Francis Street

## Cork City Council

- Covid 19 and July Stimulus Measures
  - Protected Cycle Facilities
  - Pedestrianisation of Cork City Streets
- Daly's ("Shakey") Bridge Refurbishment and Enhancement
- Horgan's Quay Cycle Lane

## Dun Laoghaire Rathdown County Council

- Coastal Mobility Route
- Dundrum Town - Enhanced Access and Public Realm
- Blackrock Village – Enhancement Access and Public Realm
- Protected Cycle Facilities – Extruded Kerb Trial

## Meath County Council

- Railway Street, Navan
- Milltown Road Pedestrian and Cycling Improvement Scheme, Ashbourne

## South Dublin County Council

- Wellington Lane Protected Cycle Route

## Galway City Council

- Scoil Iognáid - School Street
- Barna Woods - Pathway

## Cork County Council

- Selected Covid 19 and July Stimulus projects

## Limerick City Council

- Shannon Bridge – Covid-19 Protected Cycle Lane

## Fingal County Council

- Baldoyle to Portmarnock Cycleway and Footpath – East Coast Trial
- Hartstown Road Protected Cycle Facilities
- New Street, Malahide Covid-19 Intervention

## Wicklow County Council

- Greystones - Church Street Covid-19

## Kildare County Council

- Kildangan Bridge Pedestrian Safety Solution

## Waterford City and County Council

- River Suir Trail Development, Waterford City

## University College Dublin (UCD)

- Internal Cycle Link to Nova/New Entrance
- Cycle Parking

## Other Local Authorities

- Clare County Council – Ennis Interventions
- Kerry County Council
  - Dingle
  - Killarney
- Kilkenny County Council – Kilkenny Interventions
- Sligo County Council – Sligo Town Interventions

# Dublin City Council

## Royal Canal Greenway Phase 2 (STMG)













## DESCRIPTION

This complex project, opened in Summer 2020, represented both an engineering challenge and a major opportunity for urban access and renewal in the North East sector.

The project was led by a multi-disciplinary cross-departmental Dublin City Council team, and involved a multiplicity of state agencies, including Irish Rail and Waterways Ireland.

Phase 2 of the Royal Canal Premium Cycle Route traverses a section of former waste ground adjacent to the Canal.

At the southern end of the scheme, the project involved the creation of a linear park, with a segregated 3-metre wide cycle track and a separate waterside 2-metre wide footpath.

The scheme also included a revised junction layout of Sherrif Street and Seville Place, introducing one of the first “protected cycle track” arrangements in the city.

The scheme also incorporated an attractive new jetty for access to marine activity in the Canal.

Finally, the architectural element of the scheme incorporated a civic terrace under a historic Scherzer bridge adjacent to new developments in the Docklands.

The design challenges at the southern end of the scheme included designing and delivering new structures under and over working rail lines, with vertical and horizontal constraints imposed by the railways and canal.

The serpentine-shaped ramp solution, combined on a viaduct bridge, provided the optimum arrangement for the location. The design militates against inappropriate cycle speed, and the gradient and layout is suitable for pedestrians, buggies etc.

The project also involved the provision of a toucan crossing at its entrance with North Strand Road, and also integrates with the newly constructed Newcomen Footbridge.

Phase 2 of the route is 0.75km in length and runs from Sheriff Street Upper to North Strand Road. When complete, the entire route, in Dublin City Council, will be over 7km in length and will link Ashtown to the North Quays.

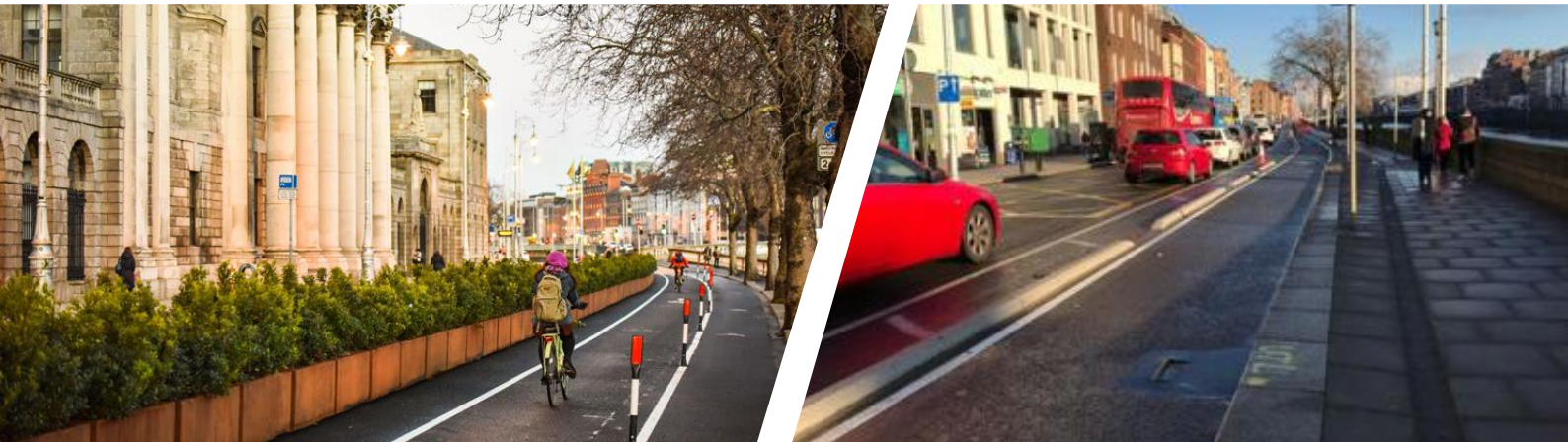


## PROJECT TIMELINE

Phase	Date of Completion
<b>1</b> Concept & Option Selection	<b>2012</b>
<b>2</b> Preliminary Design	<b>2015</b>
<b>3</b> Planning	<b>Dec 2015</b>
<b>4</b> Detailed Design & Tender	<b>2018/2019</b>
<b>5</b> Construction & Implementation	<b>2019/2020</b>
<b>6</b> Closeout review	<b>2021</b>

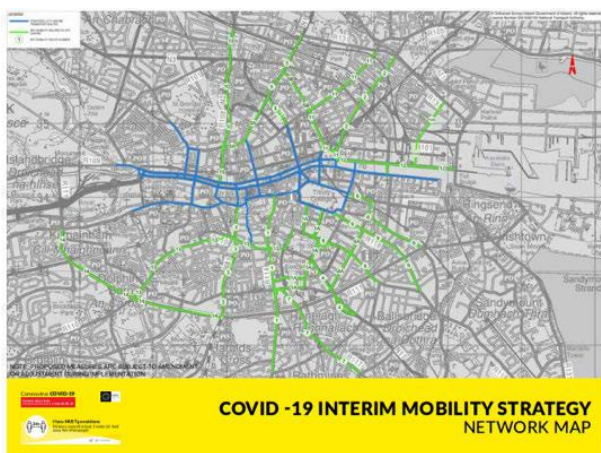
Total NTA contribution: €10.5m

## Liffey Cycle Route – Interim Implementation Measures (Covid 19 Measure)



### DESCRIPTION

In response to COVID-19, and as part of the City Mobility Strategy developed jointly by Dublin City Council and the National Transport Authority, interim road reconfiguration measures were implemented by Dublin City Council along the North Quays of the Liffey, including Parkgate Street, Frank Sherwin Bridge, Wolfe Tone Quay, Sarsfield Quay, Ellis Quay, Arran Quay, Inns Quay, Ormond Quay Upper, Grattan Bridge, Ormond Quay Lower and Bachelors Walk.



The works included temporary widening of footways and the installation of temporary protected cycle-ways along the river quays.

The interim scheme was designed and implemented in phases. The first phase focused on the Parkgate Street, Inns Quay and Bachelors Walk sections of the scheme. The Second Phase, focused on the Parkgate Street to Sarsfield Quay section. The Third Phase, focused on Ellis Quay and Arran Quay and the Fourth phase, focused on the section from Eden Quay to Custom House Quay.

The temporary scheme provided the new facilities adjacent to the river, and additional re-configuring of traffic signals was required along the corridor, to address the new movements in the junctions.



2.5km



## Fitzwilliam Street Cycle Route (Interim Measures - Covid 19)



### DESCRIPTION

In advance of a final scheme, an interim arrangement of the Fitzwilliam cycle route was installed along Fitzwilliam Street from Leeson Street to Merrion Square, in response to Covid 19.

The design involved the removal of nose-to-kerb parking, and repositioning the remaining car parking, such that the cyclists would travel beside the footpath, separated from traffic by the parked cars.

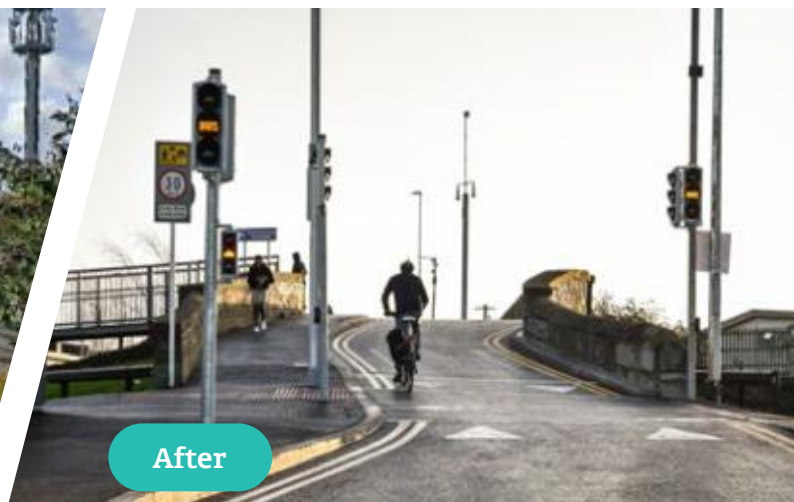
The route is just over 1 KM long, and included three signalised junctions.

Total Scheme Cost - €257,888

## Broombridge Contraflow Additional Access to LUAS/Rail Interchange (STMG)



Before



After

### DESCRIPTION

The Royal Canal Cycle Scheme Phase 4A involved the introduction of a signalised shuttle of a narrow bridge, to enable buses and bicycles to travel across a previously one-way bridge to access the tram / rail interchange at Broombridge.

Resulting from this scheme, bus routes were reconfigured in order to optimise catchment access to the interchange in the area of Broombridge / Tolka Valley.

The scheme also included a signalised toucan crossing along the Royal Canal Towpath across Broombridge Road.

The scheme included traffic calming measures in the form of ramps and a mini roundabout, upgrading the public lighting and new road markings and signage.



Contra-flow route for Southbound buses and cyclists



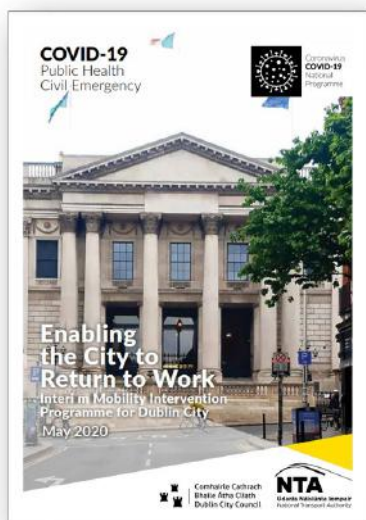
Improved pedestrian crossing and traffic calming

Total NTA contribution: €500k (approx.)

## Covid 19 and Stimulus Measures

Protected cycle facilities were installed throughout Dublin City Council through the Dublin City Covid Mobility Programme in response to the Covid-19 programme ([https://www.nationaltransport.ie/wp-content/uploads/2020/05/Covid\\_Mobility\\_Plan\\_22.5.20\\_FA\\_WEB.pdf](https://www.nationaltransport.ie/wp-content/uploads/2020/05/Covid_Mobility_Plan_22.5.20_FA_WEB.pdf))

Due to the reduced capacity on Public Transport, people were encouraged to walk or cycle wherever possible, in order to save space on public transport and on the road for those who required it.



The measures were installed to ensure safe access to and movement within Dublin City for all users, and to support the economic recovery of the City and the region.

Schemes also included providing additional space for pedestrian movement, providing safer cycling facilities and providing additional space at many bus stops in order to facilitate social distancing while waiting.

Works included:

- Reassignment of existing road space
- Extruded kerb,
- Resurfacing
- Installation of bollards
- Road markings

The following are some of the schemes installed in response to Covid 19:



CONSTITUTION HILL (485M OF SEGREGATED CYCLE TRACK)





GRIFFITH AVENUE (500M SEGREGATED CYCLE TRACK BETWEEN ST MOBHI ROAD AND WALNUT RISE)



KEVIN STREET (SEGREGATED CYCLE LANE),



NASSAU ST (900M CONTRA FLOW CYCLE LANE)



WESTLAND ROW (ORCAS AND SURFACING)





WERBURGH STREET – (INCLUDES A CONTRA-FLOW CYCLE LANE)

## Filtered Permeability Schemes (Covid 19 Measure) Grangegorman and Pigeon House Road

### DESCRIPTION

The filtered permeability measures were installed as interim measures at Grangegorman Lower and Pigeon House Road. The trials included the provision of a series of bollards and temporary planters placed on Grangegorman Lower and Pigeon House Road, with appropriate signage and road markings.

These Filtered Permeability Schemes precluded motorised traffic from using these streets as through routes.



### CYCLE PARKING FOR SCHOOLS

Dublin City Council arranged delivery of cycle parking to interested schools in the DCC area, to enable increasing numbers of students to cycle to school.

The programme delivered 1,414 cycle parking spaces across 63 schools in Dublin.

Total Cost for Covid Measures  
in DCC: €2.4mil

## School Zones

### DESCRIPTION

**School Zones** were developed by the NTA and Green Schools Travel. The overall objective of a school zone is to reduce congestion and increase safety in front of the school, and to prioritise active travel to and from school.

A School Zone is intended to encourage vehicles to slow down, to discourage drop offs and pickups outside the school entrance, and to increase safety outside the school.

Dublin City Council embraced the concept, and installed over 30 School Zones in 2020.

The following are some examples of the School Zones installed by Dublin City Council:

The **Canal Way Educate Together school zone** included gateway line-marking stating 'School Zone' at either end of the area; the front of school area demarcated by specific colour circles on road surface; and a series of pencil shaped bollards to prevent illegal parking in vicinity of school.

The design features assisted in creating a safer, calmer, more attractive environment at the school gate.



Before

CANAL WAY EDUCATE TOGETHER



After





STAR OF THE SEA SCHOOL

“Feedback has been incredible. Aesthetically the school and its surrounding area have been greatly enhanced and illuminated by the new school zone. We’ve had great feedback from all stakeholders in our school community as well as online. We had a community celebration to open our zone with an ice cream van, community police, neighbours etc. and it was a real success.”

Principal, Francis Street School,  
John Dillon Street, D8

Total Dublin City 2020 - €560k



ST. PETER'S, PHIBSBOROUGH

# Cork City Council

## Covid 19 and July Stimulus Measures

### Donovan's Road, Centre Park Road, Monahan Road

#### DESCRIPTION

Significant cycling protection, cycling infrastructure upgrades and bicycle parking facilities were installed across Cork City Council throughout 2020 as part of the Covid-19 measures and the July Stimulus package. The works were an immediate response to social distancing requirements resulting from the Covid-19 Pandemic. €4.8 million was invested in new bike racks, new cycle lanes, the refurbishment of existing cycle lanes and the installation of bollards on approximately four kilometres of key cycling routes.

Bicycle racks were installed at Coburg St, MacCurtain St, North Main St, Daunt Square, St Patrick's Street, Parnell Place, Mary Elmes Bridge, Oliver Plunkett Street, Pembroke Street, and on Grand Parade.

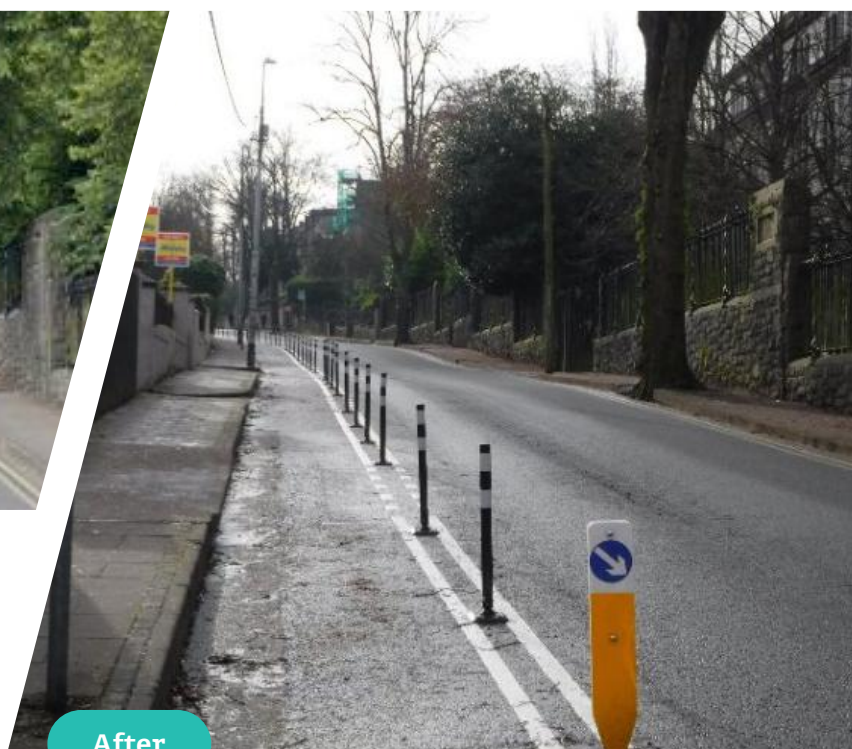
Works under these two programmes included interim protected cycle lanes at Donovan's Road, Centre Park Road and Monahan Road. The surface of the existing lanes was renewed and new bus stop facilities were put in place along the route.

