

2021 Annual Bulletin

Sustainable Transport Measures and
Active Travel Grants

October 2022





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Executive Summary

Sustainable Transport Measures Grant 2021

 **92 km** of new or upgraded cycle infrastructure

 **161 km** of new or improved footpaths



€184m
invested



121
new staff appointed in 2021.
174 staff in place at the end of the year.



902
projects allocated funding
in 31 local authorities



364%
increase in spend
since 2019



**20 fold
increase**
in km delivered since 2019



23
projects over **€10m**



6500+
participants in active travel
training sessions



170
Schools in new Safe Routes
to Schools programme

SUMMARY OF 2021

Background to 2021 Transport Development Division Grant Programme

The National Transport Authority (NTA) is the responsible approving authority for sustainable travel projects being implemented by Local Authorities throughout the Country. Sustainable transport, and in particular active travel, is seen as a critical component of Ireland's Climate Action Plan and as a result the investment in this area has increased from an average of €34 million per year between 2015 and 2019, to over €184.1 million in 2021. This increase in funding is to continue into 2022 when over €250million will be allocated for NTA funded active travel projects, with this level of funding committed until 2025. This substantial increase has required a significant increase in the capacity of local authorities, engineering consultants, contractors and the NTA to design and deliver the programme, for this reason significant efforts were focused on capacity building through recruitment and training throughout 2021.

Spend in €m

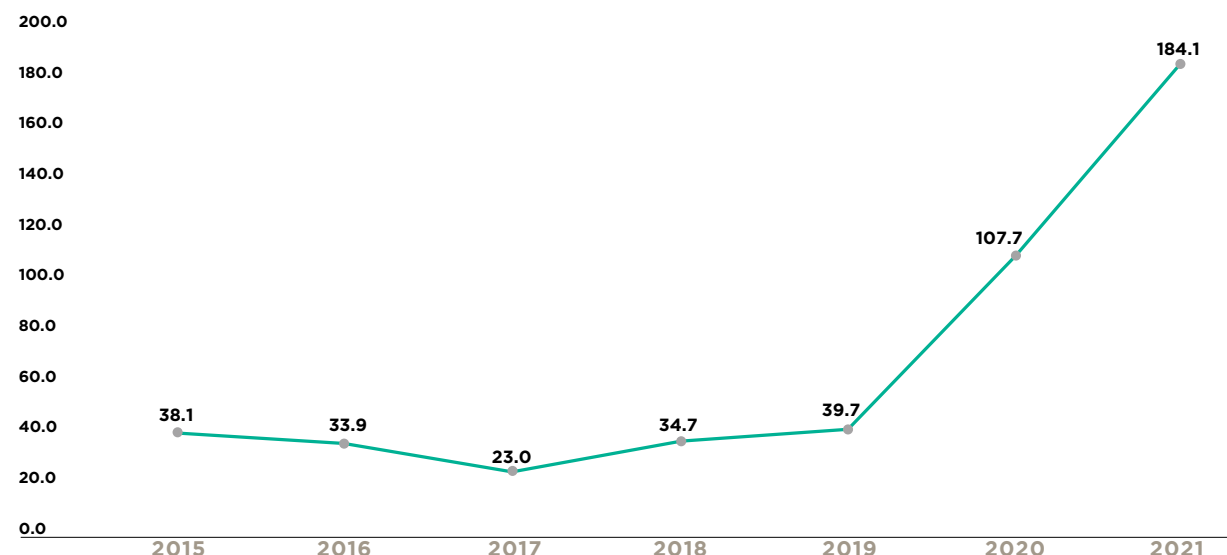


Figure 1: Sustainable Travel Investment Spend Profile 2015 to 2021

Building Capacity in Local Authorities

In order to build the capacity of the local authorities to respond to this increased funding, the NTA sought and received approval in 2021 for the expansion of the Active Travel Teams to 320 multi-disciplinary staff across Ireland; by the end of 2021, 174 were in place, with further 39 appointments pending. The recruitment of these additional staff has proved challenging in the current employment market, but local authorities will continue this recruitment process during 2022.

During 2021 the NTA, in cooperation with Engineers Ireland, the professional body for engineers in Ireland, ran a highly successful Active Travel training series which was open to all. This training programme covered the essentials in the design of active travel schemes in Ireland. This programme had almost 3,500 attendees over the 12 sessions and continues to be viewed with over 3,500 views on the [Engineers Ireland portal](#) by the end of 2021.

Grants

The NTA has managed the Sustainable Transport Measures Grants (STMG) for many years and assisted the Department of Transport in 2020 in managing the Job Stimulus programme, which continued into 2021 and was expanded to include additional outdoor infrastructure. 2021 also saw the introduction of a new Active Travel Programme for Local Authorities outside of the Greater Dublin Area (GDA) and Regional Cities, which increased the number of local authorities involved in the programme from 12 to 31 over the course of 2021. The various grants being managed by the NTA in this area are outlined below.

Sustainable Transport Measures Grants programme

Since 2010, as part of its remit to support the delivery of an integrated transport system, the Authority has operated a 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 a dedicated section within the NTA.

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.

In 2021 a rapid acceleration of the STMG Programme across the Greater Dublin Area and the Regional Cities took place. While this primarily involved significantly increased focus on the development and planning of schemes for future construction, an increase in the amount of schemes being completed was also evident with some of the completed schemes outlined in the Case Studies Section. However, the 2021 programme continued to be impacted by Covid-19 restrictions, particularly in the first half of the year which limited the progress on construction projects during the year.



Two-way Cycle Lane on South Mall, Cork

Rural Active Travel Investment Programme

New for 2021 was the Rural Active Travel Investment Programme for Local Authorities outside of the GDA and Regional Cities. This Programme was included in the Programme for Government and while initially set for a €50 million allocation, this was increased to over €70 million due to the number of applications received from Local Authorities.

The aim of this funding is to support the development of high-quality urban cycling and walking infrastructure outside of our cities, so this investment is specifically targeted at towns and villages across the country.

For the first year of this programme, the following types of projects were considered:

- › New or improved access to town centres, schools or other major destinations for walking and/or cycling;
- › New or upgraded cycle facilities, providing segregation from motorised traffic on key routes in and approaching towns and villages;
- › New footpaths for pedestrian connections or upgrading/renewal of existing footpaths;
- › Filtered permeability schemes, conferring “short-cut” advantage to pedestrians and / or cyclists to access key local destinations;
- › New or improved urban greenways, providing for commuter connectivity in addition to recreational /amenity use, with linkages to the town street network;
- › Conversion of temporary COVID interventions to permanent layouts;
- › Improved access to public transport, including improved waiting facilities in town centres; and
- › Development of focussed transport studies for larger towns, to identify networks and projects for implementation later in this programme.



New Pedestrian crossing and Footways in Arvagh, Co. Cavan

For 2021, 340 sustainable transport projects in 19 Local Authorities were allocated funding under this programme. As these Local Authorities were new to the active travel programme, the NTA provided additional advice and guidance into the design and delivery for active travel modes throughout the year.

Additional Outdoor Infrastructure

In May 2021 the Department of Transport announced a new €15 million ‘Additional Outdoor Infrastructure Fund’ to help ensure a Safe Outdoor Summer. The funding provided support for local authorities to enhance outdoor urban space and improving walking and cycling infrastructure. This was to assist the safe outdoor re-opening of society as Ireland gradually emerged from the COVID-19 public health restrictions in the summer of 2021.

The grant was administered by the NTA with the following types of items considered:

- Outdoor Seating & Accessories for Tourism & Hospitality Businesses. This was to be organised by the individual Local Authorities and provided a level of financial support to tourism and hospitality businesses, in town centres, to purchase or upgrade equipment to provide additional outdoor seating; and
- Weatherproofing and Outdoor Dining Infrastructure Enhancement Scheme. This provided capital funding for weatherproofing and enhancement of public outdoor dining infrastructure.

Thirty local authorities applied, with 233 separate projects allocated funding, and by the end of 2021 over €10.4million was spent on outdoor infrastructure which helped many in the hospitality industry reopen successfully.



Outdoor infrastructure in Newbliss, Co Monaghan

Safe Routes to School

In March 2021 the Safe Routes School programme was launched by the Department of Transport and the NTA. The Safe Routes to School programme aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates and increase the number of students who walk, or cycle, to school by providing walking and cycling facilities. The improvements to the school commute could range from an upgraded footpath or new cycle lane to a complete reworking of a school's entrance. At the closing date for applications, over 900 Schools from every county in Ireland had requested to participate in the new programme. The following criteria was used to select schools for participation in the Phase 1 programme:

- Mix of school type – primary, post-primary, other;
- Mix of location – urban (village, town, city), suburban, rural;
- Socio-economic mix – non-DEIS, DEIS schools;

- School's commitment to sustainable travel – (a) the school is interested in promoting walking and cycling to school or b) has already demonstrated a commitment to walking, cycling and other active modes by running initiatives such as: Walk on Wednesday, Scoot on Wednesday, Cycle on Wednesday, Cycle Bus, Park 'n' Stride etc.; and
- Cluster of schools – if schools are located on the same campus or street/section of road.

Information supplied by each Local Authority regarding any relevant infrastructure plans was also considered. Following this assessment 170 schools were selected for inclusion in the Phase 1 programme in June 2021, with the Green Schools team of An Taisce, our delivery partner, immediately starting to liaise with the successful schools.

In addition 2,830 cycle parking spaces (1415 stands) and 153 bike shelters were provided at 154 schools through the Safe Routes to School Programme. The provision of this infrastructure will support students who can now cycle in the knowledge that their bike will be safe and dry at the end of the school day.

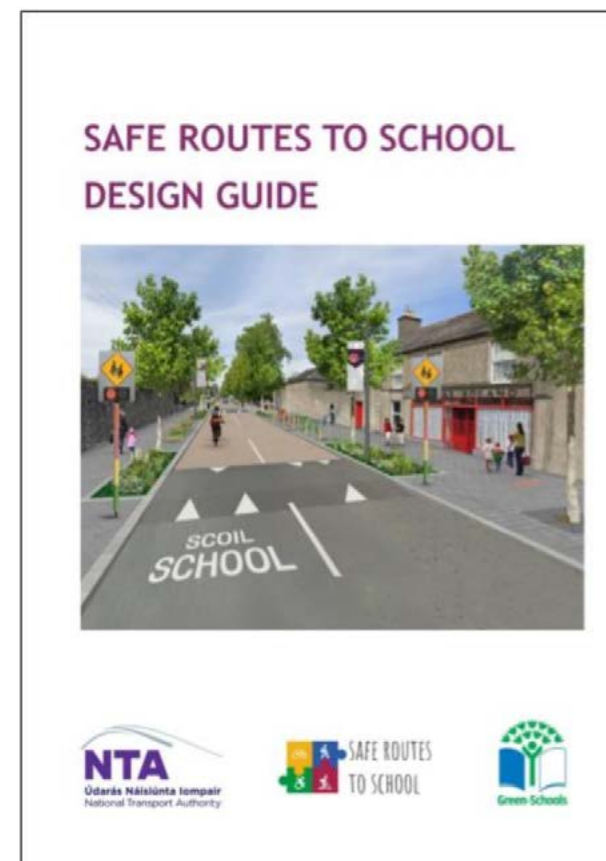


Front of School Treatment - Bandon, Co Cork



New Cycle Parking - St Kevins Greystones

To aid the development of the SRTS Programme a [Safe Routes to School Design Guide](#) was prepared by the NTA in collaboration with Green Schools to help the schools, the An Taisce Delivery Team, and local authorities understand the design of school zones and new walking and cycling links that could be funded through this programme.



Safer Routes to School Design Guide

FINANCIAL INVESTMENT

2021 Outturn

The Authority provided funding of €184.14m in 2021, comprising € 87.56m across the 7 Greater Dublin Area local authorities, €64.72m to the regional cities of Cork, Limerick, Galway and Waterford, and €31.86m to the remaining 19 Local Authorities, as shown in Table 1

Geographic Area	2021 Spend €'m
GDA Counties	€87.56m
Regional cities	€64.72m
Rural Counties	€31.86m
Total	€184.14m

Table 1: GDA/Regional/Rural Spend in 2021 (€'m)

Trend in Spending on Active Travel

The 2021 outturn represented a 70% increase in comparison with the 2020 outturn, and a 364% increase in comparison with the 2019 outturn. Figure 2 shows the increase in overall funding from 2015-2021 and the project type.

