

NTA Sustainable Transport Measures Grants

Final Outturn Report 2011



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Background:

As part of its remit to support the delivery of an integrated transport system, the NTA operates a Sustainable Transport Measures Grants system (previously known as Traffic Management Grants) providing funding to local authorities and public transport agencies for the implementation of various projects contributing to the Authority's remit.

These projects are generally of a smaller scale, focussed on delivery of local improvements to the various modes of traffic, with an emphasis on improving the transport offer to those choosing alternatives to the private car.

Financial Outturn:*Initial 2011 funding envelope*

In the latter part of 2010, there remained considerable uncertainty as to whether or how much funding would be available for the NTA Sustainable Transport Measures Grants Programme. The subsequent announcement of a considerable 2011 funding envelope of €50 million therefore represented a challenge to both the NTA and the delivery agencies to develop and deliver a well-focused and effective programme in a very short timeframe. The collaboration between the NTA and the local authorities is evident in the outturn for 2011.

Final outturn

By the end of 2011, over €51.5 million had been disbursed across the Greater Dublin Area councils (breakdown by scheme type below).

Contractual commitments carried into 2012

With very few exceptions, project approval in 2011 was on the basis of completion in the calendar year, as dictated by the terms of the grant from the Department of Transport Tourism and Sport (DTTAS).

For larger projects with a longer timeframe, the absence of a multi-annual funding programme meant that projects were broken into discrete phases (design only, construction only, etc.). In a limited number of cases, by virtue of the project scale (e.g. a Quality Bus Corridor); the NTA permitted the construction period to cross into 2012.

Breakdown by scheme type

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

1. Cycling/Walking Programme, supporting physical improvements to tackle particular barriers to walking and cycling and to improve the walking and cycling environment;
2. Bus Network Programme, targeted at providing bus journey time savings, improvements to bus reliability throughout the whole bus network and passenger information/facilities;
3. Traffic Management Programme, targeted at appropriate schemes to improve the efficiency of motorised means of transport;
4. Safety Programme, aimed at providing a safe travel environment for all road users, especially more vulnerable road users (pedestrians and cyclists); and
5. Other Projects (signage schemes, traffic studies, Intelligent Transport Systems, Goods-focused projects, etc.).

Over €51.5 million was spent on schemes under the STMG programme in 2011. 199 schemes (out of 220 projects approved) drew expenditure from the NTA in 2011.

| Total | Bus | Walking / Cycling | Other | Traffic Management | Safety |
|---------|---------|----------------------|-------|-----------------------|--------|
| €51.56M | €32.80M | €12.54M | €3.2M | €0.85M | €2.17M |
| 100% | 63.6% | 24.3% | 6.2% | 1.7% | 4.2% |

Table 1 Breakdown by scheme type

Breakdown by scale of project

The Project Management Guidelines (see below) identify project requirements commensurate with the scale of overall project cost, divided into three categories as follows: projects under €500,000; projects between €500,000 and €5 million; and projects between €5 million and €20 million. (Separate guidelines address projects greater than €20 million).

| Project Value | Under €500,000 | between €0.5 million and €5 million | over €5 million |
|-----------------|----------------|---|-----------------|
| No. of projects | 181 | 18 | 0 |

Table 2 Breakdown by scale of project finance

NTA Administration:

Project Postponement or Cancellation

N81 QBC: The funding of the N81 Tallaght Bypass Bus Priority scheme was cancelled by the NTA in mid-2011. With a project expenditure anticipated to be in excess of €3 million, new bus network changes under Network Direct required a reappraisal of the benefits of the project. As a result of the reduced number of buses, it was the Authority's view that there was no longer a satisfactory economic case to justify the required level of proposed expenditure on the N81 QBC.

Bray Town QBC: Project management complications regarding Bray Bridge and elements of work within Bray Town Centre required the NTA and the Town Council to postpone and re-organise the approach to delivery of this work.

ITS projects: The NTA postponed investment in Intelligent Transport Systems (ITS) in 2011, pending the finalisation of the inventory of existing ITS facilities, systems and data (completed in 2011) and production of the ITS Strategy for the region (due mid-2012). Once the ITS Strategy is finalised, there will be a framework for targeted investment in appropriate ITS.

2012 Changes to programme financial management; multi-annual funding and PRS

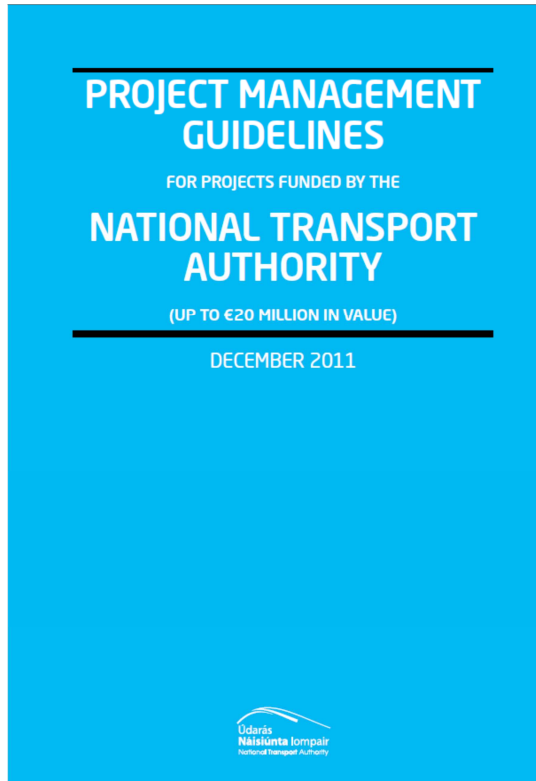
The vast majority of schemes funded by the NTA were started and completed during 2011. The expenditure was severely end-loaded; this resulted in an unsatisfactory and unnecessary pressure to transfer significant amounts of funding between agencies in a tight time period at the end of the year.