The following are some examples of schemes installed:



Before

DONOVAN'S ROAD



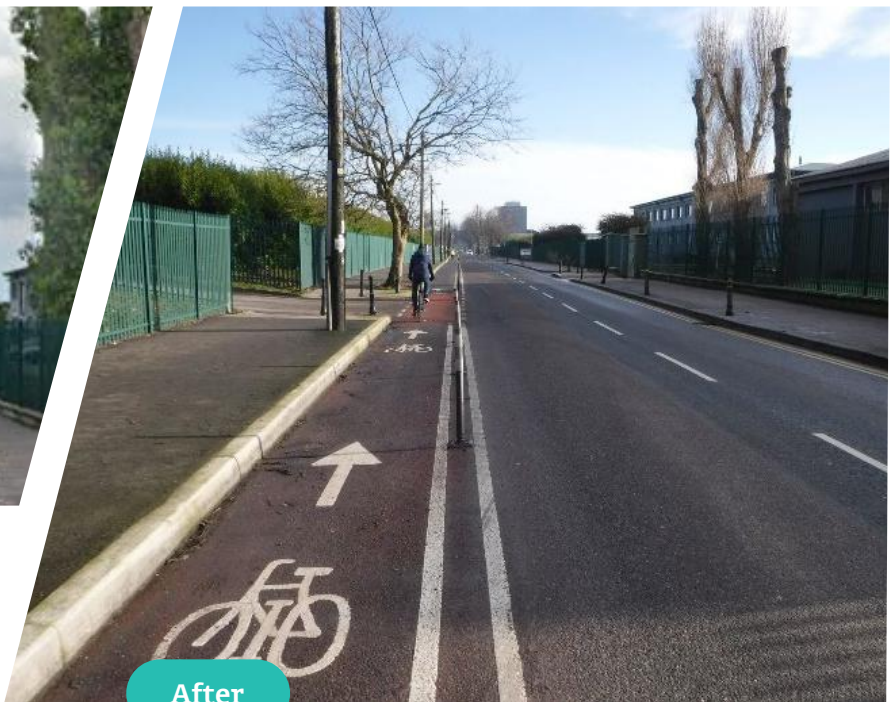
After





Before

CENTRE PARK ROAD

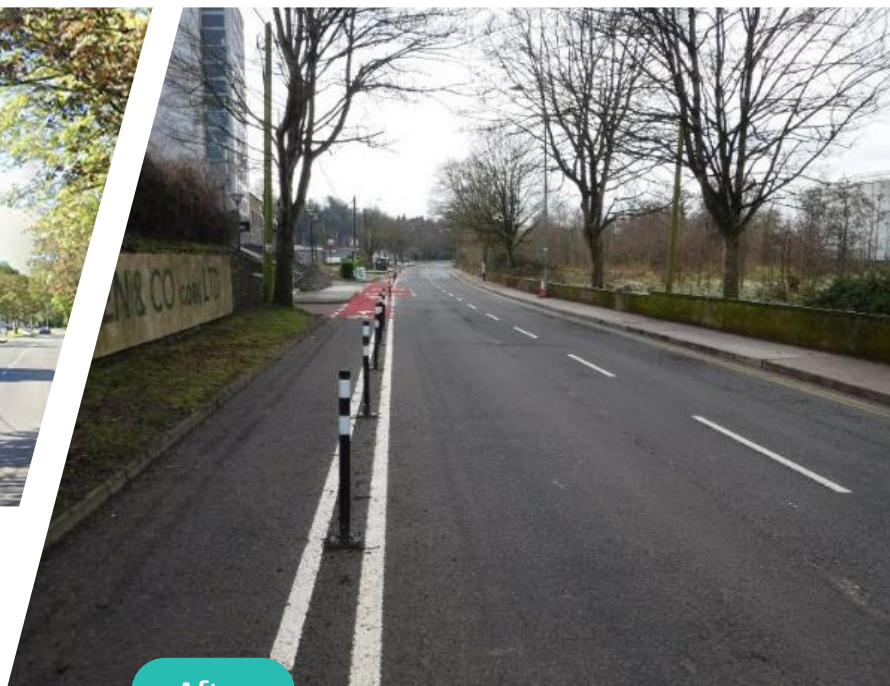


After



Before

MONAHAN ROAD



After

## Pedestrianisation of Cork City Streets

A number of Cork City's streets were temporarily pedestrianised to support social distancing due to the Covid-19 global pandemic, and in line with its vision for a city of sustainable urban growth.

Following the temporary trial, the following pedestrianisations were implemented on a permanent basis:

- Little Anne St
- Little Cross St
- Emmett Place
- Paul St
- The Marina
- Pembroke St
- Phoenix St
- Tuckey St

The operational hours of pedestrianisation were significantly extended on a number of other pedestrianised streets.



PRINCES STREET



PEMBROKE STREET



4km

Total Cost of Covid and Stimulus works: € 4.8m



## Daly's ("Shakey") Bridge Refurbishment and Enhancement (STMG)



### DESCRIPTION

Cork City Council, with the support of the NTA, undertook a major programme of repair and restoration works on the city's iconic Daly's Bridge to address extensive corrosion and damage to the heritage structure.

The suspension bridge has a 60m span over the river Lee and was originally built in 1927 linking the Mardyke to Sunday's Well and Shanakiel. The bridge was dismantled in four sections and taken to a factory to be refurbished. Daly's ("Shakey") Bridge is unique in Ireland as the only suspension bridge of its type and age.

In addition to the restoration of the bridge, the project also set about enhancing the pedestrian connectivity to the north of Daly's Bridge. The works included an upgrade of

the existing pedestrian facilities, public lighting, painting, access ramps and hand/parapet railings.



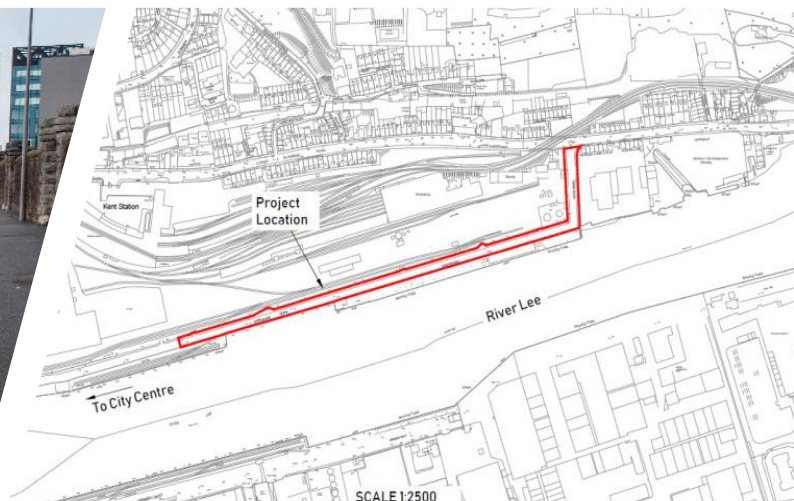
155m



70m

Total Cost: €1.7m

## Horgan's Quay Cycle Lane (STMG)



### DESCRIPTION

This scheme provided an inbound protected cycle lane on Water Street and Horgan's Quay to complement cycle facilities on Lower Glanmire Road and Penrose Quay.

The scheme consists of the upgrading of footpaths, improvements to junctions to enhance safety for pedestrians and cyclists, improvements to public lighting, the provision of street furniture, lining and signage as required.

The work forms part of cycle infrastructure along a route between Silversprings and Kent Station.



535m



535m

Total Cost: €0.7m



# Dun Laoghaire Rathdown County Council

## Coastal Mobility Route (Covid 19 Measure)



**3.6km**

of Segregated Cycle Track along with a number of junction improvements to include cyclist priority signals.

Seapoint Avenue 2019  
Fri – Mon - average daily  
volume of cyclists - 798

June 2020 Fri. – Mon.  
(pre coastal route)  
– daily average 1110

Peak cycling week on  
route over summer 2020  
daily average as 2912  
(and a Thursday was  
the busiest day not the  
weekend)

262% usage increase  
from June 2020 to  
August 2020.

### DESCRIPTION

The DLRCC Coastal Mobility Route is a 3.6km segregated cycle track which follows the coast road from Dun Laoghaire northwards to Blackrock, and southwards to Sandycove.

This project was made possible through the reallocation of road space and through the introduction of a one-way system for vehicles along the route. The scheme provided safety and quality improvements for pedestrians and cyclists.



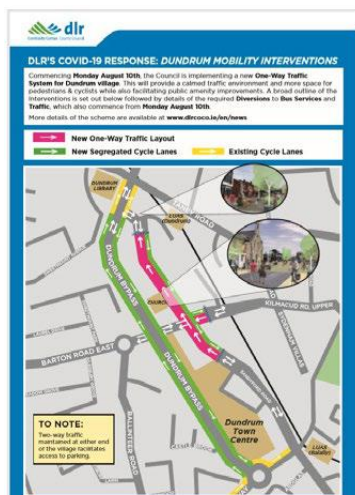
## Dundrum Town - Enhanced Access and Public Realm (Covid 19 Measure)



### DESCRIPTION

Dundrum Main Street was re-arranged into a one-way system for vehicular traffic, with a contra-flow cycle lane in order to create safer, more accessible spaces in Dundrum Village. The scheme intended to provide enhanced safe physical distancing for pedestrians and cyclists, encourage active and sustainable mobility, and supported local business reopening.

The scheme required NTA and bus operator involvement in significant local re-routing of public transport, including the development of new bus stops, alternative routes, junction re-signalling, and various road and street layouts around Dundrum itself.



June 2020  
Cyclists 3691

June 2020  
Pedestrians 33630



December 2020  
Cyclists - 3026

December 2020  
Pedestrians - 51008



52% increase in  
pedestrian usage from  
June to December.

## Blackrock Village – Enhanced Access and Public Realm (Covid 19 Measure)



### DESCRIPTION

Under Covid measures, Blackrock Village Main Street was developed into a one-way system for vehicles with a contra-flow cycle lane, and widened footpaths. This created opportunities for safer physical distancing, and active travel among pedestrians and cyclists in Blackrock Village.



**New**

Contra-flow  
Cycle Lane

Some replacement of  
on-street car parking  
with cycle parking  
spaces and street  
furniture.





## Protected Cycle Facilities – Extruded Kerb Trial (STMG)

These schemes consisted of an upgrade of existing cycle tracks on both sides of Benildus Avenue and Goatstown Road by providing a kerb to segregate and protect cyclists from vehicular traffic.

These schemes were an initiative on quick installation of protected facilities, whereby protected facilities were installed using a planner and an extruder kerbing machine.

A raised concrete separator kerb was installed between the traffic lanes and cycle track on both sides of the carriageway. The kerbs are dropped to carriageway level to allow for access to gateways, side roads and for drainage.



BENILDUS AVENUE



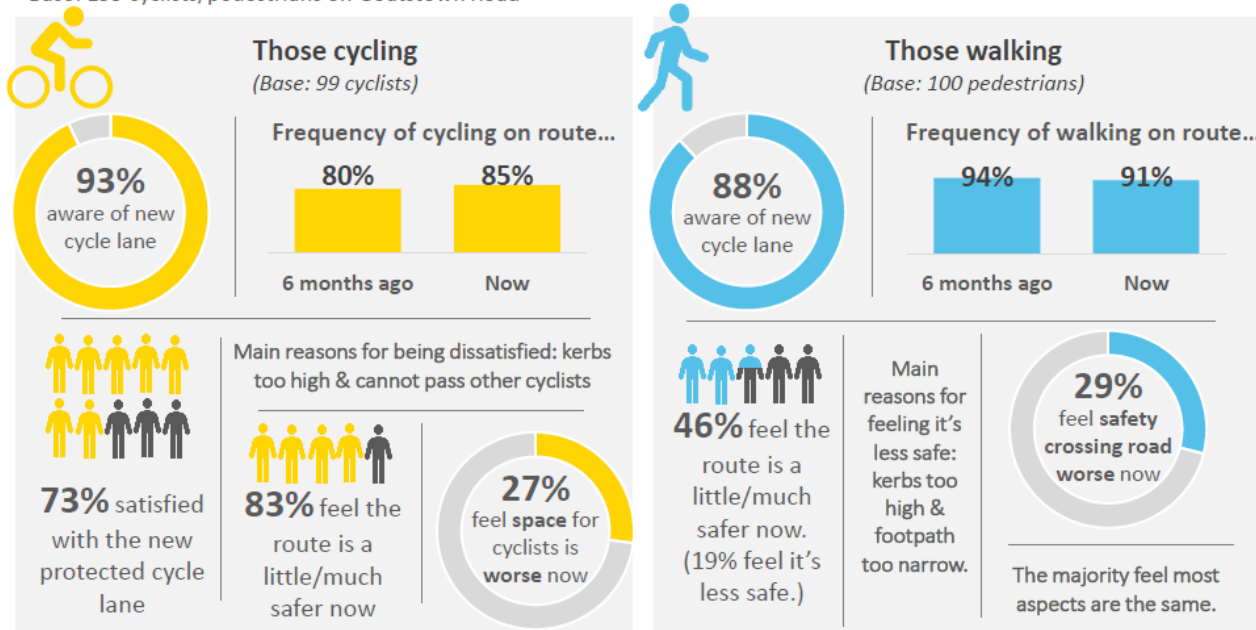
GOATSTOWN ROAD

A user satisfaction survey was commissioned from the 3rd – 21st December, 2020 (100 cyclists and 100 pedestrians) on the kerb protected cycle lane on Goatstown Road.



## Attitudes of cyclists/pedestrians on the day

Base: 199 cyclists/pedestrians on Goatstown Road



Awareness of new cycle lane higher among those cycling than among pedestrians. Cyclists more likely to be cycling on the route weekly+ than they were 6 months ago, while no real change for pedestrians. While 7 in 10 cyclists satisfied with the protected cycle lane and 4 in 5 feel the route is safer now, more than a quarter feel the space for cyclists is worse now than before the changes. Meanwhile 29% of pedestrians feel the safety crossing the road is worse now than it was.

42

J.202142 | NTA | Goatstown Road Cyclist & Pedestrian Survey | January 2020

## SATISFACTION SURVEY

Further analysis of the impact of the scheme on road safety continued into 2021.



**2.2km**  
Protected Cycle  
Lane/Track

Total Cost of both schemes - € 0.6M

# Meath County Council

## Railway Street, Navan (STMG)



### DESCRIPTION

The Railway Street project is part of the first phase of the Navan 2030 Town Scheme. This phase of the project involved the reconfiguring of Railway Street through the removal of the one-way traffic system and the introduction of two-way traffic, as part of the overall town movement plan.

The scheme included improved facilities for pedestrians such as widened footpaths and the introduction of public realm features such as raised tables, and street furniture.

Total Cost: €932k  
(including roundabout scheme)



## Milltown Road Pedestrian and Cycling Improvement Scheme, Ashbourne (STMG)



### DESCRIPTION

This scheme included the construction of cycling and pedestrian facilities on Milltown Road from the junction with the R135 in Ashbourne Town to Crenigans Banóg Housing Estate. The scheme also consisted of traffic calming measures, pedestrian improvements to the Milltown Bridge as well as the installation of a traffic signal shuttle system.

The scheme now connects large new residential developments throughout its length, to the established cycling and pedestrian facilities on the Main Street (R135), which were completed in 2016.

The new facilities will also connect to the rear access of a large school complex (Primary & Secondary schools). Further works will follow.

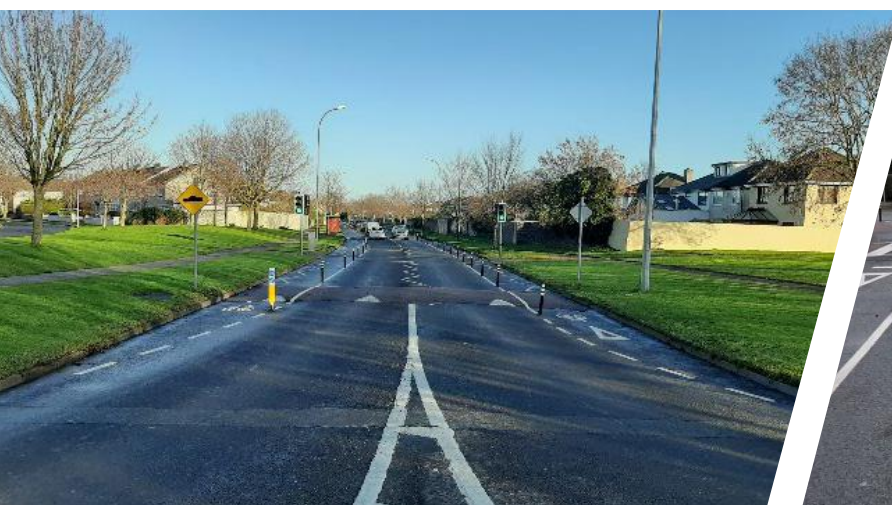
**Total Scheme Cost: €1.35m**



# South Dublin County Council

## Wellington Lane Protected Cycle Route (Covid 19 Measure)

This scheme involved upgrading of existing cycle tracks by providing improvements such as kerbs, bollards and/or road markings to segregate and protect cyclists from vehicular traffic. The schemes provided improved cycling facilities linking the area to workplaces and schools.



Total Covid Measures Spend : €255k

# Galway City Council

## School Street

### Scoil Iognáid Galway

Galway's first 'School Streets' pilot project was implemented in November at Scoil Iognáid in the City Centre. The school street environment created a safer, calmer space for children, parents and residents to walk, scoot or cycle. As part of the pilot project, Palmyra Row, Palmyra Avenue and Raleigh Row were

pedestrianised during the school pick up and drop off times. Residents along these routes continue to have access to their homes during these times, as will cyclists or 'blue badge' holders accessing the school. Galway City Council took the initiative to bring this project forward and during this journey they were supported by the Green-Schools Travel programme.



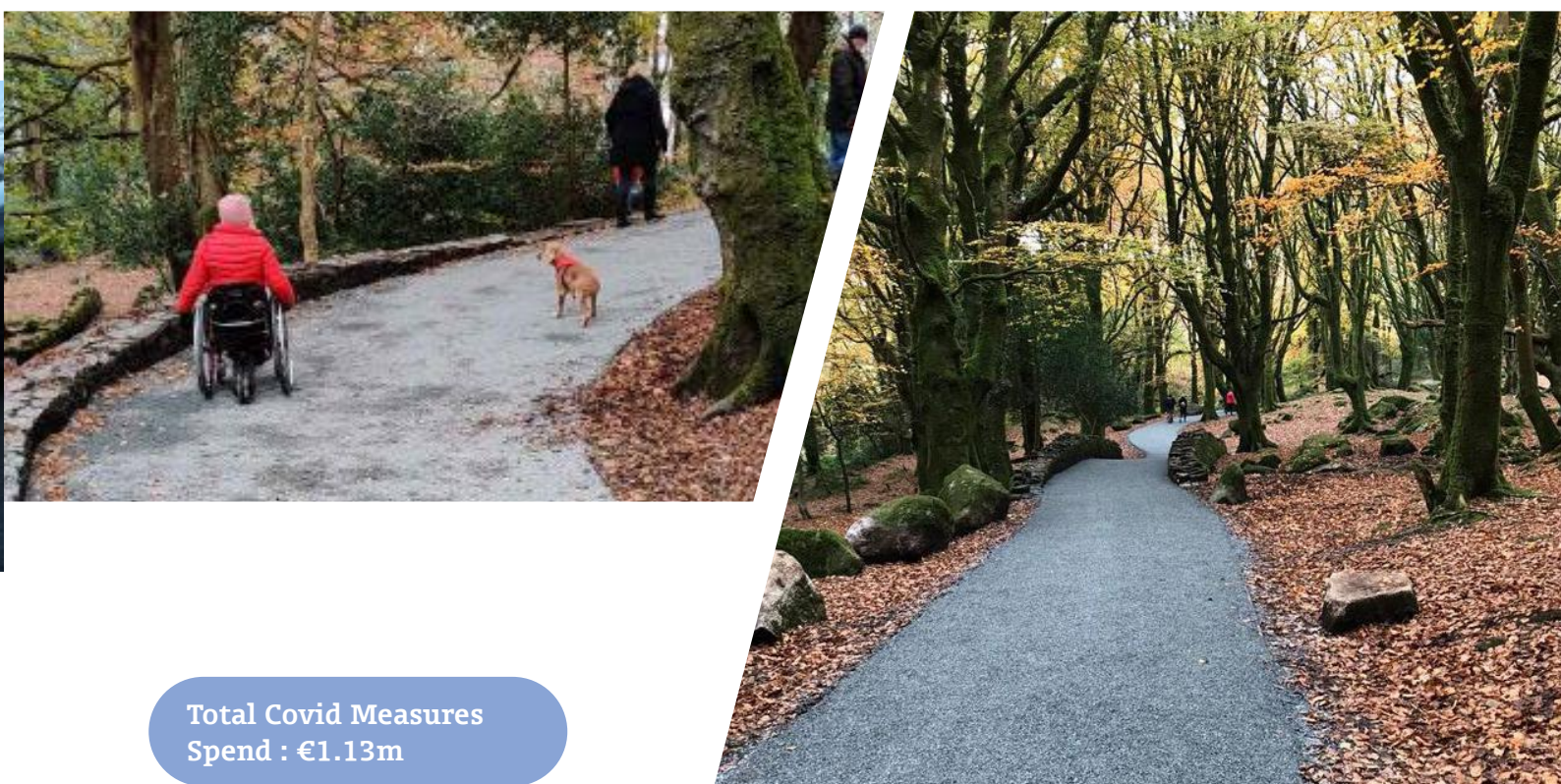
Mayor of Galway City Council, Mike Cubbard, and Minister Hildegard Naughton of the Department of Transport, welcomed the hundreds of families joining to create the first city-centre School Streets project in Ireland.