Project Category Spending Trend

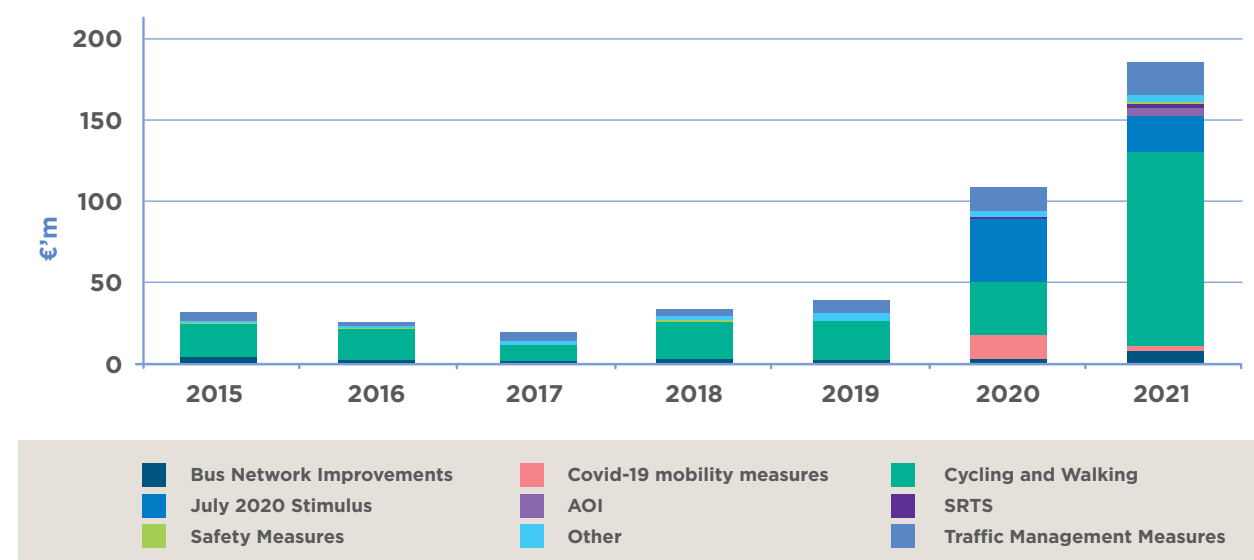


Figure 2 Combined Gda/Regional Cities/Rural Counties Outturn by Scheme Category Between 2015 and 2021

Breakdown by Scheme Type

Tables 2 to 5 show the breakdown of spend by category in the GDA, the Regional Cities and the Rural Counties. Note the Stimulus, Covid-19 and SRTS projects all primarily include walking and cycling projects.

Note: Due to rounding, numbers presented throughout this document may not add up precisely to the totals provided and percentages may not precisely reflect the absolute figures.

Total	Walking and Cycling	Stimulus*	Covid 19 fund*	Traffic Management	AOI	Bus Network	SRTS*	Safety	Other
€87.6m	€45.2m	€15.6m	€2.7m	€11.9m	€3.9m	€2.7m	€2m	€0.3m	€3.3m
100%	52%	18%	3%	14%	4%	3%	2%	0.4%	4%

Table 2: GDA Financial Outturn By Scheme Type 2021

Total	Walking and Cycling	Stimulus*	Covid 19 fund*	Traffic Management	AOI	Bus Network	SRTS*	Safety	Other
€64.7m	€41.5m	€6.2m	€0.8m	€7.8m	€2m	€5m	€0	€0.2m	€1.2m
100%	64%	10%	1%	12%	3%	8%	0%	0%	2%

Table 3: Regional Cities Financial Outturn By Scheme Type 2021

Total	Walking and Cycling	Stimulus**	Covid 19 fund*	Traffic Management	AOI	Bus Network	SRTS*	Safety	Other
€31.86m	€26.6m	€0m	€0.8m	€0.18m	€4.59m	€0m	€0.15	€0.04m	€0.1m
100%	83.6%	0.0%	0.3%	0.6%	14.4%	0.0%	0.5%	0.1%	0.6%

Table 4: Rural Counties Financial Outturn By Scheme Type 2021

*includes walking and cycling projects

**stimulus did not apply to rural counties

There were 9 types of schemes funded in 2021, three of which were special government grant schemes related to the Covid 19 pandemic response.

1. **Cycling/Walking** – Infrastructure to improve the walking and cycling environment.
2. **SRTS** – funding to Local Authorities for infrastructure changes to support the Safer Routes to School Programme.
3. **Bus Network** – providing infrastructure to improve bus journey time or bus reliability.
4. **Traffic Management** – interventions that manage the appropriate movement and speed of traffic.
5. **Safety** – specific interventions that provide a safe travel environment for all road users, especially pedestrians and cyclists.
6. **Other Projects** – Sub-programme (signage schemes, traffic studies, Intelligent Transport Systems, Goods-focused projects, etc.).
7. **Covid** – An additional funding stream initiated in May 2020 for Local Authorities to support pedestrian and cyclist movement and enhanced accessibility, under the circumstances arising from the Covid-19 public health emergency, which included restricted public transport usage.

8. **Stimulus** – An additional funding stream initiated in July 2020, provided to Local Authorities in the Greater Dublin Area and the Metropolitan areas of Cork, Galway, Limerick and Waterford - to support pedestrian and cyclist movement and enhanced accessibility and to stimulate a jobs-led recovery and build economic confidence while continuing to manage the impact of Covid-19.
9. **AOI** – Additional Outdoor Infrastructure. This was initiated in summer 2021 to help ensure a Safe Outdoor Summer. The funding was to support local authorities in enhancing outdoor urban space and improving walking and cycling infrastructure.

Breakdown by Institution

Institution	€'m
Dublin City Council	€ 26.25
Cork City Council	€ 19.16
Limerick City and County Council	€ 18.01
Dun Laoghaire Rathdown County Council	€ 17.91
Cork County Council	€ 11.16

Meath County Council	€ 11.08
South Dublin County Council	€ 10.96
Waterford City and County Council	€ 9.75
Fingal County Council	€ 9.08
Galway City Council	€ 5.57
Wicklow County Council	€ 5.55
Tipperary County Council	€ 5.06
Galway County Council	€ 4.55
Mayo County Council	€ 3.67
Kildare County Council	€ 3.22
Wexford County Council	€ 3.04
Donegal County Council	€ 2.28
Schools Cycle Parking - An Taisce	€ 1.99
Louth County Council	€ 1.79
Roscommon County Council	€ 1.65
Kilkenny County Council	€ 1.61

National Transport Authority*	€ 1.57
Sligo County Council	€ 1.23
Carlow County Council	€ 1.18
Clare County Council	€ 1.11
Leitrim County Council	€ 1.07
Kerry County Council	€ 1.01
Offaly County Council	€ 0.66
University College Dublin	€ 0.61
Laois County Council	€ 0.41
Monaghan County Council	€ 0.25
Westmeath County Council	€ 0.21
Longford County Council	€ 0.07
St James Hospital	€ 0.06

*(Cycle Design Office, Other Design/Studies, and Regional Bikes Capital Costs)

Table 5: Spend By Institution In 2021 (€'m)

Breakdown by Scale of Project

The NTA's Project Approval Guidelines stipulate project management requirements commensurate with the scale of the overall project cost. The Project Approval Guidelines categorise projects as follows:

- Band 1 Projects under €500,000
- Band 2 Projects between €500,000 and €10 million

➤ Band 3 Projects over €10 million

A total of 902 projects were funded by the NTA across the various funding programmes, broken down by project scale as shown in Table 6. Table 7 shows the number of projects in each local authority by project scale. It is worth noting that some projects start off as Band 1 feasibility studies and progress into a larger band later.

	Band 1		Band 2		Band 3		
	<€500k		>€500k<€10m		>€10m		Total
Total	627	70%	252	28%	23	3%	902

Table 6: Breakdown by scale of project overall programme

	Band 1		Band 2		Band 3		
	<€500k		>€500k<€10m		>€10m		Total
	No:	%	No:	%	No:	%	
Dublin County Council	46	53%	33	38%	7	8%	86
South Dublin County Council	17	52%	16	48%	0	0%	33
Dun Laoghaire Rathdown County Council	29	56%	23	44%	0	0%	52
Fingal County Council	18	53%	12	35%	4	12%	34
Wicklow County Council	36	77%	11	23%	0	0%	47
Kildare County Council	14	56%	11	44%	0	0%	25
Meath County Council	12	46%	13	50%	1	4%	26
Cork City Council	42	55%	31	40%	4	5%	77
Cork County Council	13	35%	22	59%	2	5%	37
Limerick City and County Council	37	70%	16	30%	0	0%	53
Waterford City and County Council	15	60%	6	24%	4	16%	25
Galway City and County Council	14	44%	17	53%	1	3%	32
Carlow County Council	15	94%	1	6%	0	0%	16
Cavan County Council	8	53%	7	47%	0	0%	15
Clare County Council	26	90%	3	10%	0	0%	29
Donegal County Council	25	89%	3	11%	0	0%	28
Kerry County Council	16	100%	0	0%	0	0%	16

	Band 1		Band 2		Band 3		
	<€500k		>€500k<€10m		>€10m		Total
	No:	%	No:	%	No:	%	
Kilkenny County Council	25	89%	3	11%	0	0%	28
Laois County Council	21	100%	0	0%	0	0%	21
Leitrim County Council	12	92%	1	8%	0	0%	13
Louth County Council	14	93%	1	7%	0	0%	15
Longford County Council	16	100%	0	0%	0	0%	16
Mayo County Council	20	100%	0	0%	0	0%	20
Monaghan County Council	22	92%	2	8%	0	0%	24
Offaly County Council	11	79%	3	21%	0	0%	14
Roscommon County Council	20	95%	1	5%	0	0%	21
Sligo County Council	16	100%	0	0%	0	0%	16
Tipperary County Council	13	68%	6	32%	0	0%	19
Westmeath County Council	20	100%	0	0%	0	0%	20
Wexford County Council	14	61%	9	39%	0	0%	23
Galway County Council	20	95%	1	5%	0	0%	21
							0
Total	627	70%	252	28%	23	3%	902

Table 7: Project Size per Local Authority

The number of Band 3 projects >€10m has substantially increased in recent years, from 9 in 2019 and 2020 to 23 in 2021. This reflects the increased size, complexity and ambition of Active Travel projects.

Band 3 Projects

Band 3 Projects i.e. Projects > €10m	
Dublin County Council	Royal Canal Greenway (Phase 2) - Sherriff St to Newcomen Bridge (North Strand Road)
	Royal Canal Greenway (Phase 3) - Newcomen Bridge (North Strand Road) to Phibsborough
	Liffey Cycle Route (Including Interim Measures)
	Clontarf to City Centre
	Royal Canal Greenway (Phase 4) - Phibsborough to Ashtown
	Point Junction Bridge - Pedestrian and Cycle Bridge
	Blood Stoney Bridge - Pedestrian and Cycle Bridge
Fingal	Donabate Estuary Walking and cycling route, Broadmeadow way
	S2S Extension Sutton to Malahide large scheme
	Royal Canal Cycle Route - entire Fingal route

	Harry Reynolds Road Cycle Track
	Navan GDA Cycle Network - Proudstown Road to Trim Road
Cork City	CC: McCurtain Street Public Transport Improvements
	Southern Orbital Route Selection
	Urban Regen (Beamish & Crawford)
	Northern Distributor Road Route Selection
Cork County	Carrigaline - Ringaskiddy
	Little Island - Multi-modal infrastructure
Waterford	Waterford SDZ Transportation Measures - Design and Enabling Works
	Waterford City Centre - River Suir Sustainable Transport Bridge
	Dock and Abbey Road Infrastructure Works
	Waterford to Tramore Greenway
Galway	Cross City Link

Table 8: List of Projects over >€10m



INFRASTRUCTURE DELIVERED



Infrastructure delivered by Type and Region

The following tables show the type of infrastructure delivered by regional breakdown. This information is provided by Local Authorities. Note when measuring distances, where footpaths or cycle tracks or lanes were provided on both sides of a carriageway, the measurement includes both sides. However, for pedestrianised streets, greenways, traffic free links, 2 way cycle tracks, quiet ways (signed low speed low traffic roads), and traffic calming, the centreline measurement is used.

Walking Route Infrastructure	All	GDA	Regional Cities	Rural Counties	Campus
	km	km	km	km	km
Pedestrianised Street	1.6	1.4	0.1	0.1	0.0
Footpath Upgrade or Improvement	82.3	24.8	38.3	19.2	0.0
New Footpath	45.7	7.1	12.9	25.7	0.0
Shared Use Pedestrian Cycle Path	18.3	3.1	12.6	2.5	0.0
Urban Greenway/Traffic Free Link	13.4	2.5	6.5	2.9	1.5
Totals	161.3	38.9	70.4	50.4	1.5

Table 9: Walking Route Infrastructure km by type and region

Cycling Route Infrastructure	All	GDA	Regional Cities	Rural Counties	Campus
	km	km	km	km	km
Shared Pedestrian/ Cycle Path	16.7	1.8	12.6	2.2	0.0
Shared Pedestrian and Cycle Path; same level, different surfaces	1.6	1.3	0.0	0.3	0.0
New Cycle Lane	4.9	3.8	1.0	0.1	0.0
Light Segregation Cycle Track - e.g. using intermittent bollards or planters	44.0	23.0	12.3	8.7	0.0
Segregated Cycle Track with a kerb or level difference	9.3	5.8	3.3	0.2	0.0
Urban Greenway/Traffic Free Link	13.4	2.5	6.5	2.9	1.5
Quietway - Signed cycle routes on low-trafficked and low speed roads	1.7	0.0	1.7	0.0	0.0
Totals	91.6	38.3	37.4	14.4	1.5

Table 10: Walking Route Infrastructure km by type and region

Other Infrastructure	All	GDA	Regional Cities	Rural Counties	Campus
	no:	no:	no:	no:	no:
New Pedestrian Bridge	1	0	0	1	0
New Pedestrian and Cycle bridge	3	3	0	0	0
Junction upgrade	99	39	40	18	2
Side Road Junctions upgrade	106	74	20	12	0
Isolated pedestrian or zebra crossing	159	40	84	35	0
School Zone	49	44	2	3	0
Modal Filter	3	2	1	0	0
Cycle Parking Stands	7681	3313	382	197	3789*
Bus Stop	89	81	8	0	0
Island Bus Stop	4	4	0	0	0
	km	km	km	km	km
Traffic Calming km	2.9	1.0	0.0	1.2	0.7
Asset Renewal Cycle Lane km	19.3	5.4	13.9	0.0	0.0
Asset Renewal Bus Lane km	12.0	6.5	5.6	0.0	0.0

Table 11: Other Infrastructure by type and region

*Includes 2350 stands installed in schools as part of Safer Routes to School and Green-Schools Travel.