In 2012 and after, the NTA will address this problem as follows:

1. The Government's Capital Framework agreement with the NTA will allow the NTA to move away from calendar-year focused projects, towards a programme with expenditure relatively well-balanced across the year; and
2. A Project Reporting System (PRS) will be implemented in the first part of 2012, based on the existing NRA system (with which local authorities are already familiar). This robust system allows for inter-agency payments to be claimed, reviewed and processed online, and provides management tools to oversee project expenditure progress.

Project Management Guidelines

Concurrent with delivery of the 2011 programme, the NTA commenced work on a more structured approach to project planning, delivery and implementation. To this end, Project Management Guidelines, scaled according to overall project cost, were prepared in-house for distribution to all Grant recipients.



The guidelines provide an efficient template for collaboration between the NTA and the grantees in delivering NTA-funded schemes, and should help to provide greater certainty around delivery and cost in 2012 and beyond.

Appendix A

2011 Programme Metrics Summary

(As reported by the Local Authorities, January 2012)

| | Total Number of Projects | Bus Lanes (M) (see note) | Cycle Lane (M) (see note) | Footpath (M) | Junctions Treated (No.) | Bus stops Treated (No.) | Toucan Crossing (No.) | Pedestrian crossings (No.) |
|---|-----------------------------------|--------------------------------|---------------------------------|-----------------|-------------------------------|-------------------------------|-----------------------------|----------------------------------|
| Dublin City Council | 70 | 3,800 | 5,330 | 1,930 | 37 | 19 | 1 | 29 |
| South Dublin County Council | 20 | 0 | 140 | 450 | 9 | 5 | 1 | 21 |
| Fingal County Council | 14 | 4,250 | 5,080 | 7,100 | 16 | 70 | 0 | 10 |
| Meath County Council | 26 | 0 | 1,680 | 4,340 | 0 | 67 | 3 | 17 |
| Kildare County Council | 18 | 0 | 0 | 260 | 7 | 3 | 3 | 0 |
| Wicklow County Council | 28 | 0 | 2,170 | 5,700 | 33 | 48 | 0 | 4 |
| Dun Laoghaire Rathdown County Council | 23 | 0 | 920 | 790 | 24 | 3 | 1 | 0 |
| Totals | 199 | 8,050 | 15,320 | 20,570 | 126 | 215 | 9 | 81 |

Note:

DCC: - In addition approximately 17km of bus lanes and 19km of cycle track resurfaced as part of resurfacing contract.

FCC: - In addition approximately 4km of bus lanes and 4km of cycle track resurfaced as part of the Swords Road resurfacing contract.

Appendix B

Case Studies from 2011 Programme

**Carriageway and bus lane resurfacing scheme.
Various locations, Dublin. (Dublin City Council/NRA.)**

Chapelizod QBC - Anna Livia Bridge:

**Cycle monitoring programme.
Various locations, Dublin. (Dublin City and Dun Laoghaire Rathdown County Councils.)**

**Junction of Ballymore Road – Kilcullen Road – Fairgreen Street (Swan's Junction).
Naas, Co. Kildare. (Kildare County Council.)**

Bus stop improvements

**Pedestrian Crossing and Footpath Improvements.
Enfield, Co. Meath. (Meath County Council.)**

**Contra Flow Cycle Lane, Newtown Avenue.
Blackrock, Co. Dublin. (Dun Laoghaire Rathdown County Council.)**

**Access to Station via Ballast Pit.
Skerries, Co. Dublin. (Fingal County Council.)**

**Bridge on Cliff Walk.
Greystones, Co. Wicklow. (Wicklow County Council.)**

**Carriageway, bus lane, cycle lane resurfacing scheme.
Various locations, Dublin. (Dublin City Council)**

Cost: (DCC Element) €14,300,000 (excluding NRA contribution of €5M)

Within the Bus investment programme, a key initiative was the resurfacing of bus and cycle lanes in Dublin City along primary routes, in a major programme co-funded by NRA. This project extended to **over 25km of corridor**.



The project delivered a vast improvement in the surface quality, bus passenger comfort, noise levels and lining along these routes.

The investment also represented a vast improvement in the quality of the offer to cyclists in terms of surface quality and comfort. Dublin City Council delivered the project in the late evening and at night, with little or no disruption to the economy and transport of the city.

DUBLIN CITY COUNCIL
CARRIAGEWAY RECONSTRUCTION/OVERLAY

PROPOSED WORKS FOR 2011

LEGEND

- Package 1 (Yellow)
- Package 2 (Red)
- Package 3 (Cyan)
- Package 4 (Green)
- Package 0 (Magenta)

Map Labels: C2011-1, C2011-2, C2011-3, C2011-4, C2011-5, C2011-6, C2011-7, C2011-8, C2011-9, C2011-10, C2011-11, C2011-12, C2011-13, C2011-14, C2011-15, C2011-16, C2011-17, C2011-18, C2011-19, C2011-20, C2011-21, C2011-22, C2011-23, C2011-24, C2011-25, C2011-26, C2011-27, C2011-28, C2011-29, C2011-30, C2011-31, C2011-32, C2011-33, C2011-34, C2011-35, C2011-36, C2011-37, C2011-38, C2011-39, C2011-40, C2011-41, C2011-42, C2011-43, C2011-44, C2011-45, C2011-46, C2011-47, C2011-48, C2011-49, C2011-50, C2011-51, C2011-52, C2011-53, C2011-54, C2011-55, C2011-56, C2011-57, C2011-58, C2011-59, C2011-60, C2011-61, C2011-62, C2011-63, C2011-64, C2011-65, C2011-66, C2011-67, C2011-68, C2011-69, C2011-70, C2011-71, C2011-72, C2011-73, C2011-74, C2011-75, C2011-76, C2011-77, C2011-78, C2011-79, C2011-80, C2011-81, C2011-82, C2011-83, C2011-84, C2011-85, C2011-86, C2011-87, C2011-88, C2011-89, C2011-90, C2011-91, C2011-92, C2011-93, C2011-94, C2011-95, C2011-96, C2011-97, C2011-98, C2011-99, C2011-100.

Scale: 0, 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000 meters.

North Arrow: Indicated by a compass rose.