## Barna Woods Pathway (Covid 19 Measure)

### DESCRIPTION

Funding was provided under the COVID programme for a Park & Stride proposal from Cappagh Park to Silverstrand beach through Barna woods. The works involved the upgrade of pathways to enhance mobility for pedestrian, cyclists and wheelchair use, cutting back of overgrowth, additional bicycle stands, seating.



Total Covid Measures  
Spend : €1.13m



# Cork County Council

## Selected Covid 19 and July Stimulus projects



SKULL – FOOTPATH WIDENING



MITCHELSTOWN – PEDESTRIAN CROSSING



BRIDGE LANE, BANDON - PEDESTRIANISATION



CANNON O'LEARY, COBH – PEDESTRIAN CROSSING



BANTRY – PARKLET

Total Covid Measures Spend : €820k

# Limerick City and County Council

## Shannon Bridge – Protected Cycle Lane (Covid 19 Measure)



### DESCRIPTION

A cycle-lane on Shannon Bridge was installed by Limerick City and County Council as part of the Guiding Limerick through Covid-19 plan.

One of the in-bound lanes on Shannon Bridge was reassigned to a two-way cycle-lane to provide safe cycling access to the city centre from the north side of the city.

This was identified as a priority in the Limerick Metropolitan Cycling Study and in the proposed new Transport Strategy for Limerick. Shannon Bridge had been selected for the trial as it had the space to implement the changes whereas the other city bridges did not.

The facilities were installed initially as a trial over the summer, and a decision was subsequently taken to retain it for a longer period.

Total Covid Measures Spend: €300k



# Fingal County Council

## Baldoyle to Portmarnock Cycleway and Footpath – East Coast Trail (STMG)



### DESCRIPTION

The scheme involved the construction of approximately 1.8km of 3m wide off road cycle track, along with a 2m wide footpath, which are separated by a grass verge and the construction of a bridge over the river Mayne. This project is just one section of the Sutton to Malahide Greenway Scheme.

The route is located at the Racecourse Park and allows pedestrians and cyclists to travel through the Park, parallel to the Coast road, linking Baldoyle with Portmarnock.



**1.8km**  
of 3m wide off  
road cycle track



**2.0km**  
of 2m wide  
foot path

Total NTA Contribution: €1.9 M



Increase from 100  
users in December  
2020 to 1600 users in  
Feb 2021 - peak day  
this year had 3745  
users



## Hartstown Road Protected Cycle Facilities

### DESCRIPTION

This trial project involved the upgrade of the existing cycle lanes on Hartstown Road to include a new kerb to protect cyclists from vehicular traffic.

The cycle facilities link the area to schools and workplaces.

Further work will be undertaken in 2021, arising from monitoring of the scheme's introduction.

### Hartstown Road Protected Cycle Lanes

**What is proposed?**

Upgrading the existing cycle lanes on Hartstown Road and Mountview Road by providing a new kerb to protect cyclists from vehicular traffic.

**Why?**

Now more than ever, we need more people to choose cycling and walking for local and commuting trips.

Cycle tracks physically separated from traffic and pedestrians by kerbs is what people want to encourage them to cycle more, and

Recent surveys show 72% of residents in Fingal support building more protected on-road cycle lanes even if it means less room for other road traffic.

Comhairle Contae Fhine Gall  
Fingal County Council

**Scheme Benefits**

- Safer cycle facilities, linking the area to schools and workplaces
- Safer pedestrian environment
- Improved air quality, reduced traffic speeds and associated noise
- Quick, efficient construction




**Where is the scheme?**

Protected cycle facilities on both sides of Hartstown Road, Mountview Road and Huntstown Way from Blanchardstown Road South junction to Huntstown Way/Blakestown Road junction – a distance of 3 kilometres.


**How will it be built?**

A raised concrete separator kerb will be installed between the traffic lanes and cycle lane on both sides of the carriageway.

The kerbs will be dropped to carriageway level to allow for access to side roads, bus stops, and for drainage; and during and after construction, access will be maintained to all properties and residences along the route.

**Commencement Date**

Works will commence on the 12th of October 2020 for a period of 8 weeks.



NTA  
Galileo Navigation Systems  
National Transport Authority





## New Street, Malahide Intervention (Covid – 19 Measure)

New Street, Malahide was pedestrianised during summer 2020 and has assisted businesses to keep trading during COVID-19 restrictions.

The purpose of the scheme was to encourage and facilitate social distancing for citizens going about their daily business and to decrease traffic levels in the centre of Malahide by encouraging people to walk or cycle from their homes or use the nearby car parks and walk from there.

Following the trial period and a consultation process a new arrangement was put in place whereby traffic was permitted to proceed one-way down New Street from the junction with Main Street towards The Green. The scheme included provision of a cycle track and wider pedestrian areas.

The pedestrianisation of New Street generated increased footfall during the pilot programme with data from mid-July showing 76,000 pedestrians using the street during a four-week period. Overall there was a 169% increase in footfall during the pedestrianisation trial.



Total Covid Measures Spend - €553k



# Wicklow County Council

## Greystones – Church Street (Covid 19 Measure)

### DESCRIPTION

Parking bays along the main street element of Church Road in Greystones were converted to public realm space. This allowed for people to stay and sit, and for businesses to provide their services whilst maintaining social distancing. Furthermore, these measures ensured that the existing footpaths are kept wide and free of street furniture and impediments to vulnerable road users.

Planter boxes and street trees were used to cordon off the pay parking areas from traffic and to narrow the carriageway to 6m, calming traffic and creating a safer environment for cyclists. The planters enhanced the aesthetics of the public realm, as opposed to temporary bollards or barriers. These have also been installed on sections where there were no parking bays, but where previously the carriageway was wide and the footpaths were narrow, maintaining a consistent 6m road width.



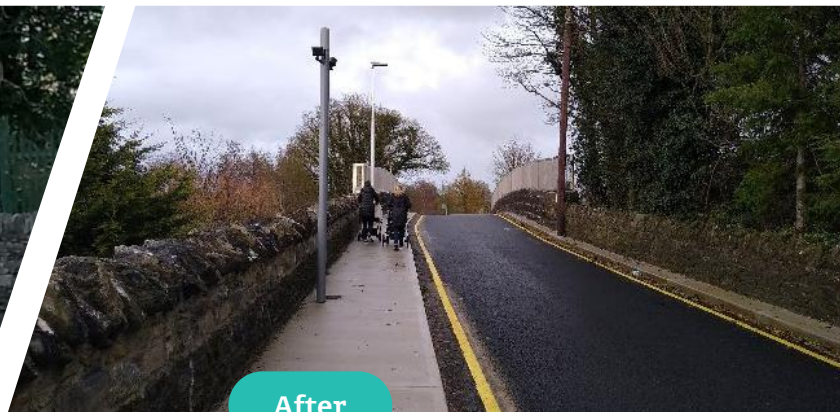
Total Covid Measures  
Spend: €330k

# Kildare County Council

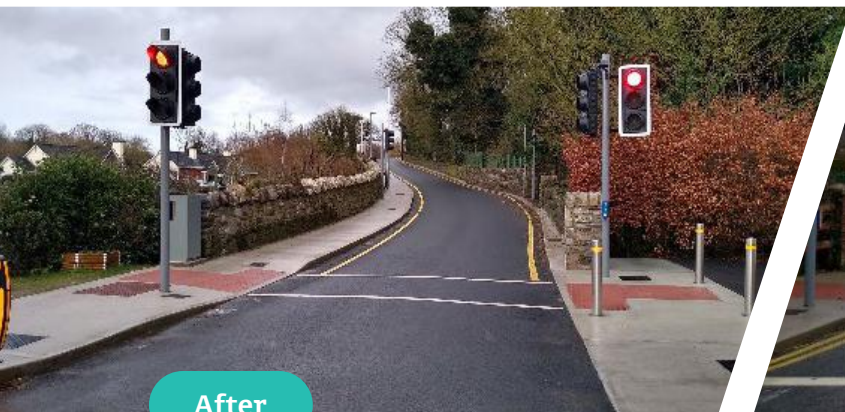
## Kildangan Bridge Pedestrian Safety Solution (STMG)



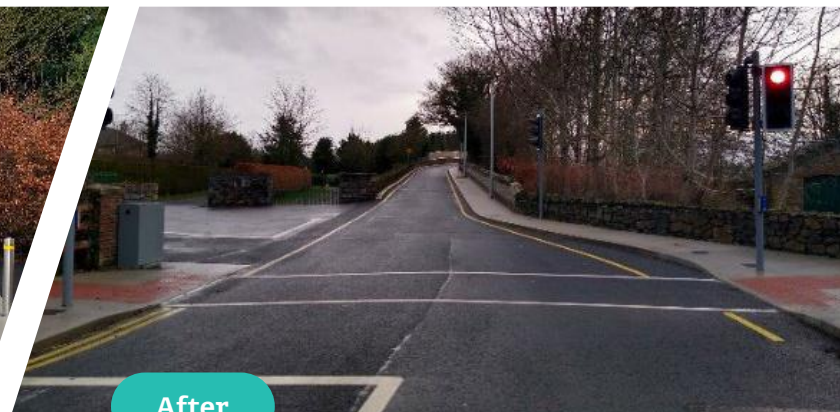
Before



After



After



After

### DESCRIPTION

This project comprised the provision of a new footpath, pedestrian crossings, raised bridge parapets, public lighting and a traffic signal shuttle system at Kildangan Railway Bridge. The railway bridge is located centrally in Kildangan Village, with residential areas and community facilities located on both sides of the bridge. Prior to the development vulnerable road users had to cross the bridge and approach embankments, a distance of approximately 200m, adjacent to live traffic.

The installation of a shuttle traffic system, which reduced traffic to single file, facilitated a reallocation of road space and

the construction of a new footpath on the northern side of the bridge. Pedestrian crossings were also installed on both sides of the bridge to provide safe crossing facilities and connect into the existing footpath infrastructure.

The project has completed the missing link in the local footpath network in Kildangan Village and allows vulnerable road users to safely cross the bridge and access all residential areas and community facilities within the village.

Total NTA Contribution - €464k



# Waterford City and County Council

## River Suir Trail Development, Waterford City (July Stimulus Measure)

### DESCRIPTION

Waterford City & County Council was allocated funding by the National Transport Authority under the July Jobs Stimulus Plan for the development of Cycling and Walking Projects. Three sections of the River Suir Trail were completed in 2020:

- Glenville to Sycamores/Cove Lane - Approx. 440m
- Freshfield to Maypark - Approx. 640m
- Kings Channel to Ballinakill - Approx. 560m

Works in general involved widening of existing paths to create a 3m wide granular trail, sections of trails were realigned to avoid mature trees and to create a path with a smooth alignment.

A new entrance was created onto Cove Lane which will enable continuity of access across the trail once other sections are completed. The entrance at Ballinakill was improved to allow for future works planned for the area. Fencing was installed/repared in areas most significantly on the Glenville to Sycamores/Cove Lane Section mitigating the steep drop adjacent to the River.

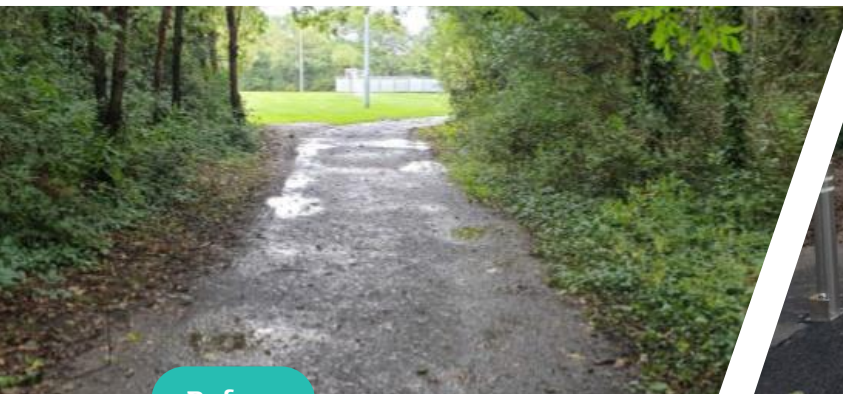
The works focussed on improving the footpaths towards the key trip attractor, (University Hospital Waterford), with an additional focus on the locations that either had no footpaths or locations that had a very poor surface quality. Overall the works have improved access points and made the trail more accessible to a wider range of public users.



Total NTA contribution: €220,603

# University College Dublin (UCD)

## Internal Cycle Link to Nova/New Entrance



Before



After

### DESCRIPTION

This project connects the cycle entrance and associated cycle infrastructure upgrades under construction on the R138/N11 by DLRCC with the core of the UCD Belfield campus. The project is located at the R138 (formerly the N11) side of the Belfield campus. The project, the extent of which is confined within the UCD Belfield entry/exit gates aims to encourage additional members

of the UCD community to walk and cycle to campus on a regular basis by providing high quality infrastructure connecting to the existing campus road and path network and will act as a driving force towards the Universities Travel Plan targets.

Total NTA Contribution - €185k

### Cycle Parking

This project consists of upgrades to existing bicycle parking to Sheffield parking stands and the installation of bicycle parking in

13 locations throughout the UCD Belfield campus. In total 300 new stands were installed during 2020.



Total NTA Contribution - €287k

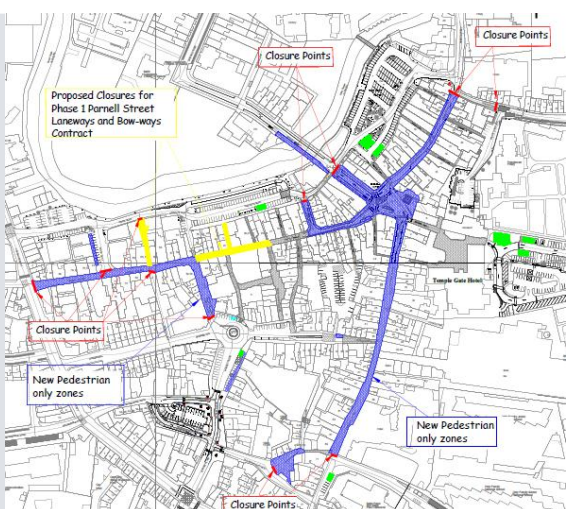


# Other Local Authorities

## Clare County Council – Ennis Interventions (Covid Measure)

Clare County Council undertook the temporary removal of traffic in order to generate sufficient space in busy pedestrian locations for social distancing and other demands. To assist with this proposal the Council are to install droppable bollards to manage the

pedestrianised areas of their city centres. With the central town having roads closed to traffic an inner circulation route around the town with individual access points to different sections was provided.



MAP OF ENNIS SHOWING PEDESTRIANISED AREAS IN PURPLE



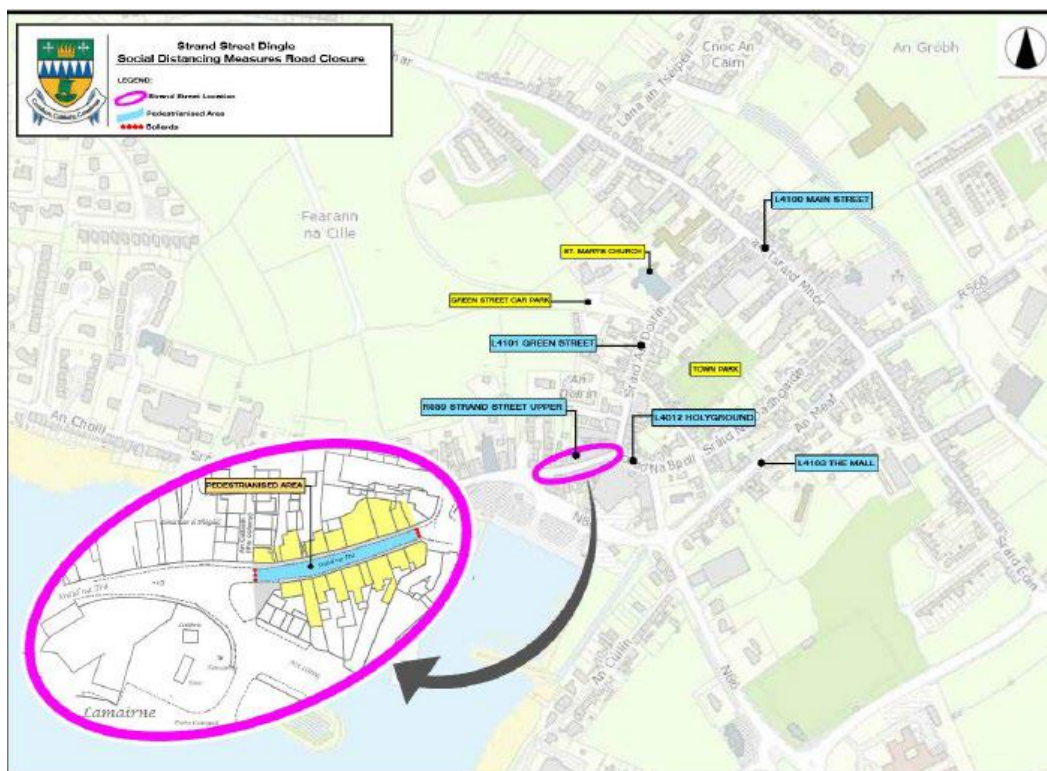
ENNIS TOWN CENTRE PEDESTRIAN STREETS

Total Covid Measures Spend: €291k

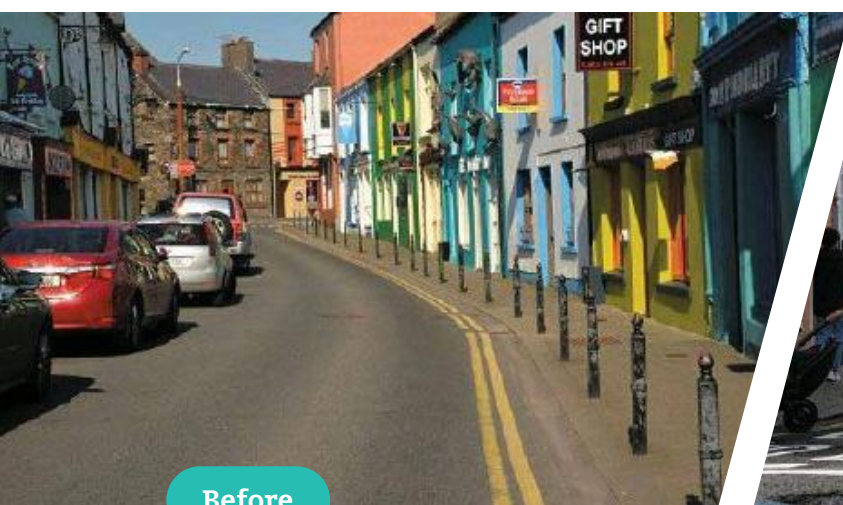
## Kerry County Council – Dingle (Covid Measure)

Kerry County Council undertook the temporary removal of traffic on Strand Street in Dingle in order to generate sufficient

space in a busy pedestrian location for social distancing and other demands.