Infrastructure delivered by Local Authority

The following tables show the type of infrastructure delivered by each Local Authority.

	Shared Use Ped Cycle Path (km)	Urban Greenway / Traffic Free Link (km)	Segregated Cycle Track (km)	New Cycle Lane (km)	Pedestrianised Street/New Footpath/ Footpath Upgrade or Improvement (km)	Bus Lane (km)	Traffic Calming (km)
Dublin City Council	0.0	0.2	12.5	3.8	12.1	0.6	0.3
South Dublin County Council	0.1	2.1	0.9	0.0	0.0	0.0	0.0
Dun Laoghaire Rathdown Council	1.4	0.2	4.4	0.0	7.8	0.0	0.0
Fingal County Council	0.0	0.0	10.0	0.0	1.2	0.0	0.0
Wicklow County Council	0.1	0.0	2.0	0.0	8.9	0.0	0.1
Kildare County Council	0.2	0.0	0.1	0.0	1.7	0.0	0.0
Meath County Council	0.0	0.0	0.3	0.0	1.7	0.0	0.6
Cork City Council	0.0	4.9	9.3	0.1	2.6	0.1	1.7
Limerick City and County Council	7.8	1.3	6.3	0.0	33.4	1.8	0.0
Waterford City and County Council	0.4	0.3	0.0	0.0	3.5	0.0	0.0
Galway City Council	0.0	0.0	0.0	0.0	1.8	0.0	0.0
Cork County Council	4.5	0.0	0.0	0.9	9.9	0.0	0.0
Carlow County Council	0.2	0.0	3.1	0.0	1.2	0.0	0.0
Cavan County Council	0.0	0.0	0.1	0.1	2.8	0.0	0.5
Clare County Council	0.0	0.7	0.0	0.0	2.2	0.0	0.0
Donegal County Council	0.0	0.0	0.0	0.0	4.1	0.0	0.0
Galway County Council	0.0	0.0	0.5	0.0	9.7	0.0	0.0

	Shared Use Ped Cycle Path (km)	Urban Greenway / Traffic Free Link (km)	Segregated Cycle Track (km)	New Cycle Lane (km)	Pedestrianised Street/New Footpath/ Footpath Upgrade or Improvement (km)	Bus Lane (km)	Traffic Calming (km)
Kerry County Council	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Kilkenny County Council	1.7	0.1	3.3	0.0	2.0	0.0	0.6
Laois County Council	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Leitrim County Council	0.3	0.0	2.0	0.0	1.7	0.0	0.0
Louth County Council	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Longford County Council	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mayo County Council	0.0	1.2	0.0	0.0	0.3	0.0	0.0
Monaghan County Council	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offaly County Council	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Roscommon County Council	0.0	0.0	0.0	0.0	4.4	0.0	0.0
Sligo County Council	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Tipperary County Council	0.0	0.0	0.2	0.0	6.0	0.0	0.0
Westmeath County Council	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wexford County Council	0.0	0.0	0.0	0.0	7.3	0.0	0.0
UCD	0.0	1.5	0.0	0.0	0.0	0.0	0.7
TCD	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SRTS + Green Schools cycle parking	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Table 12: Route infrastructure delivered by Local Authority

	Bus Stop (no.)	Junction Treated (no.)	Cycle Parking (no. of racks)	Pedestrian Crossing (no.)	Bridge (no.)	Cycle Lane Resurface (km)	Bus Lane Resurface (km)	School Zone	Modal Filter
Dublin City Council	0	8	2740	5	0	3.8	1.4	42	1
South Dublin County Council	0	2	0	3	3	0.0	0.0	0	0
Dun Laoghaire Rathdown County Council	2	47	336	3	0	0.0	3.5	0	0
Fingal County Council	18	46	194	7	0	0.0	1.6	1	0
Wicklow County Council	0	4	28	1	0	0.0	0.0	0	0
Kildare County Council	2	2	0	0	0	0.0	0.0	0	0
Meath County Council	59	4	15	21	0	0.0	0.0	1	1
Cork City Council	2	13	180	25	0	0.1	1.2	1	1
Limerick City and County Council	0	12	0	3	0	0.0	4.3	0	0
Waterford City and County Council	0	28	0	14	0	0.0	0.0	0	0
Galway City Council	1	0	150	1	0	0.0	0.1	0	0
Cork County Council	5	7	52	41	0	0.9	0.0	1	0
Carlow County Council	0	0	35	1	0	0.0	0.0	0	0
Cavan County Council	0	6	0	1	0	0.1	0.0	0	0
Clare County Council	0	0	0	1	0	0.0	0.0	0	0
Donegal County Council	0	5	0	7	0	0.0	0.0	0	0
Galway County Council	0	0	40	7	1	0.0	0.0	3	0
Kerry County Council	0	0	0	0	0	0.0	0.0	0	0

	Bus Stop (no.)	Junction Treated (no.)	Cycle Parking (no. of racks)	Pedestrian Crossing (no.)	Bridge (no.)	Cycle Lane Resurface (km)	Bus Lane Resurface (km)	School Zone	Modal Filter
Kilkenny County Council	0	2	110	4	0	0.0	0.0	0	0
Laois County Council	0	0	0	1	0	0.0	0.0	0	0
Leitrim County Council	0	0	0	1	0	0.0	0.0	0	0
Louth County Council	0	0	0	4	0	0.0	0.0	0	0
Longford County Council	0	0	0	0	0	0.0	0.0	0	0
Mayo County Council	0	0	4	0	0	0.0	0.0	0	0
Monaghan County Council	0	0	0	1	0	0.0	0.0	0	0
Offaly County Council	0	0	0	0	0	0.0	0.0	0	0
Roscommon County Council	0	3	0	0	0	0.0	0.0	0	0
Sligo County Council	0	7	3	2	0	0.0	0.0	0	0
Tipperary County Council	0	0	0	0	0	0.0	0.0	0	0
Westmeath County Council	0	0	5	0	0	0.0	0.0	0	0
Wexford County Council	0	7	0	5	0	0.0	0.0	0	0
UCD	0	2	609	0	0	0.0	0.0	0	0
TCD	0	0	830	0	0	0.0	0.0	0	0
SRTS + Green Schools cycle parking	0	0	2350	0	0	0.0	0.0	0	0

Table 13: Other Infrastructure by Local Authority

Trends in Infrastructure Delivery

There was a large increase in the km's of walking and cycling infrastructure delivered in 2021 and 2020, compared with previous years. This reflects the increased investment and expanded geographical spread of the STMG and Active Travel Investment programme. The delivery of walking and cycling route km in 2021 increased almost 20 fold from 2019.

Active Travel Infrastructure Trends 2011-2021 (kms)

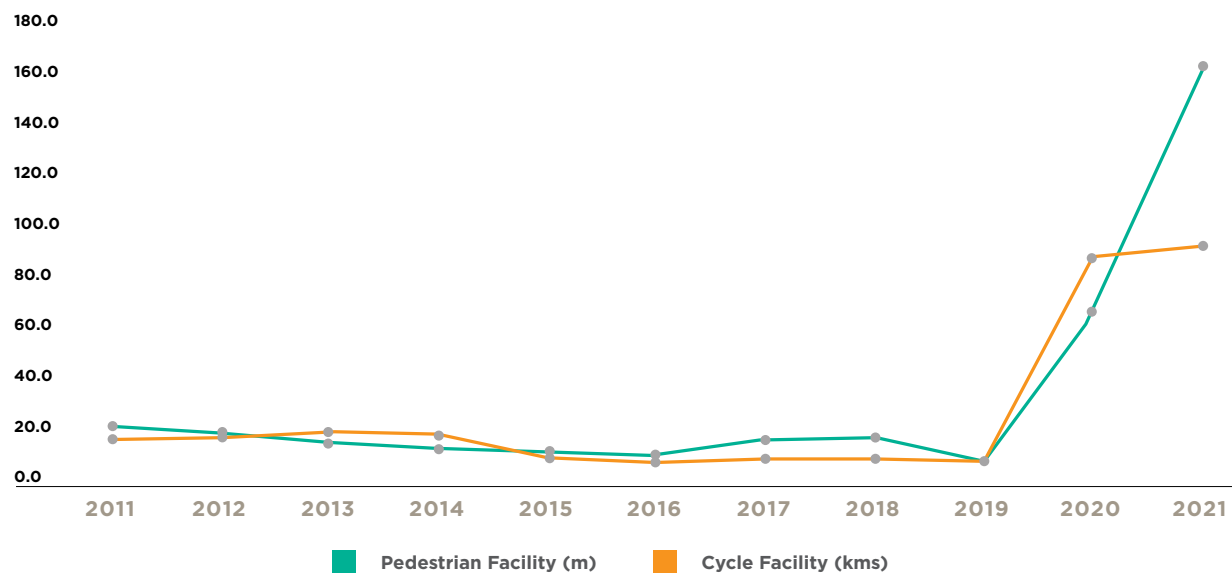


Figure 3: Trends in Walking and Cycling Route Infrastructure Delivery 2011-2021

Note shared pedestrian/cycle ways and greenways are included in both the pedestrian and cycle facilities for all years.

CASE STUDIES

On Street Walking / Cycle Schemes – Rapid Build

1. South Mall Cycle Scheme – Cork City Council
2. Hartstown Ring Road Phase 2 – Fingal County Council
3. Baldoyle to Howth Bollard Protected Cycle Infrastructure – Fingal County Council
4. Pedestrianised Streets – Dublin City Council
5. Rapid Deployment Cycle Infrastructure Griffith Avenue – Dublin City Council
6. Dooradoyle Rd Cycle Lane Protection Measures – Limerick City and County Council
7. Green Lane / Green Road Light Segregation Cycle Schemes – Carlow County Council

On Street Walking and Cycle Schemes – Full Build

8. Stillorgan Road (Nova UCD Access) – Dun Laoghaire Rathdown County Council
9. Sandyford to City Centre Cycle Scheme, Kilgobbin to Drummartin Link Rd Section – Dun Laoghaire Rathdown County Council

Greenways/Traffic Free Links

10. Dodder Greenway Bridges – South Dublin County Council
11. Maynooth Permeability Measures – Kildare County Council
12. Convent Lane – Meath County Council
13. Curraheen Walk and Cycleway – Cork City Council
14. Castletroy Urban Greenway – Limerick City and County Council
15. Dunkettle to Carrigtwohill Greenway - Glounthaune Section – Cork County Council
16. Shannon Banks River Walk – Clare County Council

Village/ Urban Improvement

17. Broadstone Plaza – Dublin City Council
18. Bray Seafront Plaza – Wicklow County Council

School/College Schemes

19. SRTS Convent Hill in Bandon – Cork County Council
20. School Zones – Dublin City Council
21. Cycle Parking – University College Dublin
22. Schools Cycle Parking – An Taisce Green Schools

Showcase schemes from Rural Local Authorities

23. Niall Moore National School, Killybegs – Donegal County Council
24. Arvagh Pedestrian Crossing – Cavan County Council
25. Rock Road, Killarney – Kerry County Council
26. Fredrick Street, Clara – Offaly County Council
27. Kennedy Park Estate – Tipperary County Council
28. Piercestown Footpath Scheme – Wexford County Council
29. Permeability link Tagcoat housing estate – Wexford County Council

On Street Walking / Cycle Schemes – Rapid Build

Project Code: CCC/21/0004

Description:

This interim cycle scheme commenced design and public consultation in 2020 and was completed in July 2021. There was a lot of consultation and agreement required with the local businesses but the completed scheme has been well received. Works included:

- › 500m of two way cycle track
- › 3 new cycle parking stands
- › 1 upgraded junction
- › 3 x upgraded side road junctions, including ramps
- › Adjustments to traffic lanes and traffic signals
- › New lining/signage/bollards
- › Renewal of road surfacing