Map Title: DUBLIN CITY COUNCIL CARRIAGEWAY RECONSTRUCTION/OVERLAY

Chapelizod QBC – Anna Livia Bridge:

Cost: €650,000 (Bridge only)

The original narrow bridge represented a severe restriction to pedestrians. The new bridge includes preservation of the original structure, as well as cantilevered boardwalks on either side:



Bridge with original narrow footpaths.



New cantilevered footpaths.

Cycle Monitoring programme.

Various locations, Dublin. (Dublin City and Dun Laoghaire Rathdown County Councils.)

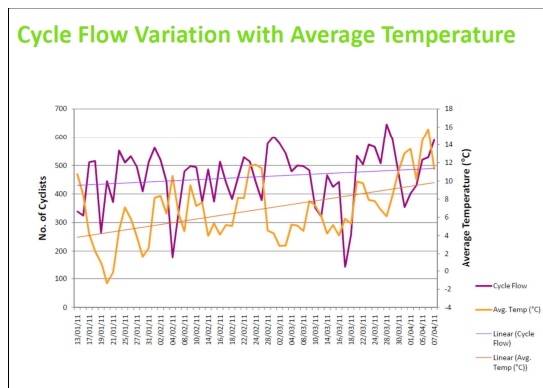
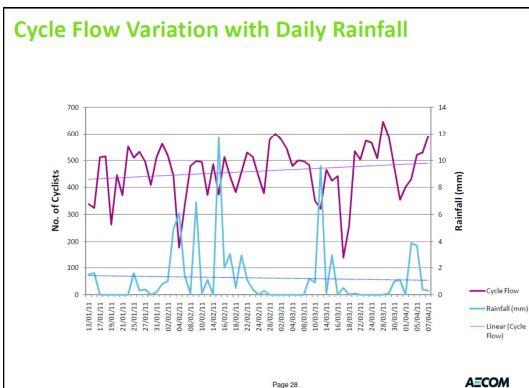
Cost: Total: €104,976

The NTA commissioned cycle counting equipment for various points across the GDA, as well as two display units for particular locations.



Cycle counter display units, N11 northbound outside UCD; Grand Canal Grove Road (launch)

The counters provide the NTA with data to understand the cycle trends and numbers and to monitor the outcomes of investment in cycling (see Aecom analysis below).



In 2012, the NTA will develop a methodology to relate the specific measurements at the cycle counters to the generality of cycle movements and trends in the city-region.

**Junction of Ballymore Road – Kilcullen Road – Fairgreen Street (Swan’s Junction).
Naas, Co. Kildare. (Kildare County Council.)**

Cost: €145,000 (2011 Jobs Initiative Fund)

The junction is at the southern end of Naas town, where a number of formerly strategic routes converge. Prior to the works, the junction had a confusing layout, was dominated by vehicular traffic, and acted as a significant barrier to pedestrian and cyclist movement.



The Swan Junction, Naas – before and after (photos from traffic camera)



New pedestrian crossing (20m. north of junction)

The junction is significantly improved for pedestrians and cyclists by a combination of measures including surface improvement, carriageway narrowing to encourage lower speeds on approach to the town, installation of a pedestrian crossing, kerb realignment, rationalisation of car parking and improvements to conditions for deliveries and loading.

KCC has undertaken to monitor the outcomes of the works and to report its findings to the NTA, in order to inform future works around the GDA.

Bus stop Improvements

Cost: €1,880,000 spent on bus stop improvements and approaches in the GDA under STMG programme, in Meath, Fingal and Dun Laoghaire Rathdown county Councils

Bus stops are a source of conflict between buses pulling in, cyclists moving past, and pedestrians / bus passengers. The new NTA cycle manual (www.cyclemanual.ie) offers a variety of solutions to address these conflicts.

N11 bus stop improvements at Stillorgan , N11



N11 outbound, Stillorgan – before and after works.

The outbound bus stop improvement applied a shared space pedestrian priority zone to the area, while aligning cyclists correctly, and removing any inappropriate grass surface.



N11 Inbound, Stillorgan during construction

The inbound bus stop required extensive work on the approaches, as well as earthworks, retaining wall construction etc. The final design offers excellent pedestrian access to the stop, as well as providing high quality cycling provision past the bus stop conflict area.

QBC Bus stop surfaces:

Some bus stops had become very difficult and uncomfortable for both buses and cyclists due to surface collapse. The renewal project has dramatically improved both bus access to bus stops and surface quality for cycling.



Blackrock QBC opposite St. Vincent's hospital – before and after works.

**Pedestrian Crossing and Footpath Improvements.
Enfield, Co. Meath. (Meath County Council.)**

Cost: €69,000

Meath County council applied for funding for a pedestrian crossing and footpath improvements in Enfield. The existing road environment at this location in Enfield was unsafe for both pedestrians and cyclists.

Pedestrians crossing from the residential estates (to the left of the photo) had to cross this wide carriageway to the local convenience shop. The width of the road was also facilitating cars parking on the cycle lane, even though there is ample car parking in the area. These parked cars were forcing traffic to cross a solid white line.



Enfield Road Crossing (before)

The provision of a pedestrian crossing, the reduction in the width of the carriageway and a wider footpath addressed these safety issues.



Enfield Road Crossing (after)

**Contra Flow Cycle Lane, Newtown Avenue.
Blackrock, Co. Dublin. (Dun Laoghaire Rathdown County Council.)**

Cost: €192,000

Newtown Avenue is a natural route in Blackrock for cyclists wishing to connect from the village and DART station to Seapoint Avenue and on to Dun Laoghaire. However, this route was a one way street.



The alternative vehicular route is the Rock Road which is unattractive to risk-averse cyclists and many cyclists used the footpath to cycle the wrong way along this street.

This route is an important link in the cycle network in the area. The new scheme is novel in terms of its design, and required on-going engagement with the community along the route, as well as use of the NTA cycle design manual www.cyclemanual.ie for technical solutions.



The scheme has been favourably received by all users and residents of the road, as well as attracting favourable attention in the national press.

