



**NTA Sustainable Transport Measures Grants  
Final Outturn Report 2014**



Údarás  
**Náisiúnta** Iompair  
National Transport Authority

# **NTA Sustainable Transport Measures Grants**

## **Final Outturn Report 2014**

### **Background to Grant Programme**

#### **Financial Outturn**

*Initial Funding 2014*

*Financial Outturn 2014*

*Contractual commitments carried into 2015*

*Breakdown by Scheme Type*

*Breakdown by Scale of Project*

*Breakdown by County*

#### **NTA Administration**

*Multi-annual funding and 5 Year Investment Frameworks*

*Projecting Reporting System (PRS)*

*Project Management Guidelines*

*Cycle Network Projects*

#### **Appendix A - Programme Metrics**

#### **Appendix B – Selection of Case Studies from the 2014 Programme**

#### **Appendix C – List of Projects**

## **Background to Grant Programme:**

As part of its remit to support the delivery of an integrated transport system, the Authority operates a Sustainable Transport Measures Grants (STMG) programme (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.

The STMG Programme emphasis is on improving the transport offer to those choosing alternatives to the private car. The funding has become an important driver of change within the Greater Dublin Area. With the collaboration of local authorities, and with support for the project through public consultation, the programme is delivering significant infrastructural change, including

- Bridges;
- Cycle Corridors;
- Significant junctions and roundabouts;
- Bus infrastructure improvements; and
- City Centre Traffic Management changes

The STMG programme continues to fund important local projects supporting permeability, safety, access to schools and public transport.

## **Financial Outturn:**

### **2014 funding envelope**

The Authority provided funding of **€30.53M** in 2014 to the various projects in the STMG programme. This compares with project funding of €32.72M in 2013.

The STMG programme has supported 201 projects in 2014, compared with 279 in 2013. However, the average project funding rose from just over €117,000 to almost €152,000 per scheme, indicating that the number of minor projects funded by the Authority fell.

The 2013 STMG Programme was independently audited in 2014, and received a satisfactory opinion.

### **Contractual commitments 2014**

The introduction of multi-annual funding has allowed the NTA to commit to funding larger projects over a number of years. Under the Project Management Guidelines, where possible, these projects have been broken into discrete phases (design only, construction only, etc.), which has helped distribute funding costs into specific calendar years.

The multi-annual nature of the programme is now well-established, with 63 projects being carried forward from 2014 into 2015.

### Breakdown by scheme type

The Authority has divided its Sustainable Transport Measures Grants into five broad sub-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 effectiveness of traffic movement in balance with other modes 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.).

#### Notes:

- Walking and cycling projects attracted the largest share of the overall funding allocation in 2014.
- In large part due to the on-going Luas Cross City works, both Traffic Management schemes and Bus schemes drew significant shares of the overall funding package in 2014.
- While the percentage for Safety schemes is comparatively low, it should be noted that the Principles of Sustainable Safety inform the design of all schemes within the programme.

Total	Bus	Walking / Cycling	Traffic Management	Safety	Other
€30.53M	€6.7M	€15.69M	€6.91M	€0.63M	€0.6M
100%	21.94%	51.39%	22.63%	2.06%	1.97%

Table 1 Financial Outturn by scheme type 2014

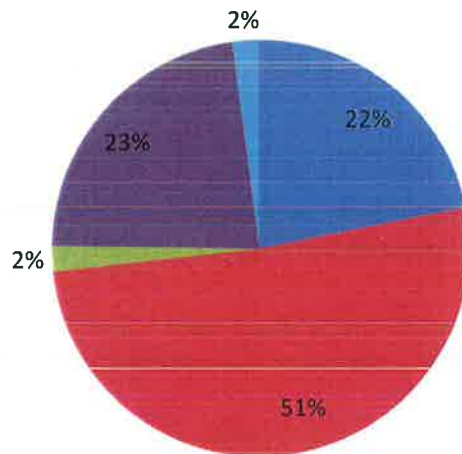
Total	Bus	Walking / Cycling	Traffic Management	Safety	Other
€32.72M	€5.04M	€17.49M	€8.79M	€0.1M	€1.3M
100%	15.4%	53.5%	26.9%	0.3%	4.0%

Table 2 Financial Outturn by scheme type 2013



## Financial Outturn by Scheme Type 2014 (€30.53m)

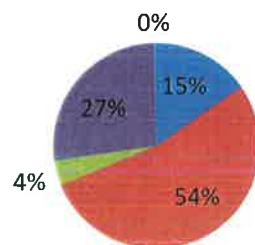
■ Bus ■ Walking / Cycling ■ Other ■ Traffic Management ■ Safety



For comparison:

## Financial Outturn by Scheme Type 2013 (€32.72m)

■ Bus ■ Walking / Cycling ■ Other ■ Traffic Management ■ Safety



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.