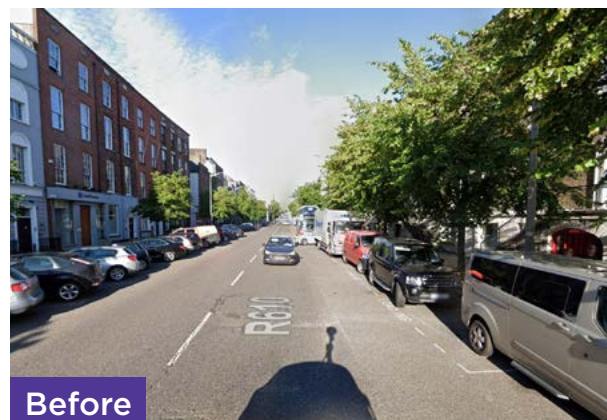


Length:
500m

Total Cost over all years: €445,078

Case Study 1 - South Mall Cycle Scheme

Cork City Council



Before

[@Google Streetview Jul 2019](#)



After

[@Google Streetview Oct 2021](#)



2 Way Cycle Track South Mall Cork City

On Street Walking / Cycle Schemes – Rapid Build

Project Code: Part FCC/20/0007

Description:

As part of the 2020 Stimulus grant, Fingal County Council installed nearly 5km of protected cycle track on the Hartstown Ring Road in Dublin 15 in 2020. The kerb protecting the cycle lane was completed in phase 1 in 2020. Phase 1, Phase 2 involved upgrading the interim works particularly the pedestrian environment and included:

- › 98 Cycle Friendly gullies installed to replace dished gullies
- › 23 uncontrolled pedestrian crossings
- › 17 junction build outs
- › 6000m² of buff & red coloured epoxy resin to cycle tracks
- › 9200m road markings
- › Cycle lane detection loops provided in the cycle lanes at 3 No. junctions



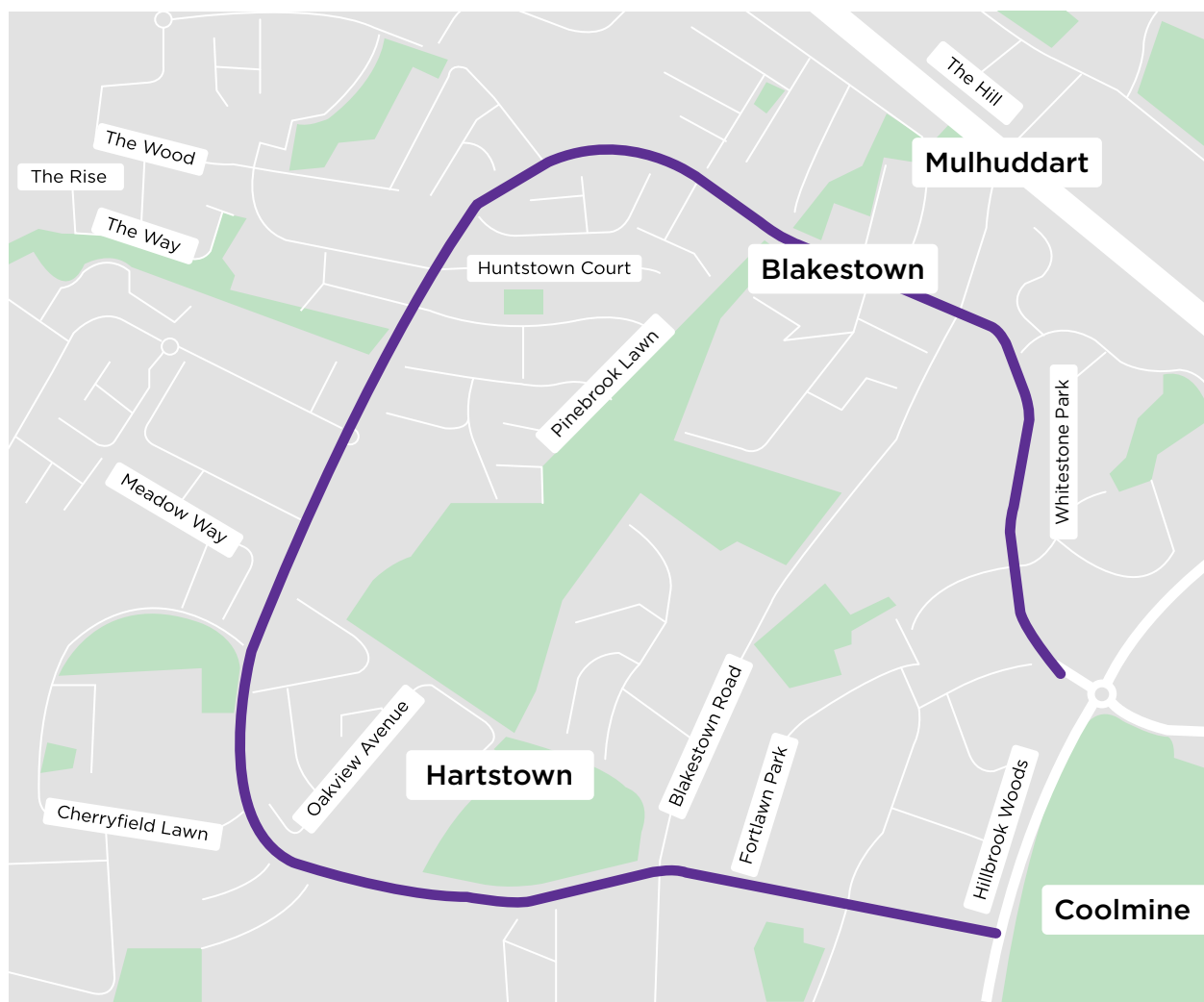
Length:
4.76km

Total Cost Phase 1+2:
approximately €1.90m (€770k in 2020)

Case Study 2 Hartstown Ring Road Phase 2

Fingal City Council

Map



Case Study 2

Hartstown Ring Road Phase 2

Fingal City Council



Before

[©Google Streetview Jun 2019](#)



After

School Zone Hartstown Ring Road Dublin 15

On Street Walking / Cycle Schemes – Rapid Build

Project Code: FCC/21/0002 (formerly part of Stimulus FCC/20/0007)

Description:

Fingal County Council installed bollards to protect 10km of cycle lanes (5km of route) in the Baldoyle/Howth area. This included a section impacting on parking outside a church on Howth Road. Works included:

- › 1175 bollards
- › 790 m² of red surfacing for cycle lanes
- › 162 cycle friendly gullies
- › 18 km of new line marking

 Length:
5km

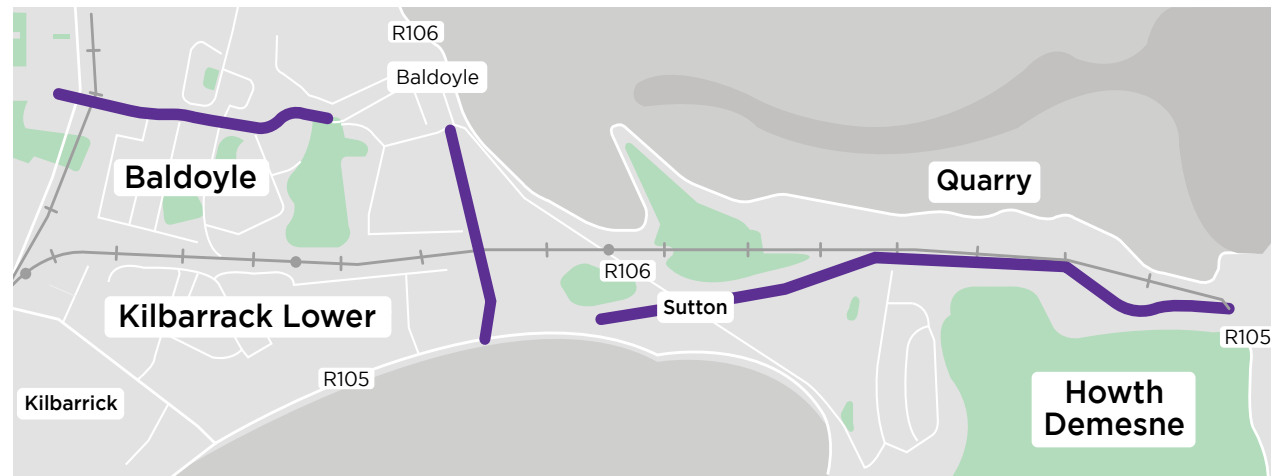
Total Cost over all years: **€908,561**

Case Study 3

Baldoyle to Howth Bollard Protected Cycle Infrastructure

Fingal County Council

Map



Before

[©Google Streetview Jul 2019](#)



After

[©Google Streetview Dec 2021](#)

Case Study 3

Baldoyle to Howth Bollard Protected Cycle Infrastructure

Fingal County Council



After

Bollard Protected Cycle Lane Grange Road Baldoyle

On Street Walking / Cycle Schemes – Rapid Build

Project Code: [DCC/21/0036](#)

Description:

During the summer of 2021 Dublin City Council made parts of South Anne Street, Dame Court, South William Street and Drury Street all traffic free. The decision to carry out these works was made following successful 'weekend pedestrianisation trials' that took place over six weekends during the months of July and August 2020. An online survey conducted by Dublin City Council into the trials received 1,588 responses, with 95% of respondents in favour of permanently pedestrianizing the streets.

The plans for pedestrianisation of the streets were also issued for consultation in November 2020 and 97% of respondents were in favour. Pre-Covid, in March 2020, there were 34 on-street car parking spaces on these streets.

This project also comprised of pedestrian improvement measures at additional locations in the city centre. These locations included Merrion Row, Baggot St, Dame St and Suffolk St. These locations benefited from the installation of multiple temporary buildouts (using kerbing/recycled rubber and tarmac infill with buff coloured surfacing) both in recessed parking areas and on the carriageway. These measures also facilitated outdoor dining in the city.

Length:
**Pedestrianised streets
280m, Outdoor dining
buildouts (1,972m²)**

Total Cost over all years:
€1,758,669

Case Study 4 Pedestrianised Streets

Dublin City Council



[@Google Streetview Feb 2022](#)



[@Google Streetview Aug 2018](#)

Case Study 4 Pedestrianised Streets

Dublin City Council



Drury Street Pedestrianisation

On Street Walking / Cycle Schemes – Rapid Build

Project Code: [DCC/21/0010](#)

Description:

In 2020, the National Transport Authority and Dublin City Council commenced works on various elements of quick build cycling infrastructure to deliver safe protected cycling infrastructure along Griffith Avenue in Dublin's North Central Area. A key objective of the scheme was to link the various residential catchments with the primary and secondary schools along the route.

Griffith Avenue is an orbital route linking the residential catchments in Glasnevin to the west and Clontarf in the east. The avenue crosses some of the busiest radial traffic corridor into the city with the scheme seeking to encourage safe cycling with targeted junction improvement works at various locations.

In 2021, the first of these targeted junction measures was completed at the intersection of the Ballymun Road, Mobhi Road and Griffith Ave. The existing one way gyratory for traffic was re-arranged to provide safe contra-flow cycling

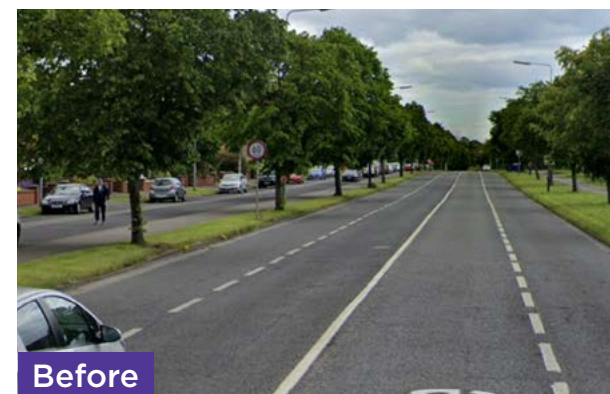
eastbound on the lower arm of the link. These improvements now provide safe and efficient movement of cyclist and pedestrians east and west bound linking Ballygall Road East with Walnut Rise.

Building on the work commenced in 2020, approximately 2.6km (5.2km of cycle lanes) of protected cycle lane infrastructure is now complete linking the Griffith Avenue extension at Ballygall Road East the Charlemont Estate at Philipsburgh Avenue.

Current Cost (approx.): **€1.4m**

Case Study 5 Rapid Build Cycle Infrastructure Griffith Avenue

Dublin City Council



[©Google Streetview May 2019](#)



Griffith Avenue Protected Cycle Lane

Case Study 5

Rapid Build Cycle Infrastructure Griffith Avenue

Dublin City Council



©Google Streetview May 2019



Griffith Avenue Protected Cycle Lane

On Street Walking / Cycle Schemes – Rapid Build

Project Code: [LCC20/0014](#)

Description:

Rapid deployment cycle segregation infrastructure was installed on both sides of Dooradoyle Road, replacing the existing painted cycle lanes to create wider and safer facilities. A combination of infrastructure types were used – extruded concrete kerb on the northern section (between Ballykeefe Roundabout and Silver Birch Grove) and bolt down rubber kerbs and bollards on the southern section (between Silver Birch Grove and Garryowen Rugby Club). This temporary section will form part of a permanent scheme, stretching further south to Dooradoyle Medical Centre, in 2023.