**Access to Station via Ballast Pit.
Skerries, Co. Dublin. (Fingal County Council.)**

Cost: €398,000

Fingal County Council applied for the upgrading of pedestrian and cycle access from the main residential road to the train station (see map).

Many commuters were accessing Skerries Station by walking across open waste ground that previously were ballast pit lands. This was an informal route, with no footpath or lighting and was of a very poor standard for use by the general public.



Before – route across waste open ground (ballast pit) from road to railway station

The new route is lit and is also fully accessible to all pedestrians, as well as families with buggies and prams, cyclists and wheelchair users.



After – lit, surfaced, fenced route for all commuters from road to railway station

**Bridge on Cliff Walk.
Greystones, Co. Wicklow. (Wicklow County Council.)**

Cost: € 51,820.

The Cliff Walk is a very popular pedestrian leisure route from Greystones to Bray. The existing environment at this location between Greystones Harbour and Grove junctions was unsafe for pedestrians and entirely unsuitable for cyclists at the temporary bridge crossing.



Before - Cliff Walk footbridge

The new improved bridge provides a wider, safer, more appealing leisure route for all pedestrians as well as opening the route as a potential trail for cyclists in the vicinity. The works included provision of a new stoned surface to and from the bridge, in keeping with the surface elsewhere along the Cliff Walk



After - Cliff Walk footbridge

Wicklow County

Council 2011 Projects

| Project Name | Original Project Description Summary at Allocation Stage |
|--|---|
| Enniskerry Traffic Calming and Car Parking - Phase 1 | Improve safety for vulnerable road users with physical measures to calm traffic and siting of car parking in Bog Meadow. Phase 1- raised tables |
| Improvements to double roundabout | As per WSP and Cycle network |
| Wicklow Junctions and Access Improvement (R750) | Completion of works to Station Road junction and Grand Hotel junction and provision of cycle and footpath links between |
| Lacken, Blessington | Completion of footpath linking school, church, shop etc. |
| Graystones CCTV Connection | Connecting existing CCTV to the garda station to reduce anti-social behaviour |
| Rathdrum Traffic Management Scheme | Improvement of pedestrian facilities on Main Street and control of parking |
| Killincarrig to Tesco, R761, excl. junction | |
| Wexford Road, Arklow | Provide footpath and cycleway as envisaged in Arklow Integrated Framework Plan for Land Use and Transport |
| Marlton Road, Wicklow (R751) | Provide improved pedestrian linkage from residential area to school and town centre with new footpath and improved bus stop |
| Woodenbridge-Shillelagh | Carry out feasibility study for footpath/cycleway linking Vale of Avoca to Shillelagh and Wicklow Way |
| Ballynerrin, Wicklow Town Footpath and Bus Stop | Provide footpath from residential area to town centre along bus route with new bus stop |
| Roundwood Footpath | Footpath link from town centre to community hall and sports facilities used by local school |
| Laragh Footpath - Study | Inter-disciplinary study between Transport and Planning (and architects/landscape?) depts. |
| Bellevue Road | 7 side roads, traffic calming, pre- + post surveys, |
| Chapel lane | Footpath link from residential areas to St. Laurence's School |
| Harbour to Lidl cycle route | |
| R761 Three Trout's Footpath | Provide footpath south from Killincarrig on bus route |
| Enniskerry - Powerscourt Footpath - Phase 1 | Improve safety of vulnerable road users by provision of footpath and crossing point |
| Marine Road-Dog Walk cycle route | Two-way/contraflow leisure cycle route along one-way street |
| R772 Footpath/Cycleway - Newtown Mtkdy | Provide footpath/cycleway from residential/employment area at Moneycarroll to town centre,schools |
| Cycle Network production and marketing | Study co-ordinating all discrete projects- 7 Steps |
| Foot- and cycle bridge | New cliff walk bridge between Harbour and Grove junction |
| Blessington Footpath Network | Provide footpath on Kilmalum Road to link residential area to schools; Provide pedestrian crossing on town relief road to improve pedestrian safety |
| Boghall Road Cycling QoS upgrade | Upgrade of ex Cycle facilities & addressing conflicts with side roads |
| Strand Road Cycle Track Bray | Assessment of approximately 1.5km long seafront and design for enhanced cycle and pedestrian facilities |
| Strand Road Cycle Parking | Strand Road Cycle Parking |
| Bray Cycle Network and Permeability Study | Study followed by Strategy for adoption by BTC |
| Cycle Parking - Greystones Eng Area (15 locations) | Provision of parking for cycles at various locations e.g. Enniskerry bus stop, Greystones, Newtown Mtkdy, Kilcoole, Newcastle |