DINGLE TOWN – STRAND ST ROAD CLOSURE MAP



Before



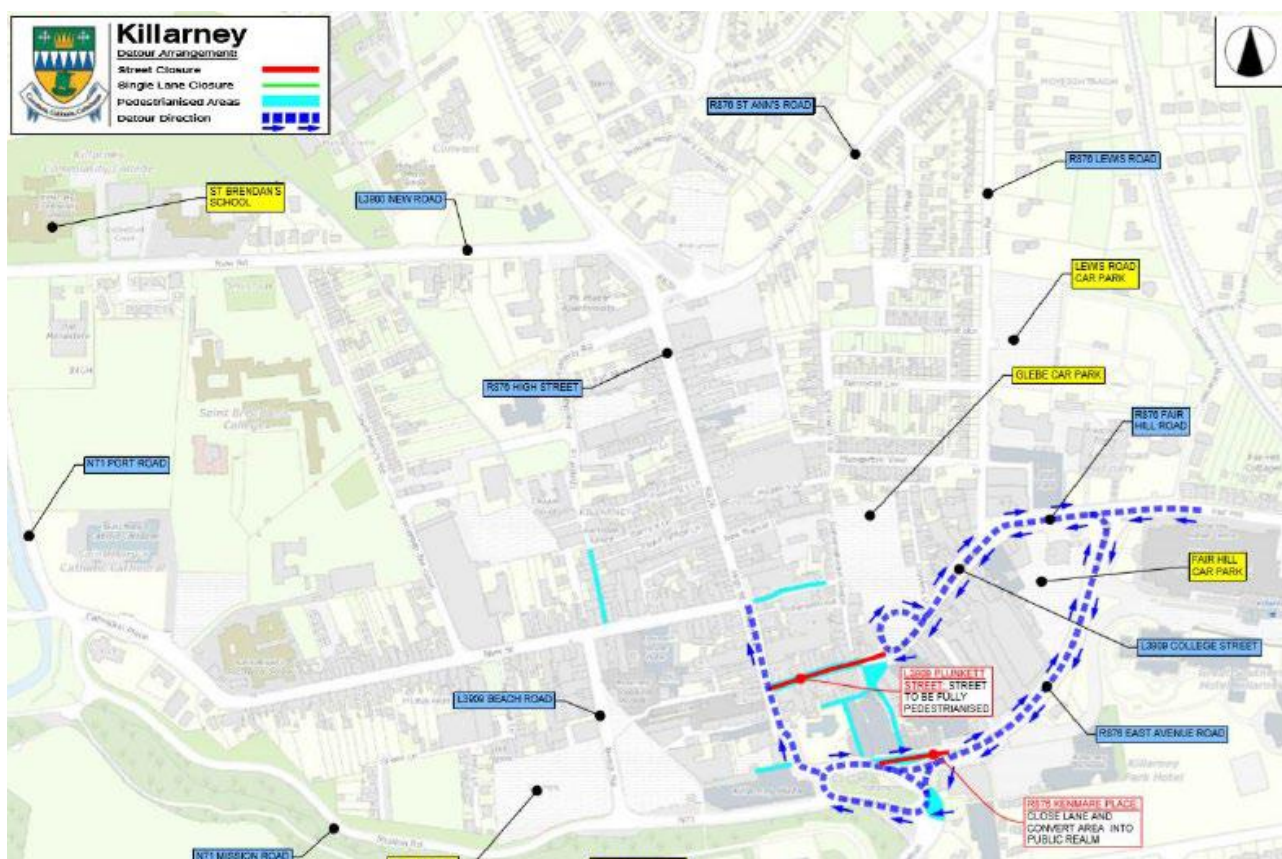
After

DINGLE TOWN - PEDESTRIANISED STREET (BEFORE & AFTER)



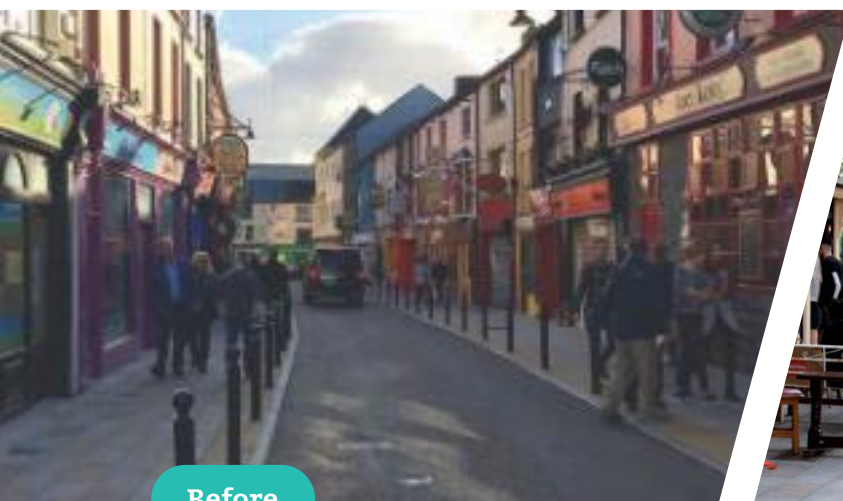
## Killarney (Covid Measure)

Kerry County Council undertook the temporary removal of traffic off a number of streets in Killarney in order to generate sufficient space in a busy pedestrian location for social distancing and other demands. Following the introduction of the “Safe Streets Safe Town Plans” Killarney widened footpaths and closed Plunkett St and Kenmare Place to vehicular traffic as part of its plan to encourage social distancing in the town centre.



### KILLARNEY TOWN – TRAFFIC MANAGEMENT ARRANGEMENTS





Before



After

KILLARNEY - PEDESTRIANISED PLUNKETT STREET



KILLARNEY – COVID MEASURES – FOOTPATH WIDENING

Total Covid Measure Spend: €364k



## Kilkenny County Council - Kilkenny

Kilkenny County Council changed a number of streets into one-way streets in order to generate sufficient space in a busy pedestrian location for social distancing and other demands.



FIG 8.0 KILKENNY TOWN – TRAFFIC MANAGEMENT ARRANGEMENTS



KILKENNY ONE-WAY SYSTEM



CALLAN ONE-WAY SYSTEM

Total Covid Measures Spend: €211k

## Sligo County Council - Sligo Town Interventions Covid Measures

The Temporary COVID-19 Mobility Plan for Sligo town centre was implemented in the summer of 2020 to improve physical distancing for pedestrians on the busier town core centre streets during the COVID-19 pandemic.

On Gratton St & Castle St. car parking spaces were removed to accommodate pedestrian

movement. Additional car parking spaces were also removed from the south side of Hyde Bridge to the entrance to the Stephen St. Car Park to allow for two way pedestrian movement. On Market St an additional disabled bay was provided and 4 no. "Click and Collect" car parking places were installed to allow for short-term parking.



Total Covid Measures  
Spend: €72k



# Financial Outturn

## 2020 funding envelope

The Authority provided funding of €107.7M in 2020 to the various projects in the STMG programme, including Covid and Stimulus Funding, comprising €72.7M in the GDA, and €35M in the Regional Cities.

In the STMG programme only, the Authority provided funding of €53.9M, comprising €34.7M in the GDA, and €19.2M in the Regional Cities.

A full breakdown of the STMG-only spend is available in Appendix E, along with a breakdown of the spend on the Covid and Stimulus Funding Packages.

The increase in the overall funding provided by the Authority from 2019 to 2020 was 172%.

## Breakdown by scheme type

The Authority has divided its Sustainable Transport Measures Grants into five broad sub-programmes. These are:

- **Cycling/Walking** Sub-programme, supporting physical improvements to tackle particular barriers to walking and cycling and to improve the walking and cycling environment, with particular emphasis on access to town centres, public transport nodes and education; in particular, this programme supports delivery of the Authority's *GDA Cycle Network Plan* (2013);
- **Bus Network** Sub-programme, targeted at providing bus journey time savings, improvements to bus reliability throughout the whole bus network and passenger information/facilities;
- **Traffic Management** Sub-programme, targeted at appropriate schemes to improve the effectiveness of traffic movement in balance with other modes of transport;

- **Safety** Sub-programme, aimed at providing a safe travel environment for all road users, especially more vulnerable road users (pedestrians and cyclists); and
- **Other Projects** Sub-programme (signage schemes, traffic studies, Intelligent Transport Systems, Goods-focused projects, etc.)

This year there was also two additional sub-programmes:

- **Covid:** Additional funding stream provided to offer both technical and financial support to Local Authorities in order to introduce on-street measures to assist in enabling cities and towns to function under the new circumstances arising from the Covid-19 public health emergency. Within this funding stream there was two sub-categories:
  - **Cycling/Walking**
  - **Sustainable Urban Transport**

- **Stimulus:** Additional funding stream provided to Local Authorities in the Greater Dublin Area and the Metropolitan areas of Cork, Galway, Limerick and Waterford to stimulate a jobs-led recovery and build economic confidence while continuing to manage the impact of Covid-19. Funding was provided to support pedestrian and cyclist movement and enhanced accessibility.

#### NOTES

- Walking and cycling projects continued to attract the largest share of the overall funding allocation within the GDA with 87% of the funding while in the Regional Cities the highest drawdown of funding was also in walking and cycling at 68%.
- While the percentage for dedicated Safety schemes is comparatively low, it should be noted that the Principles of Sustainable Safety inform the design of all schemes across all sub-programmes.

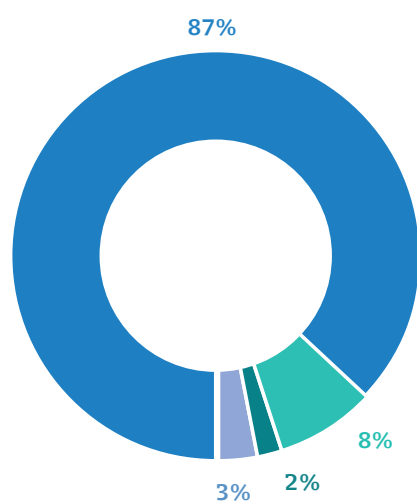
**TABLE 1: GDA FINANCIAL OUTTURN BY SCHEME TYPE 2020**

Total	Walking and Cycling	Traffic Management	Bus Network	Safety	Other
<b>€72.7M</b>	€63.5M	€6.1M	€1.4M	€0.002M	€1.8M
<b>100%</b>	<b>87%</b>	<b>8%</b>	<b>2%</b>	<b>0%</b>	<b>3%</b>

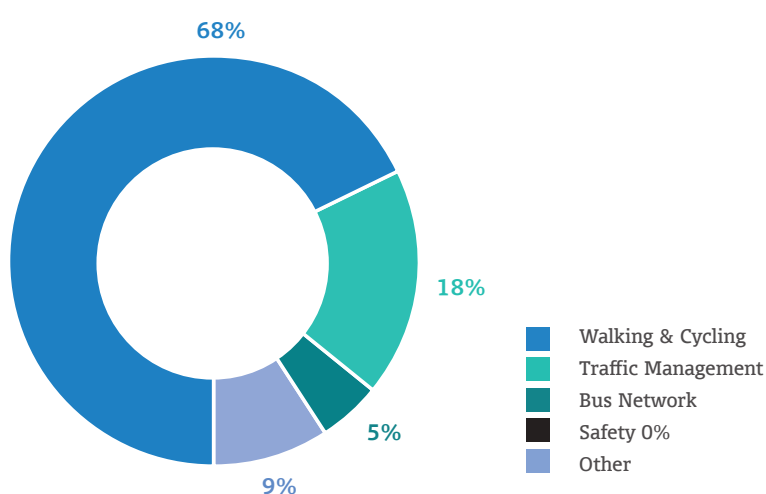
**TABLE 2: REGIONAL CITIES FINANCIAL OUTTURN BY SCHEME TYPE 2020**

Total	Walking and Cycling	Traffic Management	Bus Network	Safety	Other
<b>€35M</b>	€23.6M	€6.4M	€1.9M	€0	€3.1M
<b>100%</b>	<b>68%</b>	<b>18%</b>	<b>5%</b>	<b>0%</b>	<b>9%</b>

**GDA SCHEME TYPE 2020**



**REGIONAL CITIES SCHEME TYPE 2020**



**FIGURE 2: GDA AND REGIONAL CITIES SCHEME TYPES FOR 2020**



Tables 3, 4, 5, 6 and 7 below provide comparative information for the combined category spend within the GDA and Regional Cities for 2020 and the five preceding years:

**TABLE 3: FINANCIAL OUTTURN BY SCHEME TYPE 2020 (INCLUDING COVID AND STIMULUS)**

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€107.7M</b>	€3.3M	€87.1M	€12.5M	€0.002M	€4.8M
<b>100%</b>	<b>3.1%</b>	<b>80.9%</b>	<b>11.6%</b>	<b>0.0%</b>	<b>4.5%</b>

**TABLE 4: FINANCIAL OUTTURN BY SCHEME TYPE 2019**

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€39.62M</b>	€2.6M	€26.85M	€7.48M	€0.01M	€2.68M
<b>100%</b>	<b>6.6%</b>	<b>67.76%</b>	<b>18.88%</b>	<b>0.03%</b>	<b>6.77%</b>

**TABLE 5: FINANCIAL OUTTURN BY SCHEME TYPE 2018**

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€34.7M</b>	€2.3M	€19.9M	€10M	€0.25M	€2.1M
<b>100%</b>	<b>11.82%</b>	<b>62.25%</b>	<b>19.88%</b>	<b>0.29%</b>	<b>5.76%</b>

**TABLE 6: FINANCIAL OUTTURN BY SCHEME TYPE 2017**

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€23.04M</b>	€1.55M	€11.62M	€8.5M	€0.004M	€1.35M
<b>100%</b>	<b>6.73%</b>	<b>50.43%</b>	<b>36.89%</b>	<b>0.02%</b>	<b>5.86%</b>

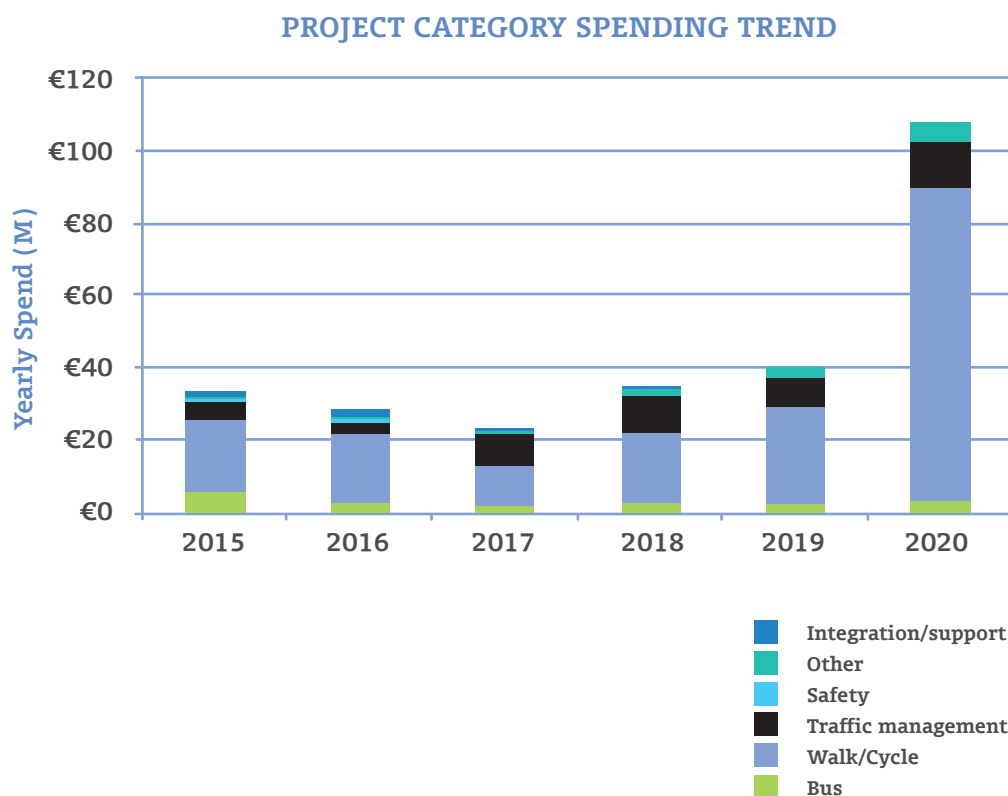
**TABLE 7: FINANCIAL OUTTURN BY SCHEME TYPE 2016**

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€33.93M</b>	€5.22M	€18.77M	€3.47M	€1.04M	€5.43M
<b>100%</b>	<b>15.38%</b>	<b>55.32%</b>	<b>10.23%</b>	<b>3.07%</b>	<b>16.00%</b>

**TABLE 8: FINANCIAL OUTTURN BY SCHEME TYPE 2015**

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€38.05M</b>	€6.57M	€20.24M	€5.31M	€0.75M	€5.18M
<b>100%</b>	<b>17.27%</b>	<b>53.19%</b>	<b>13.96%</b>	<b>2%</b>	<b>13.61%</b>

**Figure 2** below provides comparative information for the period 2015 to 2020, reflecting the overall financial restrictions within the STMG programme overall (reflected in diminishing overall expenditure) until 2018. The figure shows the combined Project spend for the GDA and the Regional Cities and the profile of expenditure across the five sub-programmes, namely Safety, Traffic Management, Other, Walking / Cycling and Bus:



**FIGURE 3: COMBINED GDA / REGIONAL CITIES OUTTURN BY SCHEME TYPE BETWEEN 2015 AND 2020 (INCLUDING COVID/STIMULUS)**



## Breakdown by scale of project

The Project Management Guidelines (see below) stipulate project management requirements commensurate with the scale of the overall project cost. The Project Management Guidelines categorise projects as follows:

- Projects under €500,000;
- Projects between €500,000 and €5 million;
- Projects between €5 million and €20 million; and

- Projects greater than €20 million.
- A total of 178 projects were funded through the STMG Programme across the various bodies involved with this programme with the projects grouped by cost in Table 9.

In addition, there were in excess of 550 projects for Covid-19 and July Stimulus measures across the GDA, Regional Cities and an additional 7 Local Authorities throughout the country.

**TABLE 9: 2020 BREAKDOWN BY SCALE OF PROJECT FINANCE FOR STMG PROGRAMME (EXCL. COVID/STIMULUS).**

Project Overall Cost	< €500,000	€0.5 - €5 Million	> €5 Million	> €20 Million
	No. of projects			
Cork City Council	7	14	6	0
Cork County Council	2	1	2	0
Dublin City Council	4	20	9	8
Dun Laoghaire Rathdown County Council	4	10	4	0
Fingal County Council	1	1	5	0
Galway City Council	10	6	2	0
Kildare County Council	0	2	1	0
Limerick City and County Council	4	8	2	0
Meath County Council	3	11	1	0
South Dublin County Council	3	5	1	0
An Taisce	1	0	0	0
University College Dublin	2	0	0	0
Wicklow County Council	8	5	0	0
Waterford City and County Council	0	1	3	1
<b>Total</b>	<b>49</b>	<b>84</b>	<b>36</b>	<b>9</b>

The profile of project size within the overall portfolio indicates that during 2020, the number of projects on the STMG programme were predominantly those in the €0.5-€5M bracket.

## Breakdown by Local Authority

The funding is concentrated within the urban areas of the GDA and Regional Cities, where there is opportunity to provide effective transport alternatives to greater numbers of people compared with less-populated areas.