Works included:

- › Segregated cycle tracks
- › Enhanced footpaths
- › Improved drainage

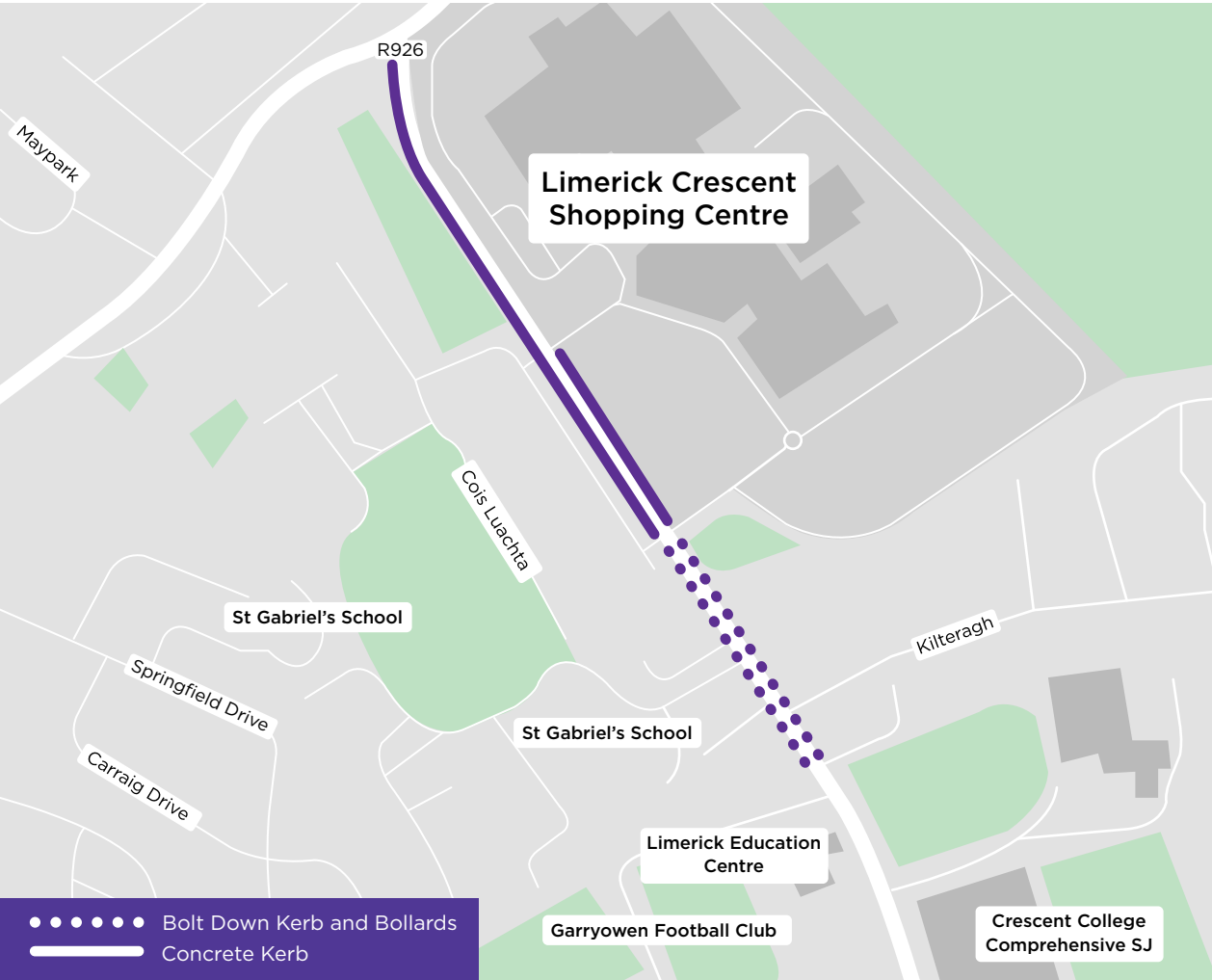


Length:
600m

Total Cost over all years: €505,412

Case Study 6 Dooradoyle Rd Cycle Lane Protection Measures Limerick City and County Council

Map



Case Study 6

Dooradoyle Rd Cycle Lane Protection Measures

Limerick City and County Council



Before

©Google Streetview [September 2019](#)



After

Dooradoyle Road Cycle Track

On Street Walking / Cycle Schemes – Rapid Build

Project Code: CW/21/0012

Description:

Carlow County Council provided 1.2km of light segregation cycling infrastructure, which was installed in Carlow town, spread across Green Lane (800m) in the north and Green Road (400m) in the south of the town. Wand bollards were used to provide segregation for cyclists.



Length:
1.2km

Total cost over all years: **€92k**

Case Study 7

Green Lane / Green Road Light Segregation Cycle Schemes

Carlow County Council



Before

[©Google Streetview Sep 2019](#)



After

Green Road Light Segregation

On Street Walking and Cycle Schemes – Full Build

Project Code: DLRCC/16/0003

Description:

Dun Laoghaire Rathdown County Council provided 500m of cycle track and new pedestrian facilities on one of the busiest cycling corridors in the country. A new access into the South East corner of UCD was also provided, alongside removal of a left turn slip lane at Foster Avenue and the Rise. Left turn slips can be dangerous for both pedestrians and cyclists. Also included was installation of a single stage pedestrian crossing across Foster Avenue, instead of a 3 stage crossing and 2 new pedestrian crossings of the R132 (Stillorgan Dual Carriageway) and a new Island bus stop. Public lighting was also upgraded and landscaping, tree planting and wildflower areas were provided. The project was complemented by new walking and cycling routes within UCD, a separate project.



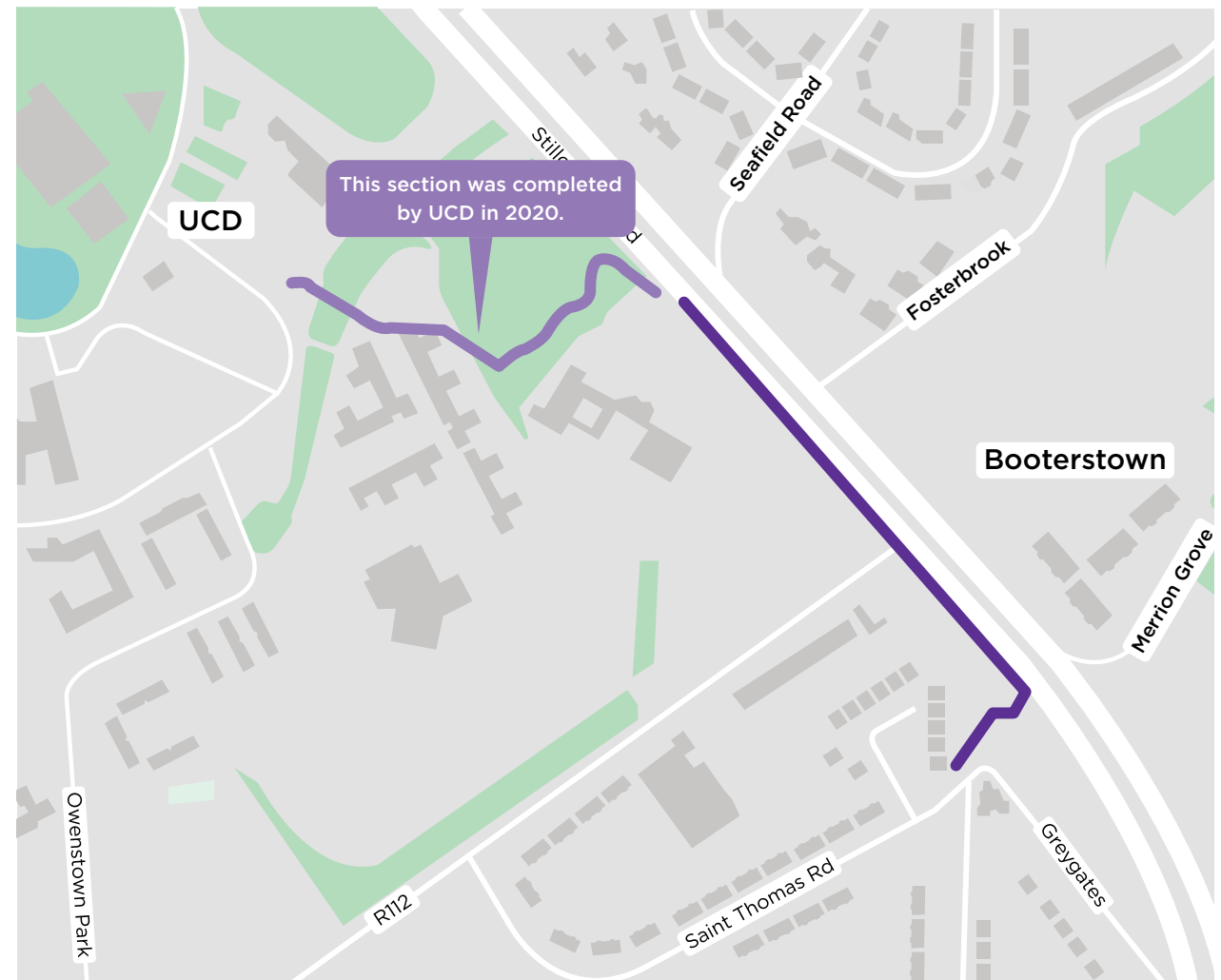
Length:
477m

Total Cost
over all years:
€2,567,261

Case Study 8 Stillorgan Road (Nova UCD Access)

Dun Laoghaire Rathdown County Council

Map



Case Study 8

Stillorgan Road (Nova UCD Access)

Dun Laoghaire Rathdown County Council



Before

©Google Streetview Jul 2018



After

©Google Streetview Jan 2022



After

Nova UCD Access (2 way cycle track)



After

Nova UCD Access

On Street Walking and Cycle Schemes – Full Build

Project Code: DLRCC/14/0005

Description:

The Sandyford Cycle Route forms part of radial route which connects Stepaside to UCD to Ranelagh to the City Centre. This is one of the busiest cycle routes in the country. Works on the 2km Kilgobbin to Drummartin Link Rd Section included:

- › Development of a new two-way cycle track on the east side of Drummartin Link Road and on part of the west side of Kilgobbin Road up to Hillcrest Road.
- › Upgrade of the Drummartin Link Road and Blackthorn Drive junction near the Beacon Hospital.
- › Upgrade of the Lepardstown Rd / Kilgobbin Rd junction including the removal of 4 slip lanes and provision of Single stage pedestrian crossings instead of 3 stage crossings.
- › Scheme tie in from Drummartin Link Road to the proposed Bracken Road link road.

- › Reconfiguration of the roundabout over the M50 to provide pedestrian and cycle facilities through the roundabout to link to the proposed routes on Drummartin Link Road and Kilgobbin Road.



Length:
2km

Total cost over all years: €6,914,905

Case Study 9

Sandyford Cycle Route - Kilgobbin to Drummartin Link Road

Dun Laoghaire Rathdown City Council



©Google Streetview Jul 2018



Greenways/Traffic Free Links

Project Code: SDCC/12/0004

Description:

The proposed Dodder Greenway will be approx 17km in length, linking Sir John Rogerson's Quay in the City Centre to the Bohernabreena reservoirs. South Dublin County Council are responsible for 14km of the scheme from the Bohernabreena Reservoir to Orwell Park in Rathfarnham. Part 8 planning for the scheme within South Dublin was approved in October 2017.