Project Value	Under €500,000	between €0.5 million and €5 million	over €5 million
<b>No. of projects</b>	186	15	0

Table 4 2014 Breakdown by scale of project finance

For comparison:

Project Value	Under €500,000	between €0.5 million and €5 million	over €5 million
<b>No. of projects</b>	259	18	2

Table 5 2013 Breakdown by scale of project finance

### Breakdown by County

The funding is concentrated within the urban areas of the GDA, where there is greater opportunity to present effective transport alternatives to the population. The funding levels generally reflect the population and employment distribution within the Greater Dublin Area.

The significant investment in Dublin City Council schemes benefits both the residents of the area and the commuters travelling from the various other Local Authorities. The delivery in the other Local Authorities is broadly in line with the 5 year frameworks (see p.10, below) both in terms of the type of projects being chosen and the scale of the delivery.

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

County	Dublin City Council (DCC)	Dun Laoghaire Rathdown County Council (DLRCC)	Fingal County Council (FCC)	Kildare County Council (KCC)	Meath County Council (MCC)	South Dublin County Council (SDCC)	Wicklow County Council (WCC)
<b>Financial Outturn</b>	€14.83M	€2.62M	€3.19M	€1.5M	€2.19M	€4.23M	€1.97M
<b>100%</b>	48.58%	8.58%	10.45%	4.91%	7.17%	13.92%	6.45%

Table 7 2014 Financial Outturn breakdown by County<sup>1</sup>

For comparison:

County	Dublin City Council (DCC)	Dun Laoghaire Rathdown County Council (DLRCC)	Fingal County Council (FCC)	Kildare County Council (KCC)	Meath County Council (MCC)	South Dublin County Council (SDCC)	Wicklow County Council (WCC)
<b>Financial Outturn</b>	€18.31M	€3.2M	€2.92M	€0.56M	€2.35M	€3.27M	€2.1M
<b>100%</b>	56%	10%	9%	2%	7%	10%	6%

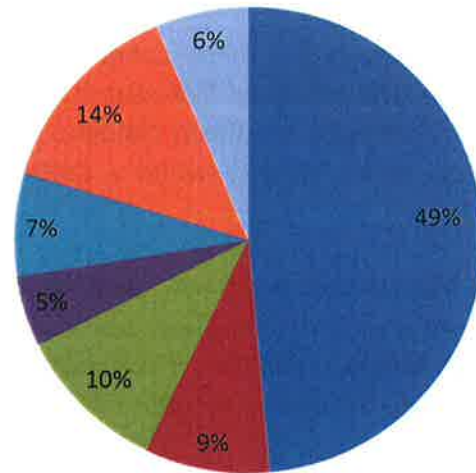
Table 8 2013 Financial Outturn breakdown by County

<sup>1</sup> **Note:** In 2014, in addition to funding of local authorities, the Authority provided a small amount of funding (€599) directly to Waterways Ireland for its role in co-ordinating an Ecological Study covering the Royal Canal corridor.



## Financial Outturn by County 2014

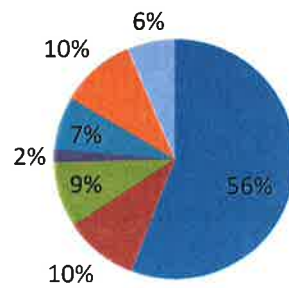
■ DCC ■ DLRC ■ FCC ■ KCC ■ MCC ■ SDCC ■ WCC



For comparison:

## Financial Outturn by County 2013

■ DCC ■ DLRC ■ FCC ■ KCC ■ MCC ■ SDCC ■ WCC



## **NTA Administration:**

### **Multi-annual funding and 5 Year Investment Frameworks**

In keeping with the national approach of planning expenditure on a multi-year basis for greater efficiency and effectiveness, the Authority has moved away from calendar-year-focused projects, towards a multi-annual programme. This move to multi-annual planning has helped to reduce the historic pressure on funding provision that frequently occurs at year end.