33.6% of the total funding within the GDA was drawn down in Dublin City, 27.2% in Dun Laoghaire Rathdown, and 18.5% in the rest of County Dublin, with the remaining 21% spent in the three outer counties, and University Campuses.

The funding levels generally reflect the population and employment distribution within the Greater Dublin Area.

The significant investment in Dublin City Council schemes benefits both the local residents as well as the many commuters travelling into the city from neighbouring Local Authorities.

34% of the funding within the Regional Cities was drawn down by Cork City Council, with 7% going to Cork County Council. Waterford City and Council received 28% of the funding, followed by Galway City Council and Limerick City Council which both received 13%. There was a number of other Local Authorities who received funding under the Covid fund, which amounted to 5% of the yearly drawdown.

The breakdown of outturn by county is shown in the table below.

**TABLE 10: 2020 GDA FINANCIAL OUTTURN BREAKDOWN BY LOCAL AUTHORITY**

Local Authority	DCC	DLRCC	FCC	KCC	MCC	SDCC	WCC	Other
<b>Financial Outturn</b>	€24.4M	€19.7M	€4.9M	€2.2M	€8.5M	€8.6M	€3.9M	€0.5M
<b>100%</b>	33.6%	27.2%	6.7%	3.0%	11.7%	11.8%	5.3%	0.6%

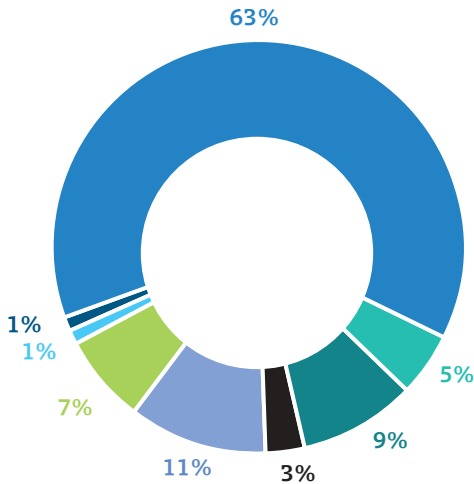
**TABLE 11: 2020 REGIONAL CITY FINANCIAL OUTTURN BREAKDOWN BY LOCAL AUTHORITY**

Local Authority	CCC	CCoC	GCC	LCCC	WDCC	An Taisce	Other Local Authorities
<b>Financial Outturn</b>	€11.9M	€2.4M	€4.6M	€4.5M	€9.6M	€0.1M	€1.8M
<b>100%</b>	34%	7%	13%	13%	28%	0%	5%

In general, funding increased for all local authorities in 2020 compared to 2019. Financial Outturn for 2020 and 2019 for agencies within the GDA and Regional Cities are shown below.



FINANCIAL OUTTURN GDA  
AGENCY 2019



FINANCIAL OUTTURN BY GDA  
AGENCY 2020

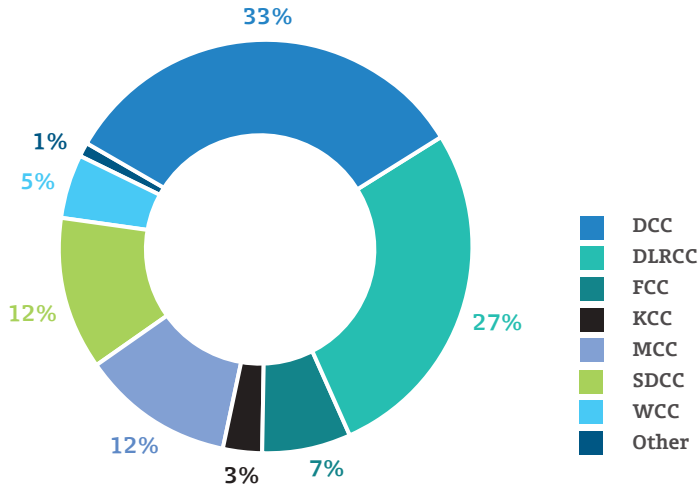
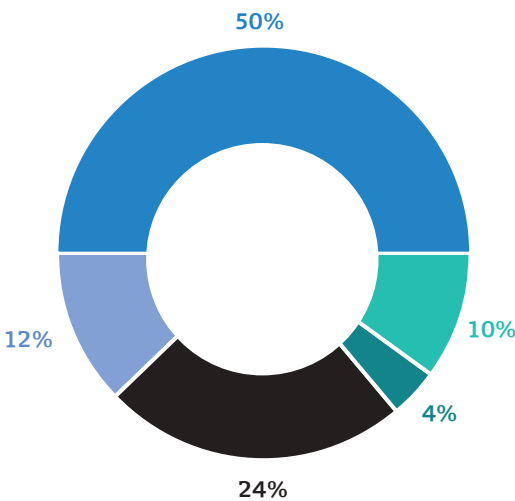


FIGURE 4: FINANCIAL OUTTURN BY GDA AGENCIES 2020 & 2019

FINANCIAL OUTTURN  
REGIONAL CITIES AGENCY 2019



FINANCIAL OUTTURN BY  
REGIONAL CITIES AGENCY 2020

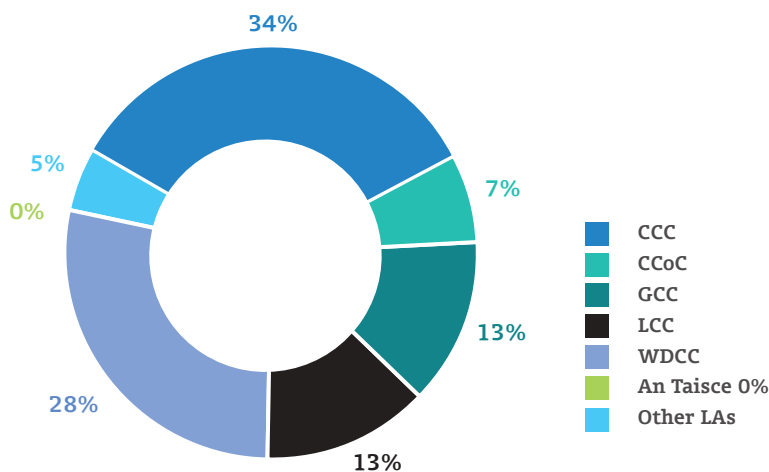


FIGURE 5: FINANCIAL OUTTURN BY REGIONAL CITIES AGENCIES 2020 & 2019

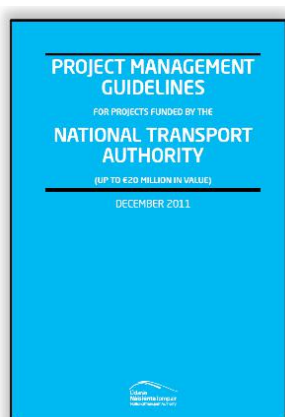
# Authority Administration

## Project Reporting System (PRS)

A Project Reporting System (PRS), which was implemented in the first part of 2012, continues to provide a dependable system for inter-agency payments to be claimed, reviewed and processed online, and provides management tools to oversee project expenditure progress.

The PRS processed all Authority payments for the 2020 funding year. This system streamlined the administration of the grants to the benefit of both those claiming funding and to the Authority itself.

## Project Management Guidelines



In December 2011, the Authority introduced Project Management Guidelines for projects funded by the Authority. These Guidelines provide a framework for, and a phased approach to, the development,

management and delivery of transport projects of all types funded by the National Transport Authority up to a capital value of €20 million.

The Guidelines have helped to achieve an appropriate consistency of approach across projects undertaken by agencies in receipt of grants, and to provide the Authority with the degree of transparency and certainty that is appropriate for a Sanctioning Authority accountable for decisions involving agencies' use of public funds.

In addition, they allow for an appropriate level of reporting commensurate with risk and cost, as different procedures apply for projects less than €0.5m in value, for projects between €0.5m and €5m, and for projects between €5m and €20m.

## Audit 2019

During 2019, the STMG programme was audited by the external auditors appointed to conduct internal audits on behalf of the Board of the Authority. This included a review of a sample of projects from 2018.

The programme of audits provides a useful independent assessment of procedures and controls within the agencies benefitting from NTA funding.

The 2019 report findings concluded that there was "overall Substantial Assurance that the management controls over the National Transport Authority's 2018 Internal Capital Expenditure from Capital Grants paid for STMG, Regional Cities and Accessibility Programmes, are adequate".



# Appendix A

## 2020 Programme Metrics Summary

### STMG METRICS:

	Overall Route Length Treated (m)	Footpath (m) *	Shared footpath-cycle track (m)	Greenway (m)	Cycle lane/track (m) **	Bus Lane (m)	Traffic Calming (m)	Bus Stop (no.)	Junction Treated (no.)	Roundabout (no.)	Cycle Parking (no. of racks)	Asset Renewal	Isolated crossing (pedestrian/toucan) (no.)	Bridge (no.) ***
Dublin City Council	5060	2160	220	15	6240	1504		3	2	1	1466		9	2
Cork City Council	4657	1290	650		3406			31	14				2	1
Dun Laoghaire Rathdown County Council	3150	10			3800				2		380	2500		
Meath County Council	3388	3580	1740		1740		2	1	4		86		4	1
South Dublin County Council	961			961										
Galway City Council	7000											3500		
Cork County Council								12						
Fingal County Council	1800	1800			1800			1	1	1	591		4	1
Wicklow County Council								3					1	
Kildare County Council	570	630							3		15		2	1
UCD	250		250								600			
Totals	26836	9470	2860	976	16986	1504	2	48	26	2	3138	6000	21	6

# COVID 19 AND STIMULUS MEASURES METRICS:

	Overall Route Length Treated (m)	Footpath (m)	Shared footpath-cycle track (m)	Greenway (m)	Cycle lane/track (m)	Bus Lane (m)	Traffic Calming (m)	Bus Stop (no.)	Junction Treated (no.)	Roundabout (no.)	Cycle Parking (no. of racks)	Asset Renewal	Isolated crossing (pedestrian/coucan) (no.)	Bridge (no.)
Dublin City Council	34535	998			10124		27	13			2872	24572		
Waterford City Council	5825	755			320							7450	3	
Cork City Council	16495	11625	2150		2650			1				13650		
Dun Laoghaire Rathdown County Council	31290	3855		8500	20768		10	6	20	1	207	8787	14	1
Meath County Council	6455	855			1600		1					4110	9	
South Dublin County Council	19281	30			3340							17581		
Galway City Council	34622	115				105						8530		
Cork County Council	455	455					5	1					18	
Limerick City and County Council	17576	7916	2030		2645		6		1	1		4115		
Fingal County Council	19015	550			11800		3		29			5514		
Wicklow County Council	4867	560			485		4		3			3600	4	
Kildare County Council	6508	5217	600				10		9			121	31	
Clare County Council	888	50					3				42			
Carlow County Council													35	
Kilkenny County Council	1015	1565							3					
Sligo County Council	445	445					1							
Louth County Council													1	
Kerry County Council	2333	2636					6	1	1		51			
Tipperary County Council	30	30										30		
Totals	184357	37264	4780	8500	55036	2044	50	42	72	2	1714	79175	115	1



\* where footpaths were widened using bollards or other physical measures this is counted in the footpath column

\*\* where cycle lanes were upgraded to protected cycle lanes by kerb, bollards, orcas or other physical measures this is counted in the cycle lane/track column

\*\*\* where bridges were new or improved.

Additional relevant metrics:

- Upgrades to signals including: signal time changes were made to all signals in the DCC area to give greater time to pedestrians. Traffic signals were upgraded in GCC – 2 smart micro radars were installed.
- Contactless pedestrian push buttons were installed: 240 locations in DCC, 100 locations in WDCC and 35 in CW.
- Bus Stop Buildouts – Modular Bus Stop buildouts were installed in various locations around the country to facilitate social distancing.
- Streets were Pedestrianised; 8 streets in CCC (an additional 9 had the hours of pedestrianisation increased), 6 streets in DCC, 4 streets in CCO, 1 in LCC, 2 in FCC, 1 in CL, 1 in LH,
- Public Lighting upgrades: CCC – upgraded PL in 5 residential estates, LCC – 500 LED units
- Parklets and planters were installed: CCC installed 30 mature tree planters, 30 floral planters, 10 city trees and parklets were installed in LCCC (1), CCC (1), FCC (2 streets), Cl (1), KK (3) and LH (12)
- Road Marking renewal
- Social Distancing signage was installed in towns and cities around the country
- Automatic bollards were installed in GCC
- Contactless payment Parking meters were installed in CW (42)

# Appendix B

## Full List of Projects

Agency	Project	2020 Outturn (€)
CL	COVID-19 measures (list of measures included in Appendix C)	€291,449
CW	COVID-19 measures (list of measures included in Appendix C)	€234,920
CCC	Bus Surveys	€35,036
CCC	Thomas Davis Bridge	€22,046
CCC	Project 2 - SE Strategic Corridor: Skehard Road/ Church Road junction.	€524,375
CCC	McCurtain St Quarter PTI (CCMS Phases 3,4&5)	€209,903
CCC	Pedestrian Safety Interventions	€379,365
CCC	Harley Street Pedestrian & Cycle Bridge	€240,541
CCC	ITS Infra-structure review – Signal Controlled Pedestrian Crossing Audit	€329,604
CCC	Ballyvolane strategic transport corridor project: North ring road to Ballincollig	€128,116
CCC	South Quays Public Transport Improvement scheme	€90,244
CCC	Daly's Footbridge & Environs Refurbishment	€405,252
CCC	Grange Road to Tramore Valley Park	€117,376
CCC	Ballybrack Pedestrian and Cycle Track	€10,874
CCC	Skehard Road Phase III	€501,707
CCC	Pedestrian Safety Interventions	€87,877
CCC	Glanmire to Riverstown Greenway	€85,167
CCC	Passage Railway Greenway Project - Phase 2 - Mahon to Passage West	€133,054
CCC	Beamish & Crawford Urban Regeneration	€43,987
CCC	Horgan's Quay Cycle Lane	€681,005
CCC	Public Transport Asset Renewal	€1,138,412
CCC	Scheme Video Footage & Photography	€5,732
CCC	SCOOT/Urban Traffic Control Review	€90,482
CCC	Curraheen Pedestrian & Cycleway Upgrade (Section 1 and Section 2)	€60,411
CCC	COVID-19 measures (list of measures included in Appendix C)	€368,230



Agency	Project	2020 Outturn (€)
CCC	Passage Railway Greenway Project (Phase 1)	€682,445
CCC	Lehenaghmore Road	€32,828
CCC	Half Moon Lane Upgrade Works	€26,637
CCC	July 2020 stimulus package (list of measures included in Appendix C)	€3,779,806
CCC	L2998 Upgrade of Dunkettle Road (Phase 1)	€810,746
CCC	COVID-19 measures (Cork - 2nd package) (list of measures included in Appendix C)	€668,977
CCC	Mechanical Cycle Lane Road Sweeping Machines	€179,835
CCO	Douglas Village Sustainable Transport Network	-€685
CCO	Metropolitan Cycle Strategy Implementation - Ballybrack Valley Cycle Track Phase 1.	-€26,937
CCO	Tramore Valley N40 Overbridge	-€1,721
CCO	South Douglas Road/ Tramore Valley Cycle Link	-€1,822
CCO	Strategic Cycle Corridors	€12,935
CCO	Carrigaline Transportation and Public Realm Enhancement Plan	€194,574
CCO	Strategic Cycle Corridor (Old N25 Dunkettle/Carrigtwohill)	€763,691
CCO	Strategic Cycle Corridor – Ballinacurra - Midleton	€250,745
CCO	COVID-19 measures (list of measures included in Appendix C)	€820,065
CCO	Little Island – Sustainable Transport Interventions	€364,425
DCC	Hole in the Wall Road Improvements	€8,379
DCC	Royal Canal Cycle Route (Phase 2)	€2,618,964
DCC	Royal Canal Cycle Route Phase 3 (North Strand Road to Phibsborough Road)	€337,063
DCC	Liffey Cycle Route	€224,791
DCC	S2S Pedestrian / Cycle Scheme (Clontarf)	€199,625
DCC	The Point Junction Improvement Scheme	€65,026
DCC	Grand Canal Cycle Route	€2,000
DCC	Fairview to Amiens Street Cycle Route	€249,590
DCC	Dodder Cycle Route	€46,516
DCC	City Centre High Density Cycle Parking Strategy	€29,451

Agency	Project	2020 Outturn (€)
DCC	AVL Bus Priority Team Salaries & IT	€367,375
DCC	Royal Canal (Phibsborough to Ashtown)	€634,818
DCC	Cycle Parking	€384,839
DCC	Clonskeagh to City Centre Cycle route	€10,413
DCC	South Campshires	€113,124
DCC	DPTIM Civil Interventions	€21,405
DCC	City Centre Study Proposals - Initial Schemes	€308,414
DCC	Luas Cross City- Associated Traffic Changes	€315,449
DCC	College Green Plaza Development	€84,441
DCC	Car Park & Orbital Signage	€177,586
DCC	Fitzwilliam Cycle Route	€257,888
DCC	Dodder Greenway Herbert Park	€17,361
DCC	Point Pedestrian and Cycling Bridge	€46,790
DCC	Blood Stoney Bridge	€142,748
DCC	Dodder Public Transport Opening Bridge	€289,376
DCC	Broadstone Lower Plaza	€1,675,249
DCC	Cycling - Quick Wins	€713,246
DCC	Rueben Street Pedestrian Crossing Link to St James Campus	€37,369
DCC	South Grand Canal Cycle Lane Improvement Scheme	€9,834
DCC	Docklands Pedestrian and Cyclist Bridge - North Wall Quay	€285,611
DCC	Cycle Safe Intersections	€27,170
DCC	Suffolk St Pedestrian and Cyclist Improvement Scheme	€14,827
DCC	S2S East Coast Trail - East Wall Road (North)	€4,236
DCC	S2S East Coast Trail - Sean Moore Road (South)	€16,465
DCC	Belmayne Main Street and Belmayne Avenue Bus and Cycle Scheme	€39,905
DCC	Velo-City	€50,000
DCC	Finglas Pedestrian Improvements	€35,790
DCC	Grangegorman Toucan Crossings	€62,042
DCC	Grangegorman to Kevin Street pedestrian and cycle scheme	€31,986

Agency	Project	2020 Outturn (€)
DCC	Protected Cycle Facilities	€380,233
DCC	Balbutcher Lane Junction Reconfiguration	€1,524,683
DCC	COVID-19 measures (list of measures included in Appendix C)	€2,354,578
DCC	Dublin Stimulus Package (list of measures included in Appendix C)	€10,225,804
DLRCC	Brides Glen to Shankill Cycle route and Footpath	€15,789
DLRCC	Wyattville Road	€187,434
DLRCC	Sandyford to City Centre Cycle Scheme (Sandyford to Clonskeagh)	€3,146,662
DLRCC	New Pedestrian and Cycle entrance to Belfield on N11 at NovaUCD	€1,330,448
DLRCC	Cycle Parking Development	€100,000
DLRCC	N11 – Brewery Road Safety Scheme	€101,466
DLRCC	Cherrywood Links	€93,209
DLRCC	Monkstown Road Cycle Route	€86,206
DLRCC	East Coast Trail	€92,652
DLRCC	Sandyford Cycle Route	€143,473
DLRCC	Nutgrove Avenue Cycle Route	€121,861
DLRCC	Old Connacht Transport Assessment	€76,484
DLRCC	Blackglen Road Improvement Scheme	€234,089
DLRCC	Stillorgan Park Road Cycle Route	€28,859
DLRCC	Protected Cycle Routes (Benildus Avenue and Goatstown Road)	€636,266
DLRCC	Rochestown Avenue Improvement Scheme	€205,294
DLRCC	Sandyford Business District Cycle Routes	€96,563
DLRCC	COVID-19 measures (Dun Laoghaire-Rathdown) (list of measures included in Appendix C)	€5,845,481
DLRCC	July 2020 stimulus package (list of measures included in Appendix C)	€6,953,335
DLRCC	Road Sweeper & Gritter Application	€246,840
FCC	Broadmeadow Estuary Cycle & Pedestrian Bridge	€292,094
FCC	S2S Extension Sutton to Malahide	€5,192
FCC	Royal Canal Cycle Route (12th Lock-KCC) (CN2) inc Deep Sinking Coolmine	€234,646