The section of the greenway through Kiltipper Park from the Bohernabreena Reservoir to the Kiltipper Park Care Home was completed in late 2019. Section 2 of the Greenway incorporating 3 new cycle and pedestrian bridges and associated paths totalling 2km of greenway were completed in 2021. These are at the following locations:

- › Bridge 1 is in Firhouse to the rear of the Bolbrook Centre linking the Avonmore and Milbrook estates to the Greenway
- › Bridge 2 is in Kilvere Park and links Tempelogue Village to the Greenway
- › Bridge 3 is in Bushy Park and links Tempelogue and Terenure Rathdown area to the Greenway

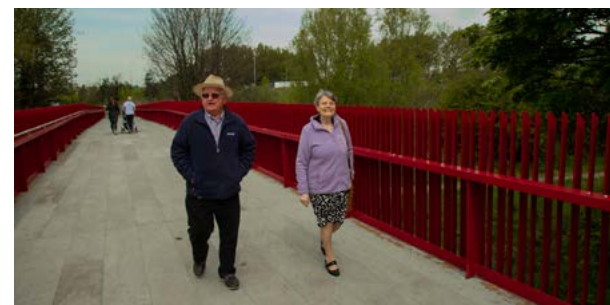
 Length:
2km

Total cost over all years:
€7,065,726 (Section 2 - 3 Bridges and paths approx. €6.35m)

Case Study 10

Dodder Greenway Bridges

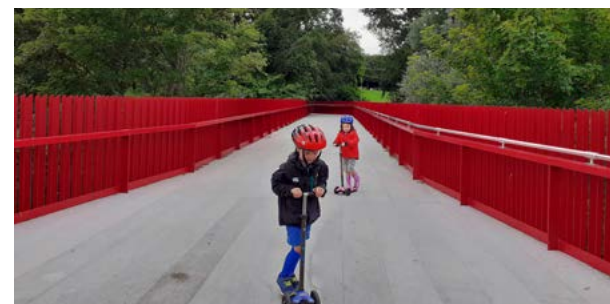
South Dublin County Council



Bridge 1 Tallaght



Bridge 2 Templeogue

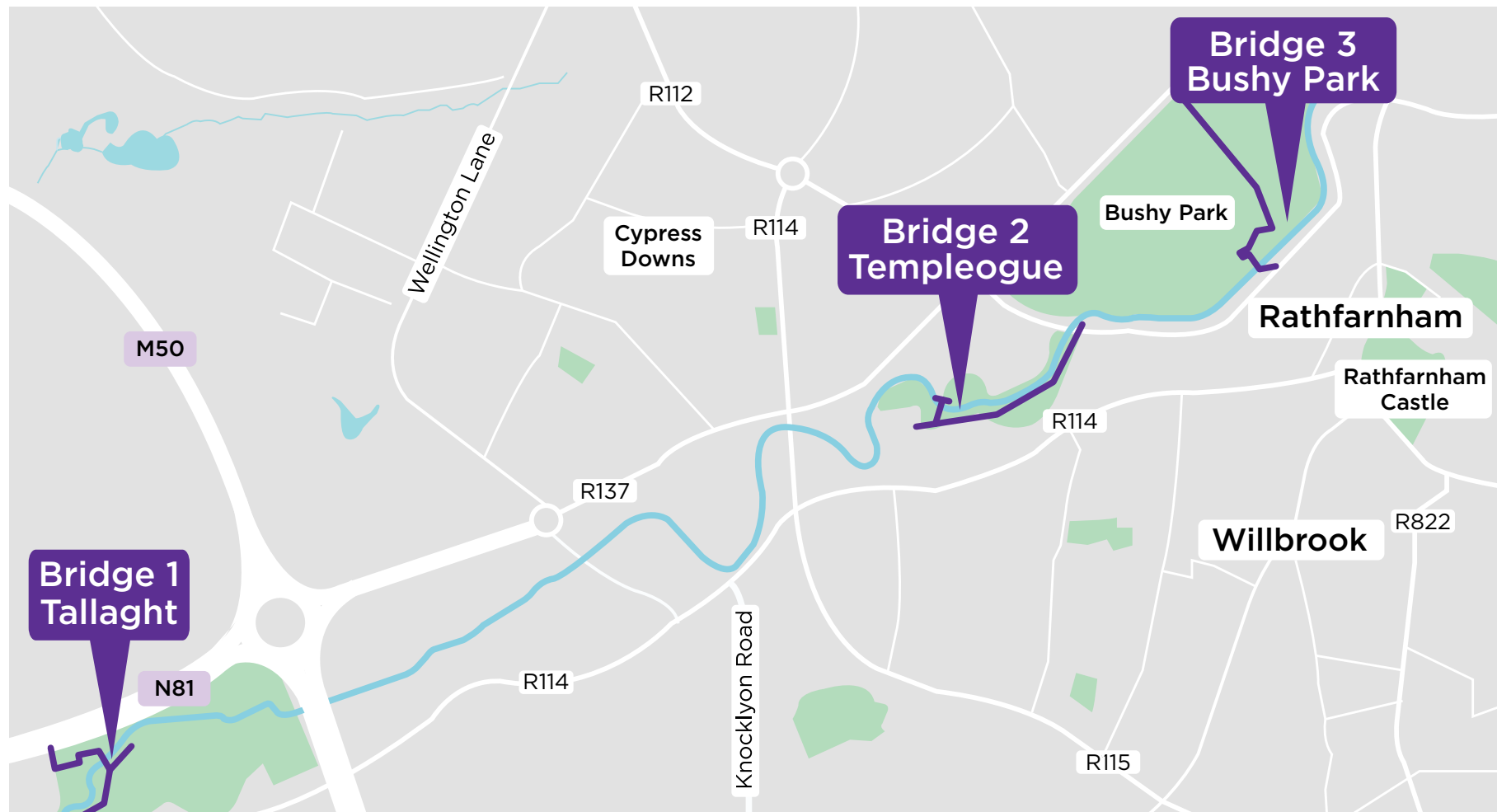


Bridge 3 Bushy Park

Case Study 10 Dodder Greenway Bridges

South Dublin County Council

Map



Bridge 1 Tallaght, Bridge 2 Templeogue, Bridge 3 Bushy Park

Greenways/Traffic Free Links

Project Code: [KCC/21/0004](#)

Description:

Kildare County Council undertook measures at many locations in Maynooth to improve permeability for pedestrians and cyclists. The measures included formalising existing desire lines (mud tracks) by constructing new footpaths through green spaces, widening existing narrow paths, widening narrow access points in boundary walls/fences and the provision of new pedestrian crossings. In total, the following works were completed:

- › 300m of new footpaths
- › 700m of upgraded footpaths
- › 14 new pedestrian crossings
- › 5 access points widened in boundary walls/fences

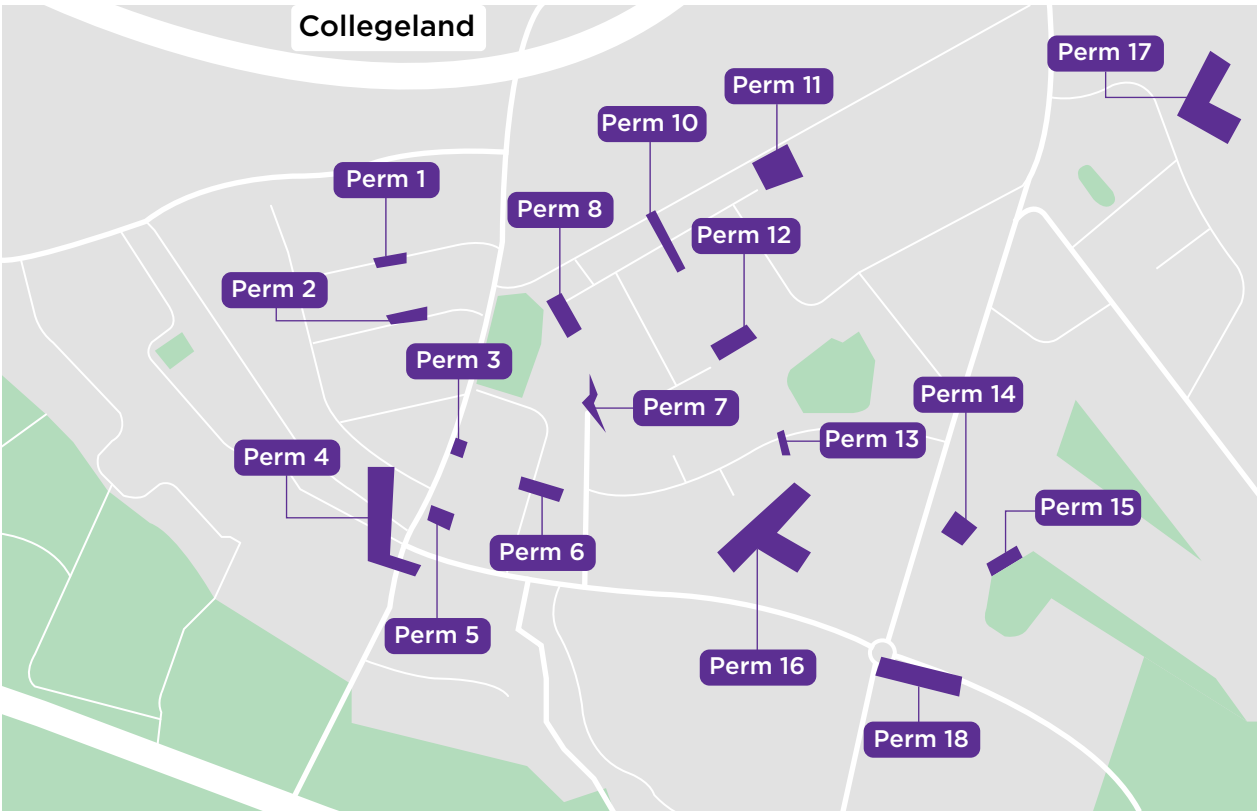


Length:
1,000m

Total cost over all years: €368,415

Case Study 11 Maynooth Permeability Measures

Kildare County Council



Map showing extents of permeability measures undertaken

Case Study 11

Maynooth Permeability Measures

Kildare County Council



[©Google Streetview April 2017](#)



Maynooth Permeability Measures at Straffan Road to Carton Court



Maynooth Permeability Measures

Greenways/Traffic Free Links

Project Code: MCC/14/0002

Description:

In 2018, the Navan Municipal District in Meath County Council approved the Proudstown to Trim Road Cycle Scheme, which forms part of the Navan Cycle Network Plan. However, Convent Lane was omitted due to local concerns voiced during the public consultation. Given the strategic importance of Convent Lane, which link the wider Johnstown catchment with the town centre, the NTA Cycle Design Office (CDO) was commissioned by Meath County Council to explore quick win alternatives that sought to achieve the objectives of the wider scheme. The CDO concluded on a trial scheme that sought to implement a filtered permeability scheme permitting motorised traffic to access the properties and businesses located along the route but limiting through traffic. The scheme has been positively received particularly by the Loreto College – primary and secondary girls school.

Now that the trial is due to end, Meath County Council are seeking to make the trial permanent through a statutory consultation and approval process. It is hoped this process will conclude in 2023 whereby no further engineering works will be required to make the trial permanent.



Length:
600m

Total cost over all years: €450k

Case Study 12 Convent Lane

Meath County Council



@Google Streetview Apr 2019



@Google Streetview Apr 2019



Convent Lane, Navan.

Greenways/Traffic Free Links

Project Code: CCC/20/0018

Description:

The Carrigrohane to Curraheen Walk and Cycleway is an upgrade of a 4.4km route, extending from the Curraheen Road, at the southern end, to the Carrigrohane Road, at the northern end, joining Model Farm Road along the way. The route passes alongside amenities such as Murphy's Farm, Bishopstown playground, Bishopstown Community Garden, Bishopstown Pitch and Putt Club and the Lee Fields. The following works were completed:

- Widening and resurfacing;
- Installation of energy efficient LED public lighting along the full route with light levels varying during the night;
- Installation of cycle repair stations near entrances to IDA and MTU;
- New directional fingerposts with average walking and cycle time to destinations and timber posts with colour coded distance markers and behavioural signage;
- Installation of additional age friendly seating and;

- Removal of the 'kissing gate' on the bridge towards the Carrigrohane end of the route, which had previously been an obstruction for cyclists.

"Not only does this walk and cycleway provide an important sustainable transport corridor for our city, it's also of huge benefit to getting people out and about, an attractive location for people of all ages to get out for a leisurely stroll or a cycle in comfortable and beautiful surroundings."

- Lord Mayor of Cork, Cllr. Colm Kelleher

  Length:
4.4km

Total cost over all years: €1,036,937

Case Study 13 Curraheen Walk and Cycleway

Cork City Council



After

Curraheen Walk and Cycleway.



After

Curraheen Walk and Cycleway.

Map



Greenways/Traffic Free Links

Project Code: [LCC/18/0003](#)

Description:

The Castletroy Urban Greenway offers a new walking and cycling connection in the western suburbs of Limerick City, linking two main corridors – Dublin Road and Castletroy College Road, which has existing segregated cycling infrastructure.

It comprises three sections. The main north-south spine provides connectivity between Castletroy College and Gaelscoil Chaladh an Treoigh. There is also a western link to Castletroy Town Centre and an eastern link to the nearby residential area of Walkers Road. The route comprises of:

- › 2.5m wide footpath
- › 3.5m wide cycle track
- › Public lighting, fencing and landscaping



Length:
1,300m

Total cost over all years: **€2,298,916**

Case Study 14 Castletroy Urban Greenway

Limerick City and County Council



Source: Site Location Map, Part VIII Drawings, November 2019



After

Castletroy Urban Greenway



After

Castletroy Urban Greenway

Greenways/Traffic Free Links

Project Code: CCO/20/0004

Description:

This 4m wide section of greenway runs for 2.2km from the Elm Tree Restaurant to Fitzpatrick's Shop in Glounthaune. The scheme includes signalised pedestrian and cycle crossings at Glounthaune Train Station and Harper's Island Wetlands, lighting, seating areas and a 1m wide pollinator corridor separating the route from motor traffic. This is the first stage of an interurban strategic cycleway linking Cork City and Midleton. The goal of the overall project is to link residential areas with education, employment, commercial and recreational sites through high quality active travel infrastructure.