Meath County Council

2011 Projects

| Project Name | Original Project Description Summary at Allocation Stage |
|--|--|
| 109, 109a Bus Eireann Bus Stop upgrades | Upgrade of bus stop to provide accessibility, shelters etc. Many of the existing stops are bus poles only and do not provide any facilities for patrons. |
| Park & Ride Navan | Construction of 180 space bus based Park and Ride in Navan. This project will be developed as part of a comprehensive parking strategy for Navan. This facility will reduce delays due to town centre congestion. |
| Sustainable Transport Plan for Meath | A Transport Plan to create a framework for the large transport schemes proposed for Navan/Meath. |
| Enfield Pedestrian / Cycle linkages & access to school | Construction of 11 cycle and pedestrian linkages identified to provide safer access to the school and town centre Enfield. And a new rear access to the school to enable pupils a direct route without crossing Johnstown Road. |
| Trimgate Street Pedestrianisation | Pedestrianisation of Navan's main street |
| Cycle Parking Meath County Hall offices | Cycle parking for staff and visitors to help promote cycling. |
| Pedestrian Crossing - Ashbourne | Provide safer routes to school and the town centre in Ashbourne |
| Pedestrian Crossing - Ratoath | Provide safer routes to school and the town centre in Ratoath |
| Pedestrian Crossing - Dunboyne | Provide safer routes to school and the town centre in Dunboyne |
| Pedestrian Crossing - Trim | Provide safer routes to school and the town centre in Trim |
| Pedestrian Crossing - Longwood | Provide safer routes to school and the town centre in Longwood |
| Pedestrian Crossing - Kells | Provide safer routes to school and the town centre in Kells |
| N3 Smarter Travel Corridor - Phase 1 | The construction of the M3 provides the opportunity to re-allocate road space on the old N3 corridor to a high quality walking and cycling route. |
| Footpath upgrade Navan Area | Footpath upgrade to create a comprehensive / high quality walking network in Navan area. |
| Cycle Parking Navan Town | Cycle parking in the town centre to compliment improved cycle facilities in the town. |
| Pedestrian Crossing - Oldcastle | Provide safer routes to school and the town centre in Oldcastle |
| Cycleway - Footpath Stamullen Gormanstown | Cycleway and footpath between Stamullen village and Gormanstown college. |
| Pedestrian Crossings - Navan area | Provide safer routes to school and the town centre in the Navan area |
| Pedestrian Crossing - Slane Area (Donore Village) | Provide safer routes to school and the town centre in the Slane Area |
| Footpath Upgrade Dunshaughlin Area | Footpath upgrade to create a comprehensive walking network in Dunshaughlin |
| Network Planning Ashbourne | Ashbourne Cycle Network Design |
| Footpath upgrade Navan Town (walking route) Navan Town Council Project | Footpath upgrade to create a comprehensive / high quality walking network in Navan town |
| Footpath upgrade Longwood | Footpath upgrade to create a comprehensive / high quality walking network in Longwood |
| Pedestrian & Cycle Only Bridge -Associated Johnstown cycle network | Navan town is constrained by the limited number of bridges. A new pedestrian and cycle bridge would significantly reduce the walking and cycle time to the town centre from the Johnstown area and provide the alternative to car trips. |
| Vulnerable Road Users - Kells | Vulnerable Road User Needs Study - Kells Relief Road |
| Footpaths upgrade Various Locations, Kells. | Footpath Upgrade |

Kildare County Council

2011 Projects

| Project Name | Original Project Description Summary at Allocation Stage |
|--|--|
| Implementation of Traffic Management Plan for Athy | Phase 1: Installation of signalised crossings and improvements to physical infrastructure in Town Centre |
| R148 INTEL Leixlip - Public Transport and Vulnerable Road Users Improvements | Installation of signalised crossings and improvements to physical infrastructure at Intel Campus |
| Low Cost Safety at Shuttle-Working Signalised Bridges over Railways | Improve safety for all vehicular traffic |
| Sallins Village - Pedestrian and Vulnerable Road Users Improvements | Installation of signalised junctions and improvements to physical infrastructure for pedestrians in Village |
| KCC Cycle-Pedestrian Network | Production of a cycle network for (north?) Kildare |
| Completion of Cycle Manual Drawings | - |
| Kilashee (Naas) Schools - Pedestrian and Cycling Links (Piper's Hill) | Installation of a signalised crossing and improvements to physical infrastructure for pedestrians along Kilcullen Road |
| Kildare Town Schools - Pedestrian and Cycling Links to Town | Improvements to physical infrastructure for pedestrians along Rathbride Road |
| Pedestrian Safety at Zebra Crossings | Improve safety for pedestrians |
| Pedestrian Safety at Signalised Junctions- Swan | Improve safety for pedestrians |
| FP Loughminane | Improve safety for pedestrians and cyclists at rural schools |
| FP Newbridge | Improve safety for pedestrians and cyclists at rural schools |
| FP Nurney | Improve safety for pedestrians and cyclists at rural schools |
| FP Prosperous | Improve safety for pedestrians and cyclists at rural schools |
| FP Rathangan | Improve safety for pedestrians and cyclists at rural schools |
| FP Tirmoghan | Improve safety for pedestrians and cyclists at rural schools |
| Kilcock Road, Maynooth - Cycle Manual Demonstration Project | National Pilot Project for cycling |
| Bus Stop Improvements at Easton Road, Leixlip | |

Fingal County Council

2011 Projects

| Project Name | Original Project Description Summary at Allocation Stage |
|---|---|
| Bus Lane Markings | Upgrade of bus lane markings to replace existing road markings |
| Road Surface on Airport Road | Replace end of life road surface on bus lanes and access to airport. |
| Porterstown Link Road | The proposed development is to provide a strategic link road between Luttrellstown Road & Diswellstown roundabout and to reduce traffic on the existing level crossing on the Porterstown Road. |
| Ward Cross improvement scheme | Ward Cross is a direct fourway cross over junction. There is a history of road accidents at Ward Cross and this includes fatal accidents, serious injury accidents, non-serious injury accidents and numerous material damage accidents. In the interest of safety, the aim of the project is to replace the existing cross roads with a roundabout. The NTA is committed to funding 33% of the scheme. |
| Clonsilla Station Traffic Management | The proposed scheme comprises of works to improve pedestrian and cyclist access to the existing train station in Clonsilla, Dublin 15. The works will also provide traffic and car parking management measures along Hansfield Road / Clonsilla Road and the nearby Portersgate residential estate. |
| Access to Skerries DART station | Upgrade of route through the former Ballast Pit lands to provide a high quality pedestrian and cycle route to the station. |
| Cycle - Blanchardstown Old hansfield Road | Construction of linkages to remove barriers to walking and cycling in Blanchardstown. |
| Castleknock QBC | Castleknock QBC |
| Blakestown Way QBC | Blakestown Way QBC |
| Blanchardstown Enhancement Huntstown W | Blanchardstown Enhancement Huntstown W |
| N3 Busstop outbound | N3 Bus stop outbound |
| Cycle Parking IT Blanchardstown and Connolly hospital | Cycle parking at education centres |
| R132 Upgrade | The scheme provides for the upgrading of the existing R132 in the immediate vicinity of Dublin Airport from the existing 4 lane single carriageway to Dual Carriageway standard. The scheme provides for 2 general traffic lanes, a bus lane, an on-road cycle track and a footpath in each direction. |
| Bus Stop Accessibility Programme | |