Agency	Project	2020 Outturn (€)
FCC	Harry Reynolds Road Cycleway in Balbriggan	€79,341
FCC	Snugborough Interchange Upgrade	€654,712
FCC	Rush to Lusk Cycle Route	€8,024
FCC	July 2020 stimulus package (list of measures included in Appendix C)	€2,885,744
FCC	Church Fields Link Road	€170,877
FCC	COVID-19 measures (list of measures included in Appendix C)	€553,552
GCC	Tuam Road Bus Corridor project	€10,959
GCC	Access improvement Study - Parkmore Industrial Estate	€21,979
GCC	Galway City Centre Transport Management Plan	€118,350
GCC	Galway City Traffic counts	€71,406
GCC	Dublin Road Transport Corridor	€42,795
GCC	Greenway (City Centre to county - easterly)	€10,392
GCC	Ardaun Transport Study	€91,610
GCC	Salmon Weir Pedestrian/Cycle Bridge	€464,613
GCC	Western Distributor Road	€14,983
GCC	On-street Cycle Parking	€43,776
GCC	Parkmore Strategy Implementation	€14,375
GCC	Bus Priority within UTMC	€418,123
GCC	Galway City Cycle Network - Stage 1	€284,304
GCC	Galway City Cycle Network - Stage 2	€114,747
GCC	Pavement and Road Markings Asset Renewal	€1,765
GCC	Permeability Projects - Millars Lane	€11,351
GCC	Selected Green Schools Walkability Audits Infrastructure	€53,749
GCC	Fr Griffen Rd/Sea Road	€3,499
GCC	COVID-19 measures (list of measures included in Appendix C)	€1,126,278
GCC	July 2020 stimulus package (list of measures included in Appendix C)	€1,717,463
KY	COVID-19 measures (list of measures included in Appendix C)	€364,311

Agency	Project	2020 Outturn (€)
KCC	Royal Canal Cycling (FCC border to Maynooth) inc. Railway -Canal - University Corridor Development	€58,302
KCC	Kildangan Bridge Signalised Pedestrian Facility	€450,000
KCC	GDA Cycle Network Design in Naas (Sallins)	€11,562
KCC	July 2020 stimulus package (list of measures included in Appendix C)	€1,694,258
KK	COVID-19 measures (list of measures included in Appendix C)	€211,030
LCC	Dublin Road Bus Priority Scheme	€19,481
LCC	Parnell Street Phase 3	€1,017,142
LCC	Grove Island Roundabout (Pedestrian / Cyclist friendly Roundabout)	€2,471
LCC	Raheen Roundabout to Quinn's Cross R/B and Fr Russell Road Walking and Cycling Improvements	€33,741
LCC	Castletroy Urban Greenway	€103,897
LCC	Limerick Urban Centre Revitalisation – O'Connell Street (LUCROC)	€75,905
LCC	Clare Street to Condell Road Cycleway (Phase 1)	€7,027
LCC	UL to NTP Cycleway	€12,295
LCC	St Pauls Junction, Dooradoyle	€47,253
LCC	Parnell – Wickham – Clare St Cycleway	€11,685
LCC	Traffic Signals & Bus Priority	€15,070
LCC	COVID-19 measures (list of measures included in Appendix C)	€298,177
LCC	July 2020 stimulus package (list of measures included in Appendix C)	€2,758,552
LCC	Cycle Lane Protection Measures	€66,347
LCC	Milford Plassy Park Junction Improvements	€30,283
LCC	LIT & MIC to City Centre Cycle Route	€25,903
LH	COVID-19 measures (list of measures included in Appendix C)	€585,193
MCC	Drogheda - Navan -Trim Cycleway	€31,965
MCC	Navan: Cantilevered bridge provision for cyclists and pedestrians	€11,350
MCC	Laytown Park and Ride	€399,876

Agency	Project	2020 Outturn (€)
MCC	GDA Cycle Network Design within Meath towns, Scheme 1 - Proudstown Road to Trim Road - Navan	€169,375
MCC	GDA Cycle Network Design within Meath towns, Scheme 2 -Fairgreen to Johnstown - Navan	€1,362
MCC	GDA Cycle Network Design within Meath towns, Scheme 3 - Ratoath Town Network	€20,230
MCC	Navan Town Centre Traffic Management	€1,219,001
MCC	Dunboyne Cycle Network	€8,584
MCC	Kentstown Road Rail Bridge & Laytown Railbridge Feasibility Assessment	€1,994
MCC	Cycle Parking	€7,791
MCC	Navan Bus Route - Bus Stops	€240,364
MCC	Navan 2030 Contract 2: Bridge Street and Abbey Road Roundabout Upgrade	€3,353,854
MCC	Selected Green Schools Walkability Audit Scheme	€1,004
MCC	Pedestrian and Cycling Improvement Scheme, Milltown Rd, Ashbourne	€1,348,564
MCC	HGV Transport Study - Navan	€1,176
MCC	July 2020 stimulus package (list of measures included in Appendix C)	€1,671,371
SO	COVID-19 measures (list of measures included in Appendix C)	€71,877
SDCC	Dodder Regional cycle route	€4,062,839
SDCC	N81 cycling, walking and bus facilities (Fortunestown to N82)	€152,599
SDCC	Monastery road walking route	€1,251,277
SDCC	Green School cluster works - Ballyboden	€28,170
SDCC	Wellington Lane Cycle Improvements Scheme	€104,763
SDCC	Canal Loop Greenway Feasibility Scheme	€53,893
SDCC	Bawnogue Road to Fonthill Road Permeability Scheme	€8,214
SDCC	N81 Integrated Transport Planning Strategy	€41,225
SDCC	July 2020 stimulus package (list of measures included in Appendix C)	€2,390,469
SDCC	COVID-19 measures (list of measures included in Appendix C)	€254,728
SDCC	Grange Road Phase 2 - Sarah Curran to Nutgrove	€222,981
TAISC	Greenschools Cycle and Scooter Parking	€124,732



Agency	Project	2020 Outturn (€)
TCC	COVID-19 measures (list of measures included in Appendix C)	€52,381
UCD	Cycle Link to Nova Entrance	€184,644
UCD	UCD Cycle Parking	€286,587
WDCC	WIT to Waterford City Centre	€108,373
WDCC	Bilberry to City Centre Improvement Works	€356,467
WDCC	Transportation Proposals for Waterford City, North Quays SDZ	€400,000
WDCC	Sustainable Transport Bridge	€2,473,103
WDCC	Dock Road and Abbey Road Infrastructure Works	€3,876,980
WDCC	COVID-19 measures (list of measures included in Appendix C)	€67,273
WDCC	July 2020 stimulus (list of measures included in Appendix C)	€2,353,663
WCC	Arklow - Shillelagh Cycle Route (planning completion)	€58,017
WCC	Strand Road Cycle Track	€152,695
WCC	Bray DART Interchange	€285,391
WCC	Wicklow Town port access route to Station Pedestrian Access	€22,019
WCC	Killarney Road Cycle Route (CN1)	€4,349
WCC	Vevay Road Cycle Route (CN2)	€8,252
WCC	Bray Bridge footbridges and tie-ins	€68,348
WCC	Permeability Bray	€34,926
WCC	Bray Public Transport Bridge Connection Phase 2	€13,287
WCC	Southern Cross VRU Improvements	€39
WCC	Bus Stops Mill Road Greystones	€35,512
WCC	Bray Bus Priority - Decongestion	€3,290
WCC	Convent Avenue to Vevay Crescent Permeability Scheme	€52
WCC	COVID-19 measures (list of measures included in Appendix C)	€330,175
WCC	July 2020 stimulus package (list of measures included in Appendix C)	€2,861,105

# Appendix C

## Covid 19 and Stimulus Measures - Projects

Agency	Project
DCC	<p>Church St (southbound) (Route 10),</p> <p>North Circular Road (bus stop #812 outside 213 NCR),</p> <p>Constitution Hill,</p> <p>Annesley Bridge (southside),</p> <p>Annesley Bridge Road (north side),</p> <p>Parnell Square West,</p> <p>Parnell Street Phase 1 - Moore Lane to East of Parnell Square West,</p> <p>Parnell Street Phase 2 (East of Parnell Square West to Capel Street),</p> <p>Clontarf Road/Fairview (Route 2),</p> <p>Phibsborough Road (southbound) (Route 10),</p> <p>Brunswick St North (westbound) (Route 10),</p> <p>North King St,</p> <p>Stoneybatter (northbound),</p> <p>Stoneybatter,</p> <p>Dorset Street,</p> <p>Fairview,</p> <p>Grangegorman Lower,</p> <p>Nassau Street,</p> <p>Drury St,</p> <p>South William St,</p> <p>Nassau Street/South Leinster St,</p> <p>College Green (outside Costa Coffee),</p> <p>College Green,</p> <p>College Green (between Trinity College and Church Lane),</p> <p>Richmond Street,</p> <p>Camden Street,</p>

Agency	Project
DCC	<p>Grafton Street Pedestrianised Trials,</p> <p>Route 3 Harold's Cross - Canal to Patrick St,</p> <p>Route 1 Rathmines, Swan Centre to Dame St,</p> <p>Werburgh St,</p> <p>Castle Street,</p> <p>Bride Street,</p> <p>South Central and South East Areas ,</p> <p>Central Area,</p> <p>North Central Area,</p> <p>South Central Area,</p> <p>South East Area,</p> <p>North West Area,</p> <p>Central Area Constitution Hill,</p> <p>South East Drury Street (between Exchequer Street and Stephen Street South),</p> <p>South East William Street South (Between Exchequer Street and Johnson Place),</p> <p>South East Chatham Row (between William Street South and Clarendon Street),</p> <p>South East Dame Court (between Dame Lane and Exchequer Street),</p> <p>South East Duke Street (between Grafton Street and</p> <p>South East Exchequer Street),</p> <p>South East Wicklow Street,</p> <p>South East Kildare Street (between St Stephens Green North and Nassau Street),</p> <p>North Central Area Swords Road (between Shanowen Road and Shanrath Road),</p> <p>North Central Area Castle Avenue (between Clontarf Road and Kincora Road),</p> <p>South Central Area Sarsfield Road - between Inchicore Road and Con Colbert Road,</p> <p>North Central Area Howth Road - between James Larkin Road and Kilbarrack Road (inbound),</p> <p>North Central Area Griffith Avenue - between Swords Road and Philipsburgh Avenue,</p> <p>North Central Area Kilmore road between Ardlea Road and Maryfield Drive,</p> <p>North Central Area Tonlegee Road at Springdale Road (between Springdale Road and Moatfield Road),</p>



Agency	Project
DCC	<p>Westland Row,</p> <p>Wolfe Tone Quay,</p> <p>Chesterfield Road to Benburb St,</p> <p>Griffith Ave. Ext.,</p> <p>Inchicore / Kilmainham,</p> <p>Mount St. Lower,</p> <p>DCC Pedestrian Crossings,</p> <p>Asphalt Bus stop build out,</p> <p>Temple Bar,</p> <p>Schools Zones,</p> <p>On street cycle parking,</p> <p>Cycle Parking at 71 Schools,</p>
WDCC	<p>Pedestrian Traffic Light Controller upgrades touchless buttons,</p> <p>L-90364 Link Road at Millers Marsh Car Park,</p> <p>Millers Marsh, Waterford,</p> <p>L-15011 Quarry Road Waterford,</p> <p>L90506, L90507, L90513 Crescent Drive, Pinewood Avenue &amp; Woodgreen Drive,</p> <p>L-90579 Church Road Lisduggan, Waterford,</p> <p>R860 John's Hill,</p> <p>Suir River footpath and cycleway,</p> <p>L-1506 Lower Yellow Road,</p> <p>R683 Dunmore Road,</p> <p>R708 Ballytruckle Road from Poleberry Junction to the Folly Roundabout,</p> <p>R708 Otteran's Place/ Catherine Street,</p> <p>R686 Cannon Street,</p> <p>L-90560 Mount Sion Avenue,</p> <p>R683 Dunmore Road,</p> <p>L-1514/L-1515 Tycor Road onto Paddy Browne's Road,</p> <p>R680 Cork Road RSC to Yellow House,</p>

Agency	Project
CCC	<p>Centre Park Road (N side only),</p> <p>Monahan Road/Marquee Road,</p> <p>Footpath Improvement Works,</p> <p>Road Resurfacing on Cycling Routes,</p> <p>Blarney Waterloo Walkway Existing Blarney Waterloo, Walkway &amp; adjacent lands,</p> <p>Retaining wall,</p> <p>MacCurtain Street,</p> <p>City Greening,</p> <p>City Trees,</p> <p>Grattan Street Park City Centre,</p> <p>Little Anne Street,</p> <p>Little Cross St,</p> <p>Emmett Place,</p> <p>Paul St,</p> <p>The Marina,</p> <p>Pembroke Street,</p> <p>Phoenix Street,</p> <p>Tuckey Street,</p> <p>Provision of adequate Street Lighting and footpath rehabilitation works,</p>
DLRCC	<p>Stillorgan Park Road /Fleurville approaching the Carysfort Avenue junction,</p> <p>Newtownpark Avenue and Rowanbyrn Road/Annville Terrace junction,</p> <p>Deans Grange Road – Brookville Park junction,</p> <p>Temple Road approaching the Newtown Avenue Junction,</p> <p>Taney Road/Churchtown Road junction (Luas Bridge junction),</p> <p>Kilmacud Road Upper approaching Taney Road junction (near the Goat Pub),</p> <p>Sandyford Road approaching Wickham Way junction,</p> <p>Kilmacud Road Upper and Drummartin Road junction,</p> <p>Kilmacud Road Upper and St. Raphaela's Road junction,</p> <p>Kilmacud Road Lower/Eden and Drummartin Road junction,</p>

Agency	Project
DLRCC	<p>Blackthorn Road and Blackthorn Drive (near the Beacon Hospital),</p> <p>Blackthorn Road / Blackthorn Drive / Benildus Avenue Junction,</p> <p>Churchtown Road / Beaumont Avenue Junction,</p> <p>Barton Road East / Ballinteer Road Junction,</p> <p>Carysfort Avenue,</p> <p>Cross Avenue,</p> <p>Newtown Park Avenue,</p> <p>Blackrock to Sandycove - Newtown Avenue to York Road,</p> <p>Blackrock to Sandycove - Queen Road to Sandycove Avenue North,</p> <p>Dalkey,</p> <p>Bray Rd,</p> <p>Foxrock village,</p> <p>Blackrock Village,</p> <p>Dundrum Mobility &amp; Village enhancement (see Dundrum bypass below),</p> <p>Dundrum Bypass,</p> <p>Glasthule Village enhancement,</p> <p>Saval Park Road, Dalkey,</p> <p>Nutgrove Avenue,</p> <p>Park entrances,</p> <p>Blackrock Park,</p> <p>Local Various locations,</p> <p>Mounttown Road Upper, Dun Laoghaire Mounttown Road, Upper/ Knapton Road junction,</p> <p>Slang Greenway - links Marlay Park to Dundrum,</p> <p>Shanganagh Road Shanganagh Road, Ballybrack, near Albany Court and Sheelin Drive junctions,</p> <p>Shanganagh Park,</p> <p>R830 Kill Lane,</p> <p>Marlay Park Cycle way - this is an extension of the Slang Greenway through the Park,</p> <p>Castlebyrne Park, Blackrock</p>



Agency	Project
DLRCC	<p>Coolevin, Ballybrack,</p> <p>Meadowbrook car park,</p> <p>Temple Road Temple Road, Blackrock,</p> <p>Patrician Villas, Stillorgan,</p> <p>Lynwood to Ballinteer,</p> <p>R117 Enniskerry Road,</p> <p>Stepaside Park,</p> <p>Hudson Road Hudson Road, Glenageary at the new playing pitches and playground,</p> <p>R113 Newtownpark Avenue - Fleurville Road to N11 and Whites Cross Improvements,</p> <p>Adelaide Road, Glenageary Junction of Adelaide Road and Silchester Road,</p> <p>Kilbogget Park,</p> <p>local Roebuck Road,</p> <p>Sandyford Business District,</p> <p>Loughlinstown Linear Park,</p> <p>Sydenham Road,</p> <p>Clonkeen Park,</p> <p>Sydney Avenue Sydney Avenue, Blackrock,</p> <p>Ballybride Road, Rathmichael,</p> <p>Brehonfield Road,</p> <p>Myrtle Park Myrtle Park, Dun Laoghaire,</p> <p>L30181 Belarmine,</p> <p>L91352 Springfield Road,</p> <p>Casement Villas Casement Villas, Dun Laoghaire,</p> <p>Churchtown Road Upper,</p> <p>Kill Lane Kill Lane, Deansgrange,</p> <p>Blackthorn Park,</p> <p>Bakers Corner Bakers Corner, Dun Laoghaire,</p> <p>Station Road Station Road, Glenageary,</p> <p>Enniskerry Road,</p>

Agency	Project
DLRCC	<p>Carysfort Road Carysfort Road, Dalkey,</p> <p>Oakwood , Dun Laoghaire,</p> <p>Eglington Park Eglington Park, Dun Laoghaire,</p> <p>Active Schools Travel Routes,</p> <p>Green Route,</p> <p>Pakenham Road Pakenham Road, Monkstown,</p> <p>Monkstown Crescent Monkstown Crescent, Monkstown,</p> <p>Grotto Ave/Place Grotto Ave/Place, Blackrock,</p> <p>Broadford Road,</p> <p>Fernhill Paths,</p> <p>St Helen's Wood,</p>
MCC	<p>R-159-89 Enfield,</p> <p>Ratholdren Road Navan,</p> <p>R195 and The Square Oldcastle,</p> <p>R151 Mornington adjacent to 'Harry's Shop',</p> <p>Church Road (R150) Donacarneey,</p> <p>Jim Brunnock Rd, Kells Town,</p> <p>Kilcarn Court, Navan Kilcarn Court, Navan,</p> <p>On the N2 near the M2 Rath Roundabout Edge of N2 linking houses to existing footway, Ashbourne,</p> <p>Rockfield Green Kells Town,</p> <p>Dean Cogan, Navan Dean Cogan, Navan,</p> <p>R125 Main Street Ratoath,</p> <p>Castle Way access road Castle Way, Ashbourne,</p> <p>Castle Way access road Garden City, Ashbourne,</p> <p>Castle Street Castle Street, Ashbourne,</p> <p>R-158-0 Summerhill Road, Trim,</p> <p>Church View Athboy,</p> <p>L-34142-0 Dan Shaw Road, Navan,</p>