Length:
2.2km

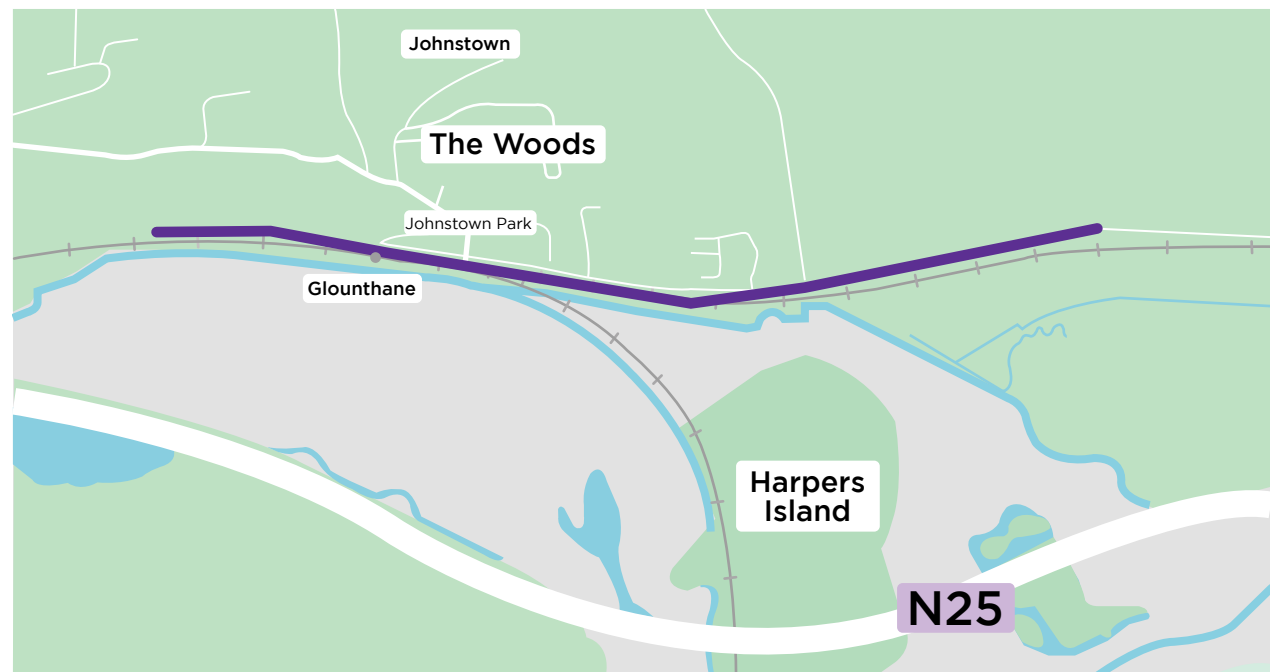
Total cost over all years: : €3,386,241

Case Study 15

Dunkettle to Carrigtwohill Greenway - Glounthaune Section

Cork County Council

Map



Before

@Google Streetview July 2019



After

@Google Streetview Sept 2021

Case Study 15

Dunkettle to Carrigtwohill Greenway - Glounthaune Section

Cork County Council



Dunkettle to Carrigtwohill Greenway

Greenways/Traffic Free Links

Project Code: CL/21/0010

Description:

This scheme provided 690m of traffic free link through a park along the banks of the River Shannon, linking the residential area of Hamstead Park, and the local Scout Den with Athlunkard Bridge and on to schools and services in Limerick City Centre.



Length:
690m

Total cost over all years: : €128k

Case Study 16 Shannon Banks River Walk

Clare County Council



Shannon Banks River Walk



Shannon Banks River Walk

Village/Urban Improvement

Project Code: DCC/18/006 Broadstone Lower Plaza

Description:

The area around the new Technical University Dublin (TUD Grangegorman Campus) has undergone significant change in recent times. The relocation of approximately 20,000 Dublin Institute of Technology students to one campus located on the Grangegorman site has necessitated the need for better transport connections to this part of the city. The completion of LUAS Cross City in 2016 provides a light rail connection in walking distance of the campus development. However, the access to the campus from the LUAS station required significant works to provide a new gateway type entrance. The Broadstone Plaza scheme provides new and improved pedestrian and cycle friendly facilities for those alighting and boarding the LUAS.

This coupled with the recently completed St Brendans Way Link and the filtered permeability scheme on Grangegorman Road Lower now provides a good walking and cycling environment in the area between Grangegorman and Broadstone.



Length:

150m x 60m at its widest points

Total Cost over all years: **€4.95M**

Case Study 17 Broadstone Plaza

Dublin City Council



@Google Streetview July 2014



@Google Streetview 2022

Village/Urban Improvement

Project Code: [WCC/11/0021](#)

Description:

The scheme provides 70m pedestrian and cycle facilities linking the 360m of existing facilities to the north with the 660m already provided to the south of the Seafront Plaza. In addition to providing the missing link, the scheme aims to create a high quality civic space that will allow people to move about easily and comfortably between the Sea Life Aquarium and the other restaurants, cafes and businesses on both sides of the Plaza. This scheme also included 1 junction upgrade, 1 pedestrian crossing, 20 covered cycle parking stands, 70m of shared use pedestrian cycle path, and 70m of traffic calming.



Length:
70m

Total cost over all years: : **€3M for all phases (approx. €1m for the plaza)**

Case Study 18 Bray Seafront Plaza

Wicklow County Council



Before

[©Google Streetview May 2017](#)



After

[©Google Streetview Nov 2021](#)

Case Study 18

Bray Seafront Plaza

Wicklow County Council



Bray Seafront Plaza

School/College Schemes

Project Code: CCO/21/0004

Description:

As part of the School Zone in Bandon eye-catching traffic calming measures, including brightly coloured shapes, have been painted on the road, and a raised pedestrian crossing has been built to slow down traffic. In addition pencil-shaped bollards have been erected to prevent cars from parking on the footpath at Scoil Phádraig Naofa on Convent Hill in Bandon. The children have made videos asking parents not to drop off in the school zone.

"Thanks to your hard work there has been a noticeable improvement on the hill and I feel the children are a little safer as they arrive to school."

– Principal Scoil Padraig Naofa

Cost: €150,000

Case Study 19 SRTS Convent Hill in Bandon

Cork County Council



©Google Streetview Oct 2019



SRTS Convent Hill in Bandon

School/College Schemes

Project Code: DCC/21/0033

Description:

Dublin City Council continued the roll out of their school zones in 2021, adding 42 school zones, bringing the total to 68 schools by end of 2021.

To be assessed as a successful applicant for a School Zone a school principal has to confirm that they have the support of both the school and their immediate neighbours. In 2020 during the physical installation of some School Zones neighbours objected to the project because of aesthetics, removal of existing parking arrangements. In a small number of cases Schools withdrew from the process. To address this issue in 2021 Dublin City Council appointed two School Outreach Workers to support school principals to manage expectations of school communities and local neighbours.

School principals were provided with a final drawing and a point of information explanation sheet on all elements of the proposed School Zone along with a poster about the benefits of the School Zone. The explanation sheet included the rationale for the proposed design elements, images from existing School Zones and local authority contact details on submitting any comments.

Cost: **€650,000**

Case Study 20 School Zones

Dublin City Council



All Saints Drive, Raheny, Dublin 5 / Naí-Scoil Íde

Case Study 20 School Zones

Dublin City Council



Armagh Road, Kimmage/ Scoil Úna Naofa

School/College Schemes

Project Code: UCD/21/0004

Description:

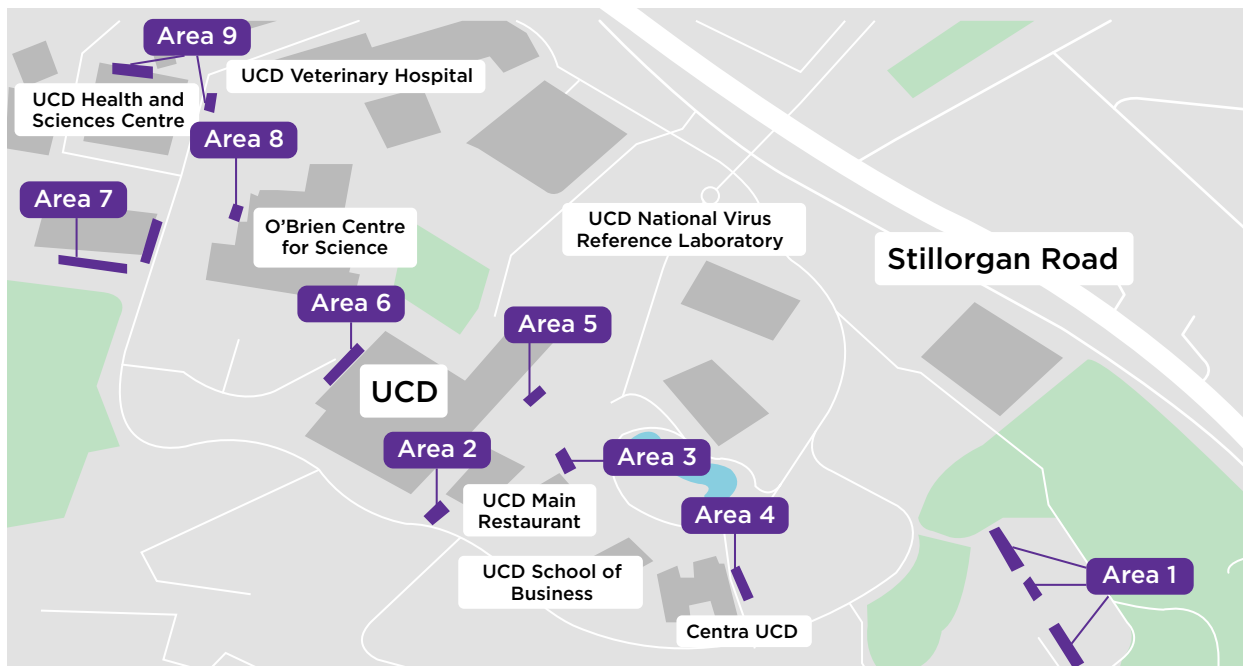
UCD is the largest higher education institution in Ireland, with a total population of over 30,000 staff and students. The University is the largest employer in the Dun Laoghaire Rathdown County Council area. Additionally, the extensive sports facilities attract over 7000 regular users on a weekly basis.

UCD is thus one of the largest generators of commuting journeys in the State, and is committed to sustainable travel. However commuting statistics show that 22% travel to campus by car while 17.4% currently cycle as their primary mode of transport. UCD aims to achieve the target of 22% of all campus journeys to be taken by bicycle by 2026. The University currently has c. 4,000 bicycle parking spaces and continues to develop its on-campus cycling infrastructure, but installed another 433 stands - 1058 parking spaces throughout the campus. This included covered and double tier hydraulic assisted stands, to maximise space.

Cost: €590,189 (€303,602 2021)

Case Study 21

Cycle Parking - University College Dublin



Map of additional cycle parking installed in 2020/2021.



UCD Cycle Parking

Case Study 21

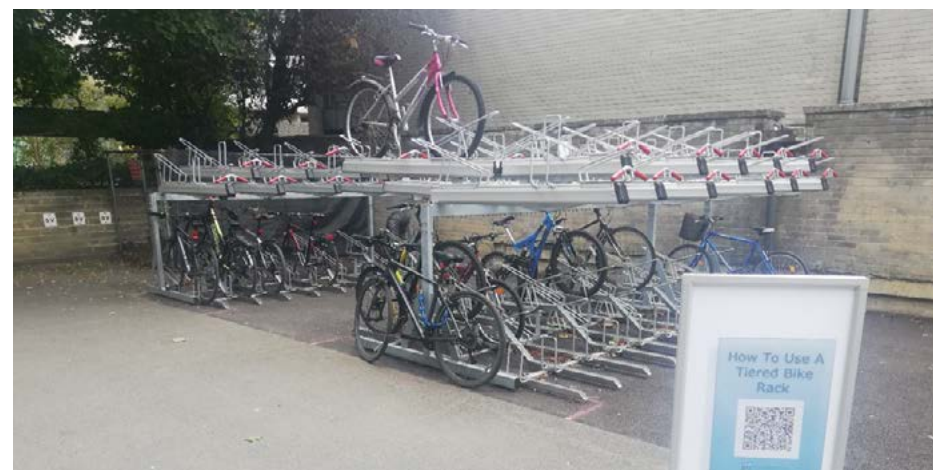
Cycle Parking - University College Dublin



UCD Covered Cycle Parking



UCD Bike Repair Station



UCD Double Tiered Cycle Parking

School/College Schemes

Project Code: NTA/21/0001

Description:

The provision and installation of 954 scooter, 2,350 cycle parking stands (4,700 spaces), and 248 bike shelters at 250 schools nationwide has been delivered by An Taisce Green Schools as part of the SRTS and Green Schools programme. Schools are visited and warranties are signed to allow the contractor to install on the school ground. The provision of this infrastructure will support students who can now cycle in the knowledge that their bike will be safe and dry at the end of the school day, at 152 schools.