Dun Laoghaire Rathdown
County Council 2011
Projects

| Project Name | Original Project Description Summary at Allocation Stage |
|---|--|
| Bus stop on N11 at Stillorgan | Upgrade of N11 bus stop inbounds at Stillorgan. |
| Ballinclea Road/ Killiney Road junction, Killiney | Realign junction as part of safety measure to better define priority at junction and remove turning conflicts |
| Remove Right Hand Outbound Junction Temple Hill, Newtownpark Avenue | This junction is particularly difficult for cyclists. Banning a right hand turn would facilitate provision for cyclists and utilise the newly constructed Monkstown Ring Road. |
| Silver Tassie - Safety Project – Whyattville Junction N11 | Safe pedestrian route. Survey and optioneering 2011 |
| Cordon Count Sandyford | Traffic cordon count at Sandyford. |
| Junctions Sandyford Business Park | Contribute to improved pedestrian access from LUAS stop into Sandyford Business Park - Junction of Blackthorn Avenue/Ballymoss Road /Upper Kilmacud Road |
| Speed Ramps | Replace end of life ramps on bus routes. |
| Cycle link Old Harcourt Line including tie-ins to Torquay and LUAS/Sandyford & marketing | Cycle link utilising the Old Harcourt Street railway line. This will also bring pedestrians and cyclist away from the Leopardstown Road Roundabout. |
| Cycle Transitions on the N11 Stillorgan Road | Improvement of cycle transitions on the N11. Although there is a cycle lane in place, many of the transitions are substandard. |
| Dundrum to Marley Greenway/ Slang River Greenway | High quality cycle link between Dundrum and Marley Park. This will link up residential, recreation, employment and retail shopping areas. |
| Newtown Avenue Contra Flow, Blackrock. | Contra flow cycle lane to be constructed as part of DLR's overall cycle network. |
| Cycling counters | Project to gain greater knowledge of numbers of pedestrians and cyclists as well as information on time of use etc. This data will help improve planning for pedestrians and cyclists. |
| The Metals Project Dun Laoghaire (Queens Road, Marine Road, Crofton Road Improvement Scheme) | Significant improvement in pedestrian facilities at DART and Bus Terminus - Dún Laoghaire DART Station and Bus Terminus |
| Killiney Towers Roundabout (Junction of Albert Road, Barnhill Road and Upper Glenageary Road) | Making this roundabout pedestrian and cycle friendly. |
| Cycle Parking and Shelters | Cycle Parking and shelters at various locations |
| Glenageary Route Cycle Link | Cycle Route to be constructed as part of DLR's county wide cycle network. |
| Aiken's Village to Murphystown Road Pedestrian and Cycle Link | Remove the old roundabout, Realign the junction to a priority Stop junction (Kilgobbin Road / Sandyford Hall) and Provide a Toucan Crossing on Kilgobbin Road, |
| Cycle Parking Council Offices | County Hall and other locations |
| Marley Court Ped Crossings | The proposed pedestrian crossing will provide a high quality crossing point for the residents of St. Michael's Residential Home as well as the residents of Marley Court and neighbouring estates to cross Broadford Road. |
| Study Pedestrian Cycle connections to Sandyford | Study to identify pedestrian movement to Sandyford from its periphery to help plan better pedestrian and cycle links to the area. |
| Contractual Commitments 2010 | Blackrock QBC, Churchtown Road Upper Bus Priority Measures, Merville Permeability, Mt Merrion Ave QBC |
| Cycle Network Review | Completion of DLR's county wide cycle network review. |
| Newtown Park Avenue | Provide a 1.5m cycle lane in the uphill direction on Newtownpark Avenue. This results in the traffic lanes being reduced to 3m. |

South Dublin County Council 2011 Projects

| Project Name | Original Project Description Summary at Allocation Stage |
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| Belgard Square West Bus Stops | |
| Belgard Square North hard standing area at bus stop | Upgrade of bus stop close to IT Tallaght and local businesses. |
| Castle Road / Earlsfort Avenue Lucan - signalisation of junction with pedestrian phase | This scheme involved signalisation of the priority junction at the intersection of Castle Road and Earlsfort Avenue, Lucan. It will enable pedestrians to safely cross the road, linking the Earlsfort residential area (North of Castle Rd) to the Rosse Court mixed use development, the training and development centre and the school (South of Castle Rd). |
| Scholarstown Road / Stocking Lane - signalisation with pedestrian phase and junction alignment adjustment | This junction will be signalised, including the provision of signal controlled pedestrian crossing facilities. There will also be a benefit to buses operating on Dublin Bus route 74A, which runs down Stocking Lane, allowing them to egress the minor arm of the junction safely on a green light. |
| Ballyboden Road / Ballyroan Road Junction - further improvements for pedestrians and cyclists. | The junction lies on a pedestrian and cyclist desire line for four nearby schools (all off Ballyroan Road). It is also used for north-south radial movements. SDCC propose to improve the junction for pedestrians and cyclists. |
| Scholarstown Road / Ballyboden Road - signalisation with pedestrian phase and junction alignment adjustment | This junction will be signalised, including the provision of signal controlled pedestrian crossing facilities. There will also be a benefit to buses operating on Dublin Bus route 74A, which runs down Scholarstown Road, allowing them to egress the minor arm of the junction safely on a green light. |
| Monastery Road pedestrian crossing to Luas | Installation of a signalised pedestrian crossing across Monastery Road, close to the bridge linking Clondalkin to the Red Cow Luas stop. There are currently 600 pedestrian crossing movements across the road in the vicinity of the proposed crossing every day. As there is only a footpath on the northern side of Monastery Road in this area, all pedestrian traffic from Clondalkin to and from the Red Cow Luas stop must cross Monastery Road. |
| Firhouse School Ped Crossing Safety | Relocation of a park entrance to prevent pedestrians crossing Killinenny road straight through a roundabout. Scheme proposed by transition year students of local secondary school - good example to cooperation with the community. |
| Tallaght Cycle Demonstration Town | Network Planning and Cycle Facilities upgrade |
| Personal Travel Planning | Project focussed on the Kildare Route Project, to encourage people to make more sustainable travel choices - Lucan /Clondalkin area to exploit KRP |
| Local Permeability Projects, Phase 2 | 5 No. local pedestrian/cycle access schemes, providing or improving local linkages between residential areas and services |
| Saggart Village Crossroads - signalise junction including pedestrian phase | Part funding for this junction upgrade, which will improve pedestrian safety accessing Saggart Villag and onwards to Saggart Luas Stop |
| Ninth Lock Road @ Post Office - signalised pedestrian crossing | Provision of a pedestrian crossing along a desire line |
| School traffic management, Kilteel Road Rathcoole | Design developed to improve bus and pedestrian facilities |
| Station Road Clondalkin | Upgrade of junction - to be reviewed by NTA |
| Pedestrian crossing, Templeroan Rd | Pelican crossing adjacent to Scholarstown/Templeroad Roundabout |
| Embankment Road (QBN 410) | |
| Firhouse-Ballycullen scheme (QBN 404) | |
| Dedicated staff for NTA projects 2011 | |
| Land Purchase BWG | |