Agency	Project
MCC	<p>Castle Way access road Garden City, Ashbourne,</p> <p>L1006 Skryne Road Ratoath,</p> <p>R-161-0 Navan Gate Street, Trim,</p> <p>Estate access road St Oliver Plunkett's Estate, Kentstown,</p> <p>Summerhill Village Various locations in the village,</p> <p>L1617 Stamullen to Gormanstown road,</p> <p>Ribbontail Lane Longwood,</p> <p>Killegland Estate and Hunters Lane Ashbourne.</p>
SDCC	<p>In front of Centra, Lucan,</p> <p>in front River Café, Lucan,</p> <p>in front Coffee Works,</p> <p>In front of AIB, Clondalkin,</p> <p>Wellington Lane,</p> <p>Clondalkin Monastery Estate,</p> <p>Clondalkin Bawnogue Road,</p> <p>Clondalkin Floraville Estate,</p> <p>Clondalkin Glenfield Estate, Ave, Grove, Close, Drive, Park,</p> <p>Clondalkin Riversdale Estate,</p> <p>Clondalkin Kilmahuddrick Crescent, Ave, Rd,</p> <p>Palmerstown The Coppice/Dingle,</p> <p>Palmerstown Collinstown Road,</p> <p>Palmerstown Saint Ronan's Estate,</p> <p>Clondalkin Village Tower road,</p> <p>Lucan Griffeen Ave,</p> <p>Lucan Meadowview Grove,</p> <p>Lucan Berryfield &amp; Finnsview,</p> <p>Clondalkin Greenfort Estate,</p> <p>Palmerstown Palmerstown Woods,</p> <p>Firhouse Cremourne,</p>



Agency	Project
SDCC	<p>Knocklyon Knockaire, Knocklyon,</p> <p>Knocklyon Lansdowne Park,</p> <p>Firhouse Monalea Grove,</p> <p>Templeogue Rossmore Lawns,</p> <p>Rathfarnham Willbrook Road,</p> <p>Rathfarnham Grange Road,</p> <p>Templeogue Templeogue and Knocklyon Roads,</p> <p>Terenure Wainsfort Park,</p> <p>Tallaght Tamarisk Way/Close,</p> <p>Tallaght Belgard Road,</p> <p>Tallaght Homelawns Estate,</p> <p>Tallaght Millbrook Lawns/Estate,</p> <p>Tallaght Parkhill Green and Estate,</p> <p>Tallaght Bancroft Estate,</p> <p>Clondalkin Castle rd R113 to R136 Pennyhill - surface defects,</p> <p>Palmerstown Kennelsfort Road - surface repairs - anti-skid/markings,</p> <p>Lucan Griffeen Avenue Junction with R136 to Haydens Lane - surface defects,</p> <p>Clondalkin Fonthill Road - Surface Defects and Anti-skid/markings,</p> <p>Clondalkin Thomas Omer Way - surface markings,</p> <p>Firhouse Killinniny Road Ballycullen Road to M50 and M50 to Ballycullen Section,</p> <p>Firhouse Firhouse Road, Firhouse-Tallaght - surface defects,</p> <p>Rathfarnham Taylor's Lane and Grange Road including Ballyboden Road and Whitechurch Road Junctions Surface defects &amp; anti-skid/markings,</p> <p>Rathfarnham Ballyboden Road, Rathfarnham - surface defects and anti-skid markings,</p> <p>Rathfarnham Ballyroan Road, Rathfarnham Surface defects and anti-skid markings,</p> <p>Terenure Greenhills Road, Walkinstown - surface defects and anti-skid markings,</p> <p>Templeogue Templeville Road, Templeogue - surface defects and anti-skid markings,</p> <p>Tallaght Outer Ring Road Lucan-Tallaght - surface defects and anti-skid markings.</p>

Agency	Project
GCC	<p>Automated Bollards City Centre,</p> <p>N6 Ballybane Jn. On N6 to Browne Roundabout,</p> <p>L-5103 Dominic St Upper,</p> <p>NA City Wide,</p> <p>NA Resurfacing of city junctions inc. roundabouts,</p> <p>L-5143 &amp; L-5142 High Street and Quay Street,</p> <p>R 336 Eyre Square.</p>
CCO	<p>L-2055 Bridge Lane (Bandon),</p> <p>Westbourne Place (Cobh),</p> <p>L-3680 Barryscourt / Carrigane (Carrigtwohill),</p> <p>Cannon O'Leary Place (Cobh),</p> <p>Main St (Carrigaline),</p> <p>Passage West Monkstown Greenway,</p> <p>Upper Cork St (Mitchelstown),</p> <p>Fitzgerald Place (Fermoy),</p> <p>Main St / Fair St (Mallow),</p> <p>Main St / James Avenue (Mallow),</p> <p>Main Street (Macroom),</p> <p>N22 Junction Masseytown (Macroom),</p> <p>The Quays (Bantry),</p> <p>Near AIB (Castletownbere),</p> <p>L-3678, Carrigtwohill,</p> <p>Crosshaven Road, Carrigaline,</p> <p>St. Joseph's Hospital (Castletownbere),</p> <p>Main St (Schull),</p> <p>Schull Town,</p> <p>Main St (Skibbereen),</p> <p>Green Bridge (Dunmanway),</p> <p>River Walk (Dunmanway),</p>

Agency	Project
CCO	<p>Intervention 1 - Main St, Midleton,</p> <p>Intervention 2 – Midleton,</p> <p>Intervention 4 – Midleton,</p> <p>Intervention 4 – Youghal,</p> <p>Intervention 5 - Youghal.</p>
LCC	<p>O'Connell St,</p> <p>Catherine St,</p> <p>Howley's Quay,</p> <p>Denmark St,</p> <p>Nicholas St,</p> <p>O'Callaghan strand,</p> <p>Condell Road - Shannon Bridge,</p> <p>Annacotty to Rhebogue Road,</p> <p>R510 Raheen,</p> <p>Catherine St,</p> <p>L1118/ L5173/ L1171/R445/ L5174 Castletroy at locations on Plassey Road, Groody Road, Ballysimon Road, Dublin Road and Rhebogue Road,</p> <p>R526 St Nessan's Road,</p> <p>R506 Annacotty village,</p> <p>R926 Dooradoyle Road,</p> <p>Steamboat Quay,</p> <p>Various City Centre CBD,</p> <p>R526-4 O'Connell Avenue,</p> <p>R445-23 Thomond Bridge,</p> <p>R527 Condell road,</p> <p>L10033-0/ L10048-0 Mayorstone/Greystone,</p> <p>R445 Groody Roundabout to Newport roundabout,</p> <p>L10016-1 Ballynanty,</p> <p>L-1430-1 Coonagh,</p> <p>L10243-2/ L10227-0 Janesboro/Kennedy Park,</p>



Agency	Project
LCC	L10066-0 Thomondgate, L8076-1 Caherdavin, R926/ L1434-25/ L1429-130 Dooradoyle/Mulcair, Road/Father Russell Road Area.
FCC	R108 Sillogue, Naul GAA signalised crossing R108 Naul GAA Club, Malahide Estuary cycle connections Seatown Rd & Estuary Road, Huntstown Way / Hartstown Rd Huntstown/Hartstown, Swords Swords - Rathingle Road / River Valley Road, Skerries Coast, St Cronan's Rd, R132 Asphalt Repairs, Airways Industrial Estate Footpaths & Drop kerbs, Harbour Road, Skerries, Main Street, Howth, Howth Road, Howth, R106, Strand Road, Portmarnock, R106, Malahide, Main Street, Swords, Well Road, Swords, New Street, Malahide,
WCC	L-1960 Strand Road, Aquarium Temporary Road Reallocation, R725 Shillelagh Village, L8314 High Street Stratford on Slaney. Stratford on Slaney Village, R-772 Arklow, Co. Wicklow, R725 Carnew Village, R761 Stratford on Slaney Village, R747 Kiltegan Road, Baltinglass, R412 Kilcullen Street Dunlavin. Dunlavin Village, Novara Avenue Public Space Provision,

Agency	Project
WCC	<p>Putland Road Pedestrian &amp; Cycle Improvements,</p> <p>Mayfield Pedestrian Improvements,</p> <p>Oldcourt Pedestrian Improvements,</p> <p>Fran O'Toole Pedestrian Improvements,</p> <p>Upper Dargle Road Pedestrian Improvements,</p> <p>Reopening Greystones,</p> <p>Rathdown Road, cycle climbing lane, traffic calming and pedestrian space increase,</p> <p>Coldross Lane Cycletrack,</p> <p>Church Hill Pedestrian &amp; Cycling Improvements.</p>
KCC	<p>L70493 Canal Harbour Monasterevin,</p> <p>Rathangan Pedestrian Crossings,</p> <p>L5000 Drogheda Street, Monasterevin,</p> <p>L2004 Millicent Road, Clane,</p> <p>R415 Allen School,</p> <p>R407 &amp; L80066 Castlefen, Sallins,</p> <p>L1023 Ballingappa Road, Clane,</p> <p>R405 Celbridge road, Maynooth,</p> <p>L5049 New Road Straffan,</p> <p>R405 Celbridge,</p> <p>L 5058 Leixlip,</p> <p>R404 Leixlip,</p> <p>Various Leixlip/Celbridge,</p> <p>R415 Kilmeague,</p> <p>R403/L5037 Prosperous Road &amp; Butterstream, Clane,</p> <p>L5030 Tirmoghan,</p> <p>L7081 Prosperous,</p> <p>R407 Clane,</p> <p>R407/403 Clane,</p> <p>L80039 Church View, Coill Dubh,</p>

Agency	Project
KCC	L81281 Barrington Court, Prosperous, L2004 Millicent Road, Clane, Lakelands Estate Naas, L 6010 Church Avenue- Canal Bank, Sallins, L-29936-5 Ashgrove Avenue, L-29937 Monread Avenue.
CL	Abbey St -Pedestrianisation (Retractable Bollards), Parnell St - Pedestrianisation (Retractable Bollards), O'Connell St, Bank Place, Lower Market Street - Widen Footpath.
CW	Contactless payment for 42 pay parking machines, Upgrading of 35 pedestrian crossings for contactless operation (70 units in total).
KK	High Street - Rose Inn St - Footpath widening, Ormonde Street - Footpath widening, St Kieran's Street – Pedestrianisation, James's Street – Pedestrianisation, Mayor's Walk – Parklet, Watergate Car Park – Parklet, Market Yard Car Park – Parklet.
SO	Castle Street, Strandhill, Grattan Street, Stephen Street.
LH	Church St, Clanbrassil St, West St (between Stockwell Lane and Shop St), South Quay, North Quay, Laurence St,



Agency	Project
LH	West St, Dundalk, Carlingford, Drogheda, Dundalk, Carlingford, Dundalk/Drogheda/Carlingford.
KY	Rock St, Tralee, Russell St, Tralee, Edward St, Tralee, Tralee Town Centre, Denny St, Tralee, Castle St, Tralee, Ashe St, Tralee, Edward St & Strand Road, Tralee , Ardfert Village, Henry St, Kenmare, Church St, Listowel, William St, Listowel, The Square, Listowel, Green St, Dingle, Strand St, Dingle, Strand St Upper, Dingle, Holyground, Dingle, Main Street Castleisland, Farranfore Village, Furies Village, College St., Killarney, Plunkett St., Killarney,

Agency	Project
KY	High St., Killarney, New St (southern side), Killarney, Beech Road, Killarney, Main Street, Killarney, Kenmare Place, Killarney, East Avenue, Killarney.
TCC	Kenyon Street, Nenagh.

# Appendix D

\*From 2019, Regional Bikes Capital Costs will be included in the STMG Outturn

Abbreviation	Agency
<b>CW</b>	Carlow County Council
<b>CCC</b>	Cork City Council
<b>CCO</b>	Cork County Council
<b>CL</b>	Clare County Council
<b>DCC</b>	Dublin City Council
<b>DCU</b>	Dublin City University
<b>DLRCC</b>	Dun Laoghaire Rathdown County Council
<b>FCC</b>	Fingal County Council
<b>GCC</b>	Galway City Council
<b>KCC</b>	Kildare County Council
<b>KK</b>	Kilkenny County Council
<b>KY</b>	Kerry County Council
<b>LCCC</b>	Limerick City and County Council
<b>LH</b>	Louth County Council
<b>MCC</b>	Meath County Council
<b>NTA</b>	National Transport Authority
<b>SDCC</b>	South Dublin County Council
<b>SO</b>	Sligo County Council
<b>TAISC</b>	An Taisce
<b>TCC</b>	Tipperary County Council
<b>UCD</b>	University College Dublin
<b>WCC</b>	Wicklow County Council
<b>WDCC</b>	Waterford City and County Council



# Appendix E – Financial Outturn Breakdown

## 2020 funding envelope

The Authority provided funding of **€107.7M** in 2020 to the various projects in the STMG programme, including Covid and Stimulus Funding, comprising **€72.7M** in the GDA, and **€35M** in the Regional Cities.

In the STMG programme only, the Authority provided funding of **€53.9M**, comprising **€34.7M** in the GDA, and **€19.2M** in the Regional Cities.

**TABLE 12: GDA FINANCIAL OUTTURN BY SCHEME TYPE 2020 (EXCLUDING COVID AND STIMULUS)**

Total	Walking and Cycling	Traffic Management	Bus Network	Safety	Other
<b>€34.7M</b>	€25.4M	€6.1M	€1.4M	€0.002M	€1.8M
<b>100%</b>	73%	18%	4%	0%	5%

**TABLE 13: REGIONAL CITIES FINANCIAL OUTTURN BY SCHEME TYPE 2020 (EXCLUDING COVID AND STIMULUS)**

Total	Walking and Cycling	Traffic Management	Bus Network	Safety	Other
<b>€19.2M</b>	€7.9M	€6.4M	€1.9M	€0	€3.1M
<b>100%</b>	41%	33%	10%	0%	16%

**TABLE 14: GDA FINANCIAL OUTTURN BY SCHEME TYPE 2020 (INCLUDING COVID AND STIMULUS)**

Total	Walking & Cycling	Traffic Management	Bus Network	Safety	Covid (W&C)	Covid (SUT)	Stimulus	Other
<b>€72.7M</b>	€25.4M	€6.1M	€1.4M	€0.002M	€8.2M	€1.1M	€28.7M	€1.8M
<b>100%</b>	35%	8%	2%	0%	11%	2%	40%	2%

**TABLE 15: REGIONAL FINANCIAL OUTTURN BY SCHEME TYPE 2020 (INCLUDING COVID AND STIMULUS)**

Total	Walking & Cycling	Traffic Management	Bus Network	Safety	Covid (W&C)	Covid (SUT)	Stimulus	Other
<b>€35M</b>	€7.9M	€6.4M	€1.9M	€0	€1.2M	€3.9M	€10.6M	€3.1M
<b>100%</b>	23%	18%	5%	0%	4%	11%	30%	9%

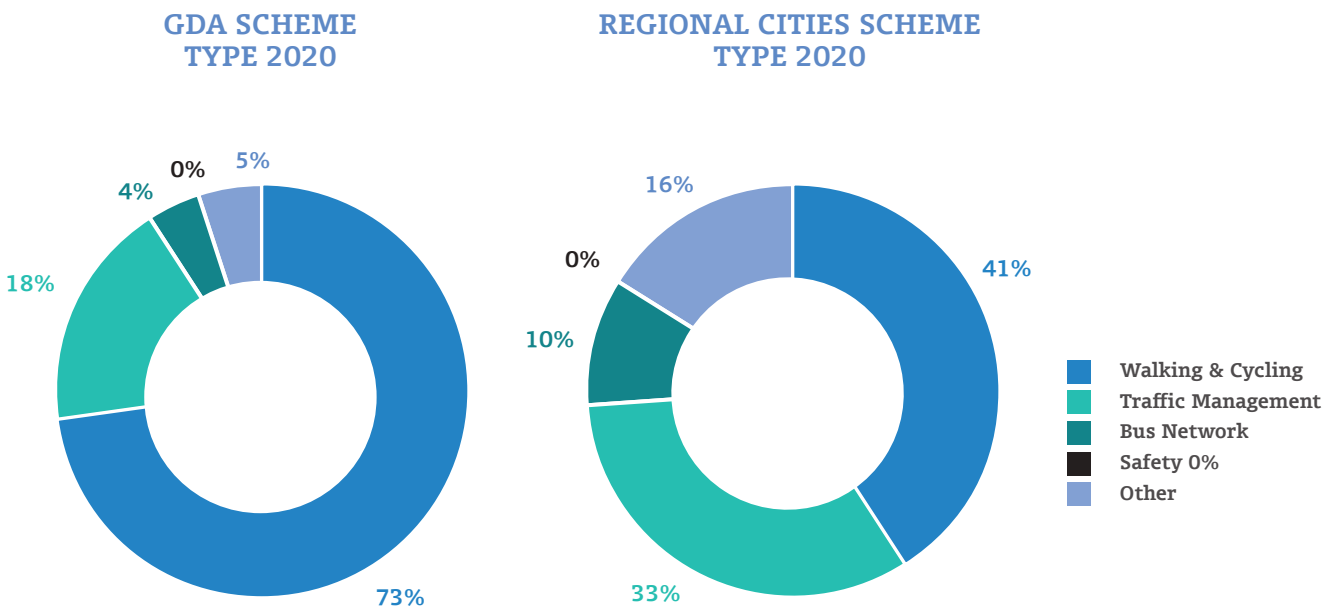


FIGURE 6: GDA AND REGIONAL CITIES SCHEME TYPES FOR 2020 (EXCLUDING COVID AND STIMULUS)

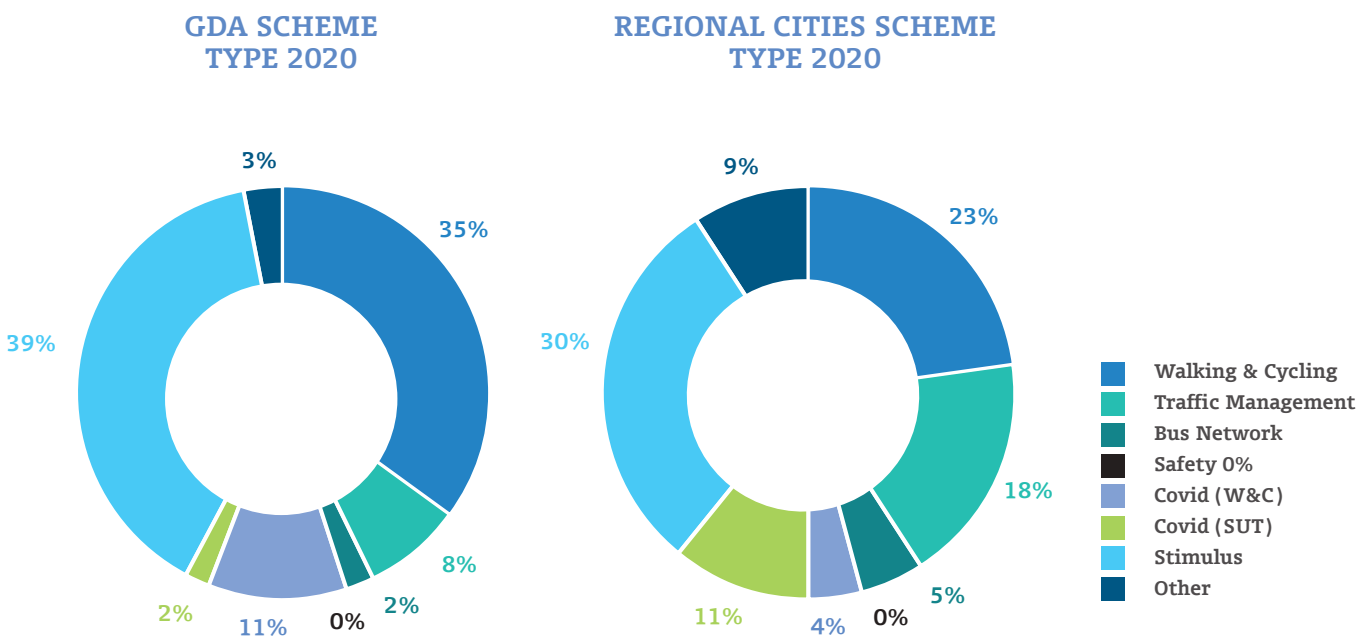


FIGURE 7: GDA AND REGIONAL CITIES SCHEME TYPES FOR 2020 (INCLUDING COVID AND STIMULUS)