Safer Routes to School Programme provision: 2,830 cycle parking spaces (1415 stands), 153 cycle shelters, and 522 scooter parking spaces at 152 schools.

Green Schools Travel Programme provision: 1870 spaces (935 stands), 95 shelters and 432 scooter spaces, at 98 schools.

Cost: €1,994,000

Case Study 22

Cycle Parking - An Taisce Green Schools



St Fiachras NS Beaumont Dublin



St Kevins NS Greystones Wicklow



Loreto Secondary School, Kilkenny

Showcase schemes from Rural Local Authorities

Project Code: DL/21/0002

Description:

This scheme consists of 30m of new footpath between the Niall Mór National School and the Foresters Hall Carpark in Killybegs. The Foresters Hall carpark is used as a drop off point for the school children. Prior to the construction of this scheme, school children had to walk along the road to reach the school. The new footpath provides a footpath connection and a more formal drop off arrangement.



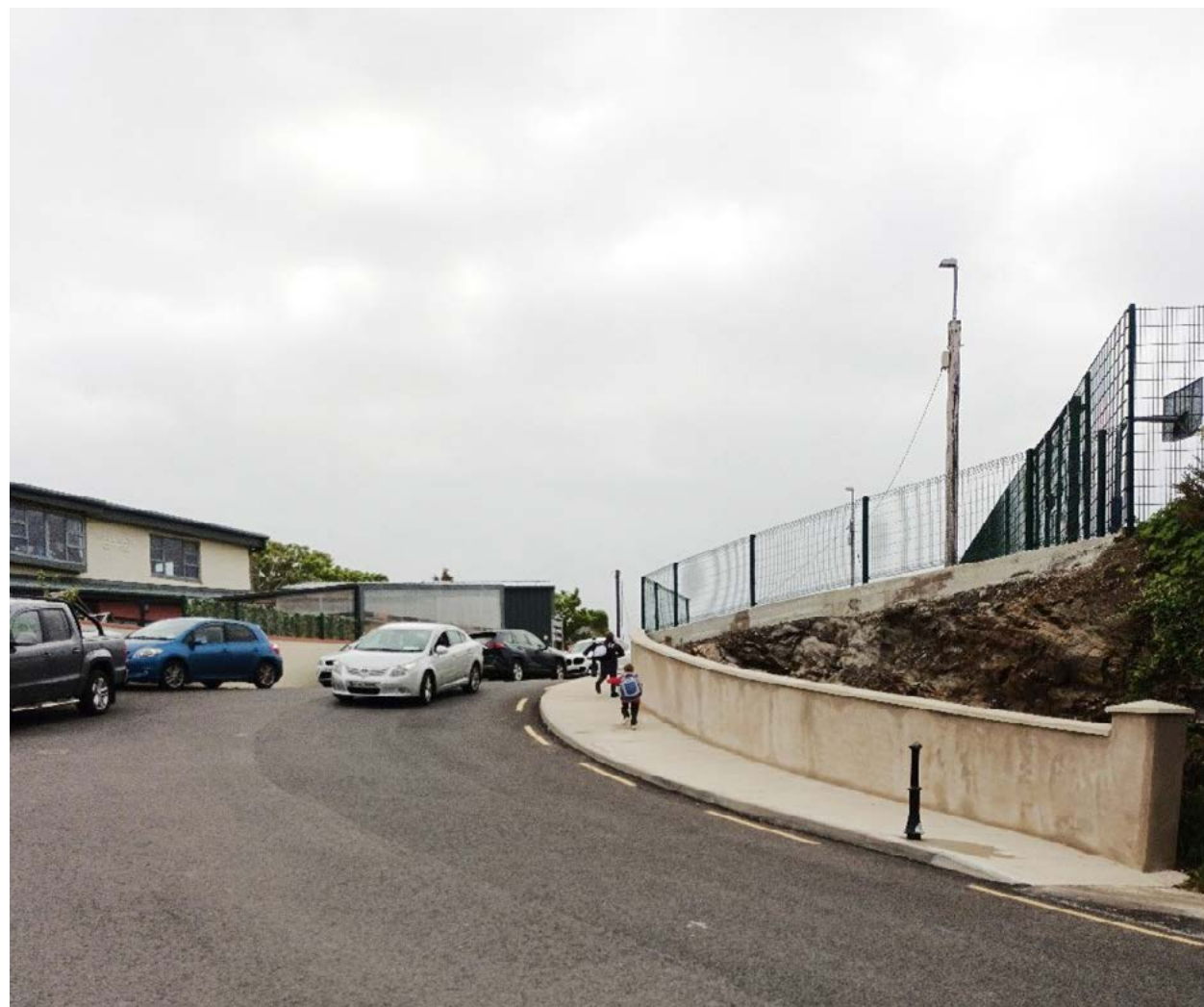
Length:
30m

Total Cost: €31,000k

Case Study 23

Niall Mór School Killybegs - New Footpath

Donegal County Council



Killybegs School Niall Mór Footpath

Showcase schemes from Rural Local Authorities

Project Code: CN/21/0002

Description:

This scheme involved the construction of a raised pedestrian crossing across the R198 to connect Busy Bees Childcare Facility with the footpath leading to Arvagh town local amenities and to the Bruce Manor residential area. Works included:

- › Raised ramp
- › Installation of two Belisha Beacon lighting columns
- › Underground infrastructure

Total cost: **€30,328**

Case Study 24

Arvagh Pedestrian Crossing

Cavan County Council



©Google Maps Streetview



Arvagh Zebra Crossing R198

Showcase schemes from Rural Local Authorities

Project Code: KY/21/0002 Killarney
- Rock Road

Description:

The scheme extends from the Grotto on Rock Road to Killarney Garda Station and includes 290m of pedestrian footpaths, extension of a cycleway, public lighting, new walls and landscaping. The scheme provides connectivity to Killarney National Park, Killarney Town and will tie into the strong existing/future cycling network around Killarney Town.



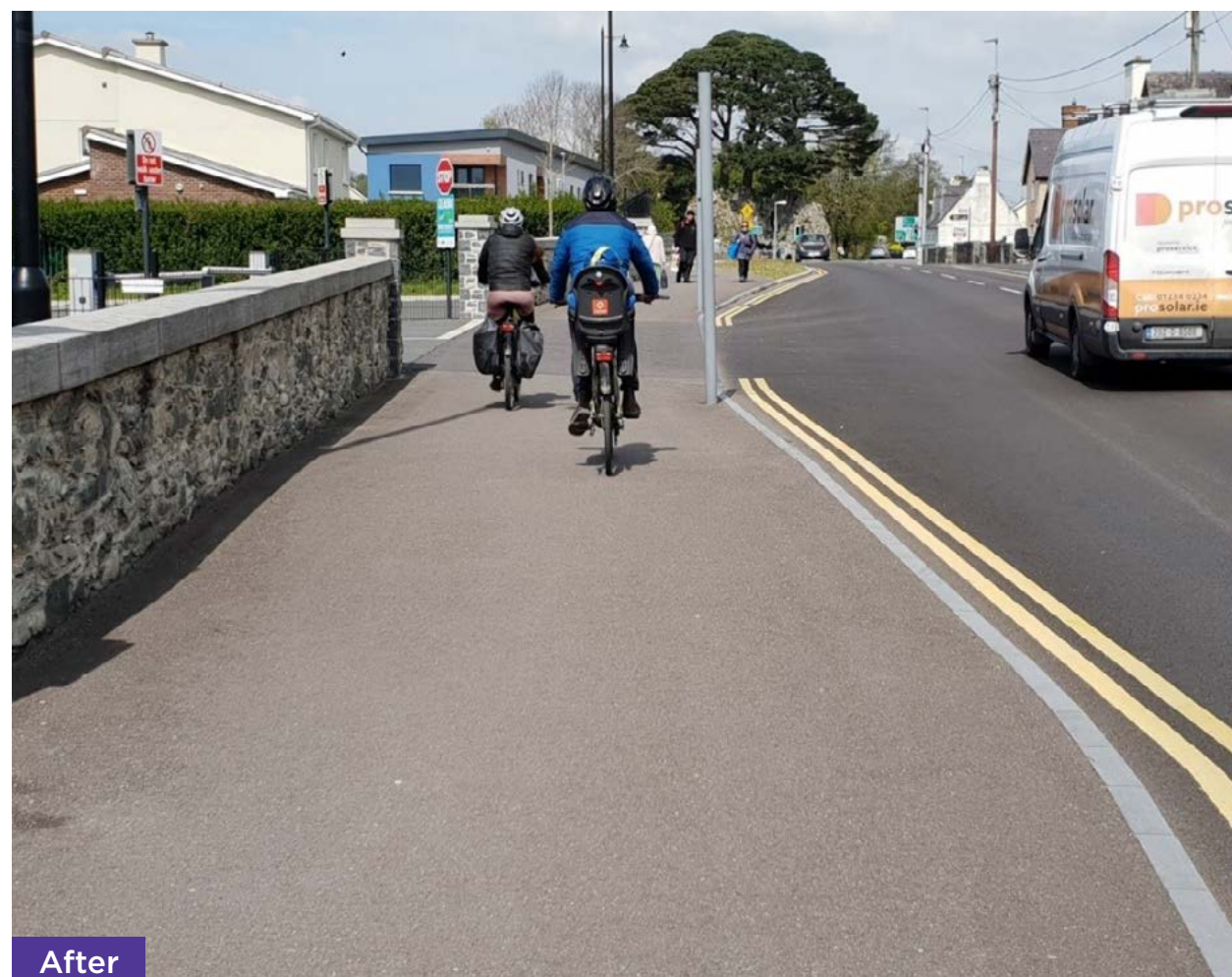
Length:
290m

Total Cost over all years: **NTA: €300,000**
Dept. of Transport Active Travel grant:
€210,000 Restoration Improvement grant:
€150,813 Safety Improvement Works:
€80,000 Kerry County Council: €465,000

Remaining section planned to be constructed in 2022 subject to landowner agreements. Land required from Office of Public Works (OPW) and An Garda Síochána.

Case Study 25 Rock Road, Killarney

Kerry County Council



After

Rock Road Shared Facility

Showcase schemes from Rural Local Authorities


Project Code: OY/21/0010

Description:

The project consists of the design and construction of footpaths, set down area, pedestrian crossing and junction improvements at Árd Scoil Charáin Naofa, Fredrick Street, Clara, County Offaly.

The completed works, a length of 142m include:

- › Installation of a 2m wide footpath & build out of old drop off zone; Provision of a dedicated off street set down area with new entrance;
- › Upgrade of the existing Pedestrian Crossing;
- › Realignment of the Station Road Junction with the R436 for pedestrian safety and traffic calming measures.

 Length:
142m

Total Cost: €118,500.00

Case Study 26 Frederick Street, Clara

Offaly County Council



Árd Scoil Charáin Naofa



Árd Scoil Charáin Naofa Junction Improvement



Zebra Crossing

Showcase schemes from Rural Local Authorities

Project Code: TCC/21/0016

Description:

This scheme involved the construction of 75m of new footpath and the opening in the boundary wall of Kennedy Park, Roscrea. Before the project was implemented, pedestrians had to walk in mixed traffic on the access road and enter/exit the estate via a vehicular entrance. The new footpath and pedestrian access point constructed by Tipperary County Council have improved the comfort and safety of pedestrians in Kennedy Park and facilitate pedestrian access to the existing pedestrian crossing on the N52 which is used daily by children travelling to a local school.



Length:
75m

Total Cost over all years: €20,224

Case Study 27 Kennedy Park Estate

Tipperary County Council



@Google Streetview Jun 2009



Kennedy Park Estate Before and After

Showcase schemes from Rural Local Authorities

Project Code: [WX/21/0011](#)

Description:

460m of pedestrian improvement facilities in Piercetown, which included widening of the existing footpath from 1m to 2m, drainage, public lighting, one junction upgrade and one zebra crossing. The scheme extends from the Ramblings to Esmonde Drive and improves road safety in Piercetown for vulnerable road users and children accessing Londis Piercetown, Saint Martin's Church, Piercetown National School and approximately 40 residential houses.



Length:
460m

Total Cost: **€125,958**

Case Study 28 Piercetown Footpath Scheme

Wexford County Council



Before

[©Google Streetview September 2019](#)



After



Piercetown Crossing



Piercetown Footway

Showcase schemes from Rural Local Authorities

Project Code: [WX/21/0014](#)

Description:

Wexford County Council carried out 68m of new footpath facilities and additional drainage works to improve the connectivity between two residential estates in Tagoat, Co. Wexford. The scheme extends from Pugin Park to Laurel Grove, providing a safer and direct pedestrian link between the two residential estates and improving accessibility and permeability to the wider facilities in Tagoat, such as Saint Mary's Church, Tagoat Community Centre and Saint Marys National School.



Length:
68m

Total Cost: €25,000

Case Study 29

Permeability Link Tagoat Housing Estate

Wexford County Council



Before

[@Google Streetview August 2009](#)



After

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