Dublin City Council

2011 Projects

| Project Name | Original Project Description Summary at Allocation Stage |
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| Resurfacing project for buses and cyclists (co funded programme of surfacing with NRA) PACKAGE 1 | Resurfacing of routes that have been identified as key bus and cycle routes, where the current road surface has been identified as being in need of replacement and which are currently incompatible with a high quality bus service or cycle route. Co-funded with NRA who are funding selected national routes within the DCC area. |
| Resurfacing project for buses and cyclists (co funded programme of surfacing with NRA) PACKAGE 2 | Resurfacing of routes that have been identified as key bus and cycle routes, where the current road surface has been identified as being in need of replacement and which are currently incompatible with a high quality bus service or cycle route. Co-funded with NRA who are funding selected national routes within the DCC area. |
| Resurfacing project for buses and cyclists (co funded programme of surfacing with NRA) PACKAGE 3 | Resurfacing of routes that have been identified as key bus and cycle routes, where the current road surface has been identified as being in need of replacement and which are currently incompatible with a high quality bus service or cycle route. Co-funded with NRA who are funding selected national routes within the DCC area. |
| Resurfacing project for buses and cyclists (co funded programme of surfacing with NRA) PACKAGE 4 | Resurfacing of routes that have been identified as key bus and cycle routes, where the current road surface has been identified as being in need of replacement and which are currently incompatible with a high quality bus service or cycle route. Co-funded with NRA who are funding selected national routes within the DCC area. |
| Resurfacing project for buses and cyclists (co funded programme of surfacing with NRA) PACKAGE 5 | Resurfacing of routes that have been identified as key bus and cycle routes, where the current road surface has been identified as being in need of replacement and which are currently incompatible with a high quality bus service or cycle route. |
| Resurfacing project for buses and cyclists (co funded programme of surfacing with NRA) PACKAGE 6 | Resurfacing of routes that have been identified as key bus and cycle routes, where the current road surface has been identified as being in need of replacement and which are currently incompatible with a high quality bus service or cycle route. |
| Resurfacing project for buses and cyclists (co funded programme of surfacing with NRA) PACKAGE 7 | Resurfacing of routes that have been identified as key bus and cycle routes, where the current road surface has been identified as being in need of replacement and which are currently incompatible with a high quality bus service or cycle route. |
| Resurfacing project for buses and cyclists (co funded programme of surfacing with NRA) PACKAGE 8 | Resurfacing of routes that have been identified as key bus and cycle routes, where the current road surface has been identified as being in need of replacement and which are currently incompatible with a high quality bus service or cycle route. |
| Lucan QBC Enhancements - Phase 2: Chapelizod QBC | Major improvements for bus journey times and pedestrian and cyclist improvements through Chapelizod. Currently under construction. Links with Chapelizod Bridge, which was recently upgraded for pedestrians and cyclists. |
| Clanbrassil St / Bride St QBC scheme | Development of inbound QBC on this route with significant journey time savings for multiple bus routes, improvements for pedestrian and cyclists. Will be constructed during 2011. |
| James's St – Thomas Street QBC scheme | Significant journey time savings for multiple bus routes by upgrading and extending existing bus priority. Scheme includes improvements for pedestrians and cyclists. In construction during 2011. |
| Cycle counting Systems | Development of automatic counting system to provide necessary data on numbers of pedestrians and cyclists as well as information on time of use etc. to enable appropriate planning for pedestrians and cyclists. |
| Cycle Parking | Provision of extra cycle parking at various locations to meet the large increase in demand brought about by increasing cyclist numbers across the city. |
| Galtymore Road Bus Stop Upgrade | Improvement of a busy bus stop in Drimnagh to make boarding and alighting easier and quicker. |