Tables 15, 16, 17, 18, 19 and 20 below provide comparative information for the combined category spend within the GDA and Regional Cities for 2020 and the five preceding years:

**TABLE 16: FINANCIAL OUTTURN BY SCHEME TYPE 2020 (EXCLUDING COVID AND STIMULUS)**

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€54M</b>	€3.3M	€33.3M	€12.5M	€0.002M	€4.9M
<b>100%</b>	6.1%	61.7%	23.1%	0.0%	9.1%

**TABLE 17: FINANCIAL OUTTURN BY SCHEME TYPE 2020 (INCLUDING COVID AND STIMULUS)**

Total	Bus	Walking & Cycling	Traffic Management	Safety	Covid	Stimulus	Other
<b>€107.7M</b>	€3.3M	€33.3M	€12.5M	€0M	€14.5M	€39.3M	4.8M
<b>100%</b>	3.1%	30.9%	11.6%	0.0%	13.5%	36.5%	4.5%

**TABLE 18: FINANCIAL OUTTURN BY SCHEME TYPE 2019**

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€39.62M</b>	€2.6M	€26.85M	€7.48M	€0.01M	€2.68M
<b>100%</b>	6.6%	67.76%	18.88%	0.03%	6.77%

**TABLE 19: FINANCIAL OUTTURN BY SCHEME TYPE 2018**

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€34.7M</b>	€2.3M	€19.9M	€10M	€0.25M	€2.1M
<b>100%</b>	11.82%	62.25%	19.88%	0.29%	5.76%

**TABLE 20: FINANCIAL OUTTURN BY SCHEME TYPE 2017**

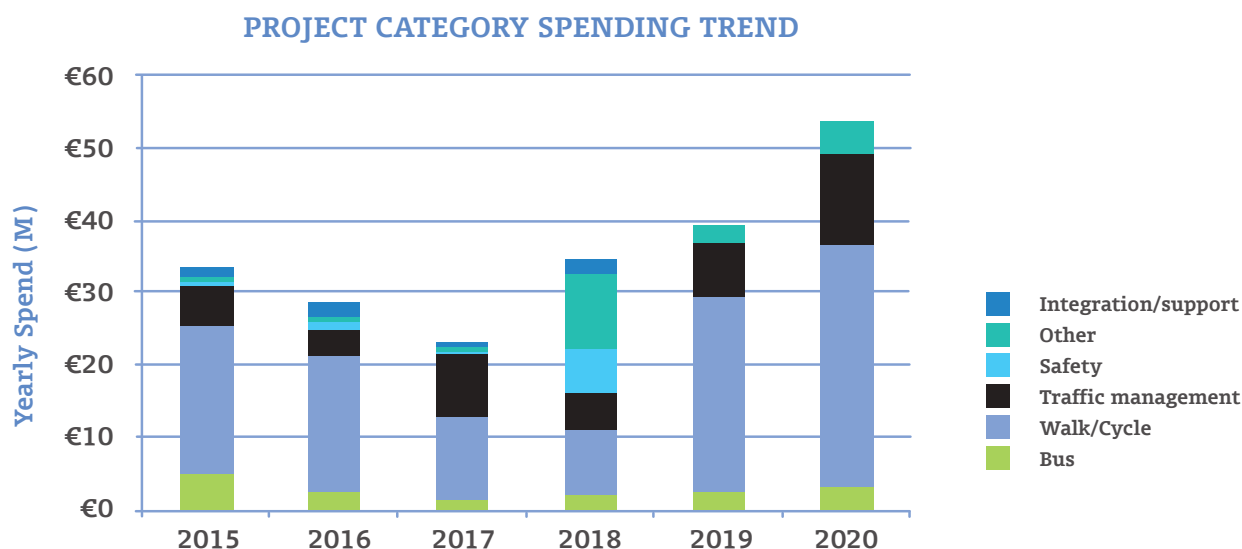
Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€23.04M</b>	€1.55M	€11.62M	€8.5M	€0.004M	€1.35M
<b>100%</b>	6.73%	50.43%	36.89%	0.02%	5.86%

**TABLE 21: FINANCIAL OUTTURN BY SCHEME TYPE 2016**

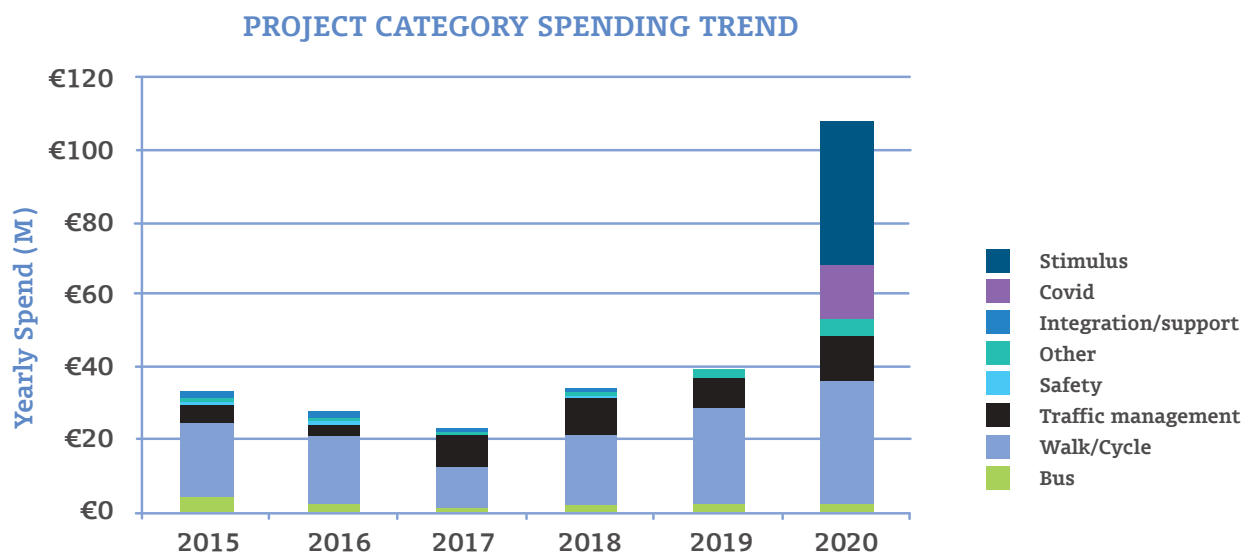
Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
<b>€33.93M</b>	€5.22M	€18.77M	€3.47M	€1.04M	€5.43M
<b>100%</b>	15.38%	55.32%	10.23%	3.07%	16.00%



**Figure 7** below provides comparative information for the period 2015 to 2020, reflecting the overall financial restrictions within the STMG programme overall (reflected in diminishing overall expenditure) until 2018. The figure shows the combined Project spend for the GDA and the Regional Cities and the profile of expenditure across the five sub-programmes, namely Safety, Traffic Management, Other, Walking / Cycling and Bus.



**FIGURE 8: COMBINED GDA / REGIONAL CITIES OUTTURN BY SCHEME TYPE BETWEEN 2015 AND 2020 (EXCLUDING COVID/STIMULUS)**



**FIGURE 9: COMBINED GDA / REGIONAL CITIES OUTTURN BY SCHEME TYPE BETWEEN 2015 AND 2020 (INCLUDING COVID AND STIMULUS)**

## Breakdown by scale of project

A total of 178 projects were funded through the STMG Programme across the various bodies involved with this programme with the projects grouped by cost in Table 22.

In addition, there were in excess of 550 projects for Covid-19 and July Stimulus measures across the GDA, Regional Cities and an additional 7 Local Authorities throughout the country.

**TABLE 22: 2020 BREAKDOWN BY SCALE OF PROJECT FINANCE FOR STMG PROGRAMME (EXCL. COVID/STIMULUS).**

Project Overall Cost	< €500,000	€0.5 - €5 Million	> €5 Million	> €20 Million
No. of projects				
Cork City Council	7	14	6	0
Cork County Council	2	1	2	0
Dublin City Council	4	20	9	8
Dun Laoghaire Rathdown County Council	4	10	4	0
Fingal County Council	1	1	5	0
Galway City Council	10	6	2	0
Kildare County Council	0	2	1	0
Limerick City and County Council	4	8	2	0
Meath County Council	3	11	1	0
South Dublin County Council	3	5	1	0
An Taisce	1	0	0	0
University College Dublin	2	0	0	0
Wicklow County Council	8	5	0	0
Waterford City and County Council	0	1	3	1
<b>Total</b>	<b>49</b>	<b>84</b>	<b>36</b>	<b>9</b>

## Breakdown by Local Authority

**TABLE 23: 2020 GDA FINANCIAL OUTTURN BREAKDOWN BY LOCAL AUTHORITY (INCL. COVID/STIMULUS)**

Local Authority	DCC	DLRCC	FCC	KCC	MCC	SDCC	WCC	Other
<b>Financial Outturn</b>	€24.4M	€19.7M	€4.9M	€2.2M	€8.5M	€8.6M	€3.9M	€0.5M
<b>100%</b>	33.6%	27.2%	6.7%	3.0%	11.7%	11.8%	5.3%	0.6%

**TABLE 23: 2020 GDA FINANCIAL OUTTURN BREAKDOWN BY LOCAL AUTHORITY (INCL. COVID/STIMULUS)**

Local Authority	CCC	CCoC	GCC	LCCC	WDCC	An Taisce	Other Local Authorities
<b>Financial Outturn</b>	€11.9M	€2.4M	€4.6M	€4.5M	€9.6M	€0.1M	€1.8M
<b>100%</b>	34%	7%	13%	13%	28%	0%	5%

**TABLE 25: 2020 GDA FINANCIAL OUTTURN BREAKDOWN BY LOCAL AUTHORITY (EXCL. COVID /STIMULUS)**

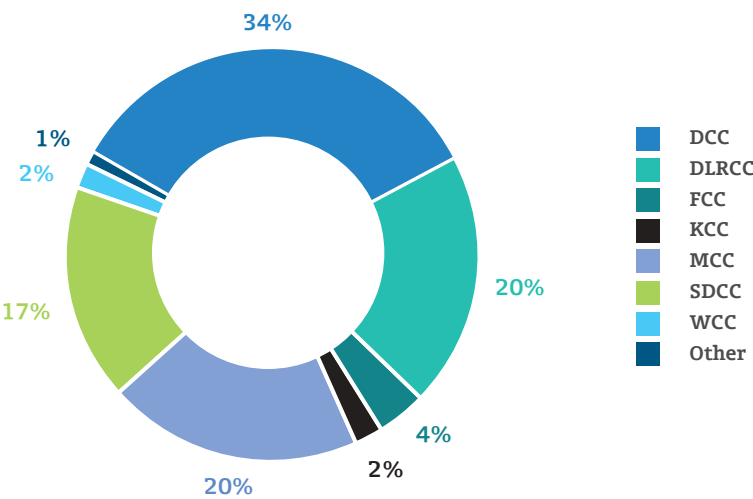
Local Authority	DCC	DLRCC	FCC	KCC	MCC	SDCC	WCC	UCD
<b>Financial Outturn</b>	€11.9M	€6.9M	€1.4M	€0.5M	€6.8M	€5.9M	€7M	€0.5M
<b>100%</b>	34%	20%	4%	1%	20%	17%	2%	1%

**TABLE 26: 2020 REGIONAL CITY FINANCIAL OUTTURN BREAKDOWN BY LOCAL AUTHORITY (EXCL. COVID/STIMULUS)**

Local Authority	CCC	CCO	GCC	LCCC	WDCC	An Taisce
<b>Financial Outturn</b>	€7M	€1.5M	€1.8M	€1.5M	€7.2M	€0.1M
<b>100%</b>	37%	8%	9%	8%	38%	1%



FINANCIAL OUTTURN BY GDA AGENCY 2020  
(EXCLUDING COVID & STIMULUS)



FINANCIAL OUTTURN  
GDA AGENCY 2019

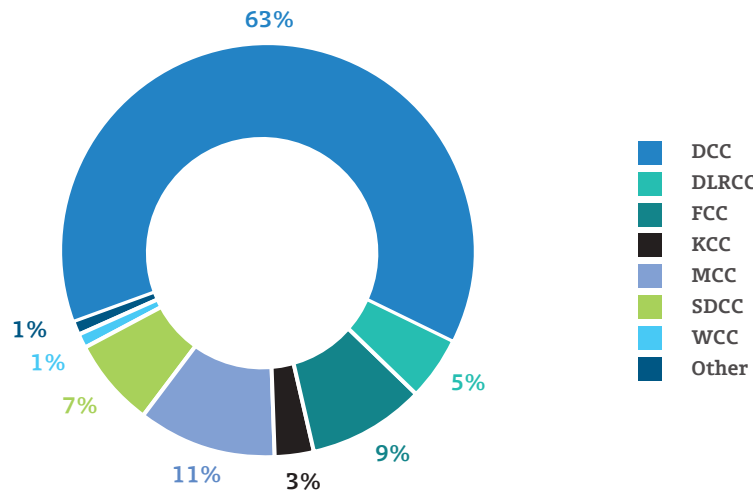


FIGURE 10: FINANCIAL OUTTURN BY GDA AGENCIES 2020  
(EXCL. COVID/STIMULUS) & 2019

FINANCIAL OUTTURN BY GDA AGENCY 2020  
(INCLUDING COVID & STIMULUS)

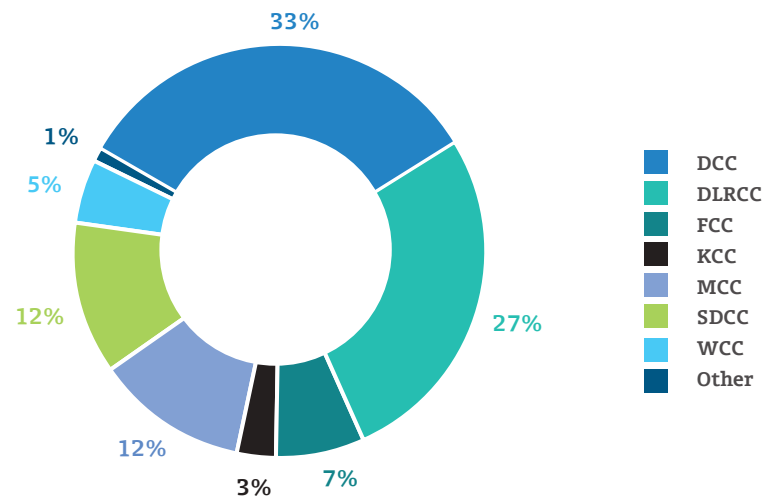


FIGURE 12: FINANCIAL OUTTURN BY GDA AGENCIES 2020  
(INCL. COVID/STIMULUS)

FINANCIAL OUTTURN BY REGIONAL CITIES  
AGENCY 2020 (INCLUDING COVID STIMULUS)

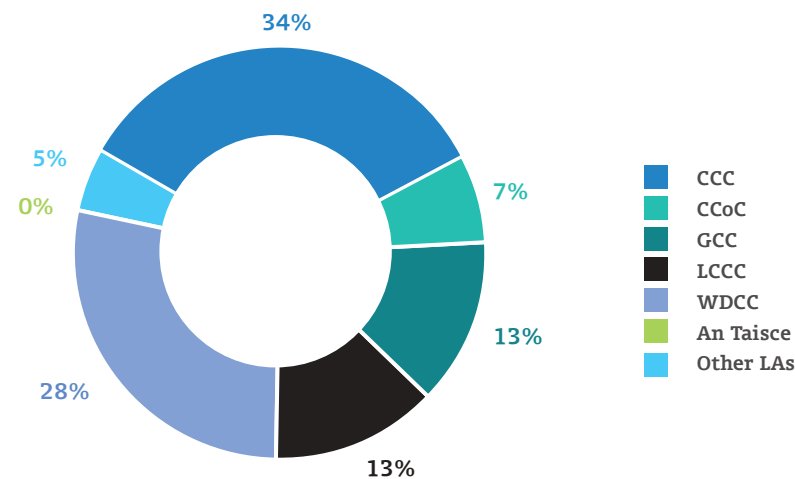
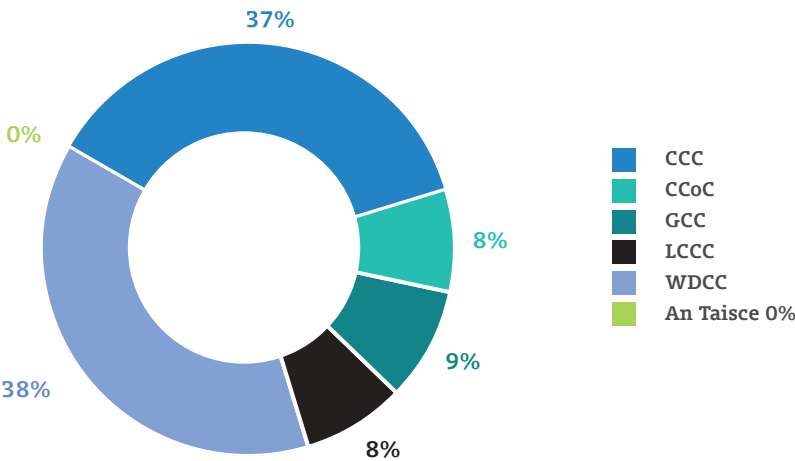


FIGURE 13: FINANCIAL OUTTURN BY REGIONAL CITIES  
AGENCIES 2020 (INCL.COVID/STIMULUS)

FINANCIAL OUTTURN BY REGIONAL CITIES  
AGENCY 2020 (EXCLUDING COVID & STIMULUS)



FINANCIAL OUTTURN REGIONAL  
CITIES AGENCY 2019

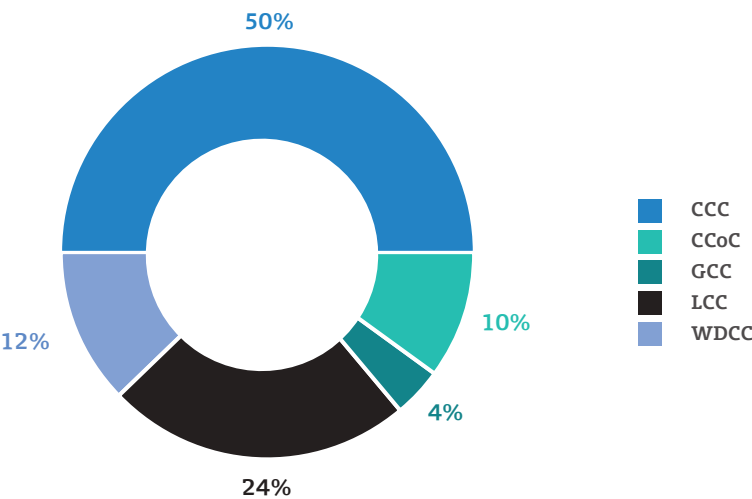


FIGURE 11: FINANCIAL OUTTURN BY REGIONAL CITIES  
AGENCIES 2020 (EXCL. COVID/STIMULUS) & 2019





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