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| Survey machine for existing cycle network | Machine will enable DCC to efficiently survey the cycle network, identifying cycle lanes and tracks for repair, at the end of their life or in need of design improvements. Part of planned approach towards improved asset management. |
| Tolka Valley Park cycle project | Completion of construction of a cycle route through Tolka Valley Park from Ashtown Road to Finglas Road, serving local residential areas. This scheme will function as a commuter route as well as a leisure route. |
| ITS - Expansion of SCATS Licences | Additional licences needed to meet demand |
| ITS - Link from DCC Control Centre to Dublin Bus Broadstone | Will improve communications links |
| Directional Signage Improvements | Signs will improve way finding for motorists, helping to reduce the amount of confusion, late lane changing and U-turns on the routes involved. Directions to urban villages will be included. |
| Orbital route signage review and upgrading | Signs will improve way finding for motorists, helping to reduce the amount of confusion, late lane changing and U-turns on the routes involved. This scheme is specific to the inner and outer orbital routes in the City Council Area and will incorporate new orbital route locations such as Samuel Beckett Bridge. |
| Mobility Impaired and Disabled (MID) works at 'Equipment Only' Sites | Part of a programme to upgrade junctions and crossing points for Mobility Impaired and Disabled People. |
| Mobility Impaired and Disabled (MID) works at isolated crossing points | Part of a programme to upgrade junctions and crossing points for Mobility Impaired and Disabled People. |
| Mobility Impaired and Disabled (MID) works and general pedestrian improvements at junction of Fenian Street and Holles Street | MID upgrade and provision of pedestrian crossings on all arms of the junction |
| Mobility Impaired and Disabled (MID) works and general pedestrian improvements at junction of Tara Street and Townsend Street | MID upgrade and provision of new pedestrian crossing the eastern arm of the junction |
| Mobility Impaired and Disabled (MID) works and general pedestrian improvements at junction of Haddington Road and Northumberland Road | MID upgrade and provision of new pedestrian crossing the western arm of the junction. Ducting for crossings of the other remaining 2 arms will be put in place also. |
| 30KM/H Zone Entry Treatments | Entry treatments to low speed zone to raise awareness and help to reduce speeds. |
| Castle Street | Design and consultation work for pedestrianisation of Castle Street (entrance to Dublin Castle) |
| Finglas Village Improvements | Design and consultation work to improve 5 arm junction and look at signal strategy to improve east west movement in Finglas |
| Antique Granite - Historic City Surfaces and Modern Intervention Policy | Dublin City Council to carry out a study to establish agreed methodologies for the treatment of existing stock of granite and heritage paving and structures on city streets. |
| Hole In The Wall Road Roundabout - Design Development for junction scheme | Review options / develop design in collaboration |
| Radar Speed Signs | Mobile radar speed signs for use in the 30km/h zone in the city. |
| Palace Street Pedestrian Scheme | Palace Street is the main entrance to Dublin Castle from Dame Street (adjacent to City Hall). This project provides for the pedestrianisation of Palace Street and upgrade of pedestrian facilities along this busy commuter and tourist route. |
| Fade Street Pedestrian Scheme | Expansion and improvement of pedestrian space along Fade Street. Part of City Centre cell - Grafton- George's Street. |
| Luas Red Line Yellow Box Renewals | Renewal of yellow box markings at 25 junctions in the DCC area as requested by RPA. |
| Renewal of road markings on bus lane routes | Renewal of end of life markings at 13 locations to protect investment in bus infrastructure |
| Blackhall Place Bus Lane | Outbound bus lane extension at Pinch Point from Hendricks Street junction to Benburb Street junction. Scheme also includes new road lining, anti-skid surfacing, LED signal heads, road resurfacing and bus stop upgrades. |
| Mobility Impaired and Disabled (MID) works and general pedestrian improvements at junction of Parnell Street and Summerhill | Provision of MID compatible new pedestrian crossings across the eastern and northern arms of the junction and MID upgrade of other arms. Removal of left slip on northern arm and possibly on western arm. |
| Mobility Impaired and Disabled (MID) works and general pedestrian & cyclist improvements at Coolock Lane / N1 interchange. | Poor pedestrian and cycling facilities exist along the east-west desire line at Coolock Interchange. A study is proposed to identify options for improvements to the situation. |
| Mobility Impaired and Disabled (MID) works | Provision of MID compatible new pedestrian crossings across all |

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| and general pedestrian improvements at junction of South Lotts Road and Haddington Road | arms of this junction (none only one exists). Removal of left slip and associated island to benefit pedestrians and cyclists. |
| Mobility Impaired and Disabled (MID) works and general pedestrian improvements at junction of South Circular Road and Emmet Road | Provision of MID compatible new pedestrian crossings across all arms of this junction (none currently exist). |
| Mobility Impaired & Disabled (MID) works and general pedestrian improvements at junction of Lansdowne Road & Shelbourne Road | Provision of MID compatible new pedestrian crossings across three arms of this junction to complete the wraparound (only one crossing currently exists). |
| Royal Canal Premium Cycle Route - Newcomen Bridge Link | Pedestrian and cycle link from proposed Royal Canal Cycle Route to Newcomen Bridge / North Strand road radial route. |
| Grand Canal Premium Cycle Route - Blackhorse to Portobello | This section of the overall Grand Canal Premium route would link to the new infrastructure from the west at Blackhorse and from the East at Portobello, providing a continuous route along the Grand Canal in the DCC administrative area, and on through the SDCC area |
| Mobility Impaired and Disabled (MID) works and general pedestrian improvements at junction of Harmonstown Road and Springdale Road | Provision of MID compatible new pedestrian crossings across three arms of this junction to provide a complete wraparound (this involves converting the junction from priority control to signal control). |
| Mobility Impaired and Disabled (MID) works and general pedestrian improvements at junction of Cedarbrook Avenue and Barnville Walk | Provision of MID compatible new pedestrian crossings across three arms of this junction to provide a complete wraparound (this involves converting the junction from priority control to signal control). |
| Leonard's Corner Ducting | Advance Works at Junction - Ducting for new signals |
| Wayfinding Project | |
| Dart Underground Property Planning Compensation Award | Dart Underground Property Planning Compensation Award |
| Topographical Surveys | |
| DCC AVL / SCATS | |
| Cycle Training | |
| QBC road markings | |
| MID previous | |
| Contractual Commitments 2010 | Reg Traffic Management , Cycle Parking in Schools , Parking Guidance System, |
| Contractual Commitments 2010 | Blackrock QBC in DCC, |
| Contractual Commitments 2010 | Ballymun QBC enhancements |
| Contractual Commitments 2010 | Santry Ave Coolock, |
| Contractual Commitments 2010 | South Clondalkin QBC, |
| Contractual Commitments 2010 | Malahide QBC, |
| Contractual Commitments 2010 | Blanchardstown QBC |
| Anna Livia Phase 1 | |
| Morehampton Road | |
| Pearse Street | |
| Swords QBC Collins Ave to Iveragh | |
| Howth Road Sybill Hill | |
| North wall Memorial | |
| Greenhills Walkinstown | |
| Install Audio device | |
| Navan QBC Traffic Signals | |
| Phoenix Park Traffic Analysis | Analyse before and after data around closure of Chesterfield Avenue |