Multi-annual funding has also provided a more coherent basis on which to plan and implement projects. In 2012 the NTA produced five-year investment frameworks with Local Authorities. These frameworks continued to inform dialogue with the Local Authorities and guide the selection of projects to be funded within a particular year, under the STMG programme.

These five-year investment frameworks are 'live' documents that will be revised and updated as required, as new projects are identified, objectives are refined and particular priorities become evident. Accordingly, while they do provide an overall guiding framework, they are intended to be sufficiently flexible to accommodate developments and changes as they arise in each county.

### **Project Reporting System (PRS)**

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

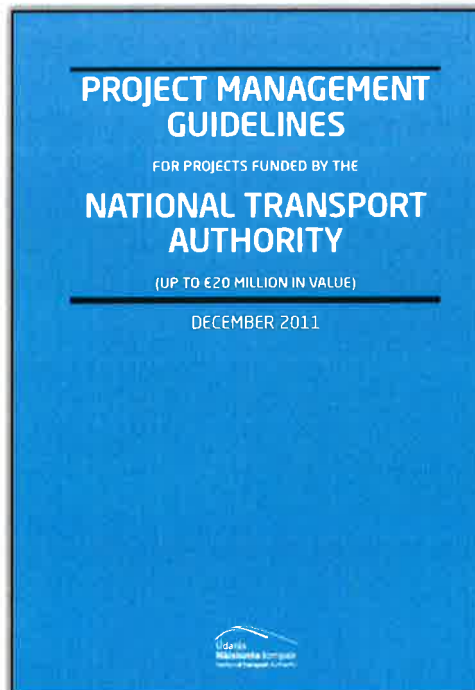
The PRS processed all Authority payments for the 2014 funding year. This system streamlined the administration of the grants to the benefit of both those claiming funding and to the Authority itself.

Minor improvements to the system, arising from a 2013 internal audit carried out by RSM McClure, were implemented in 2014 to enhance the operation of the system.

In 2014, an Authority-wide review of the PRS was undertaken. The STMG team provided input into this review and it is proposed to revise the system and broaden its scope in 2015, arising from feedback from users since its implementation.

### Project Management Guidelines

In December 2011, the Authority introduced Project Management Guidelines for projects funded by the Authority. These Guidelines provide a framework for, and a phased approach to, the development, management and delivery of transport projects of all types funded by the National Transport Authority up to a capital value of €20 million.

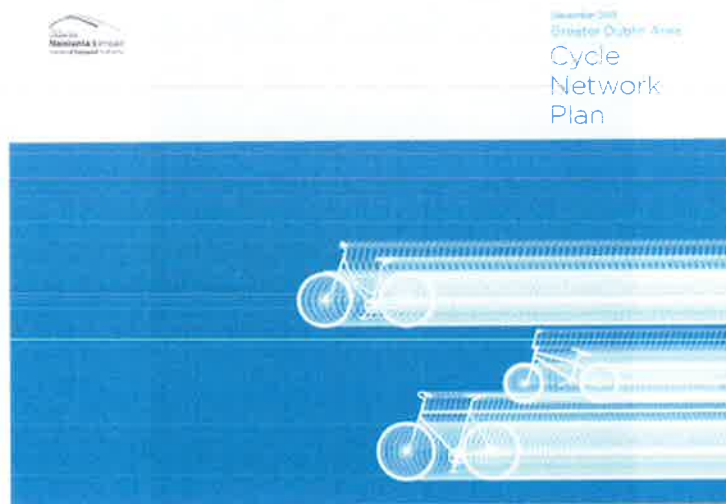


The Guidelines have helped to achieve an appropriate consistency of approach across projects undertaken by agencies in receipt of grants, and to provide the Authority with the degree of transparency and certainty that is appropriate for a Sanctioning Authority accountable for decisions involving agencies'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

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

## Cycle Network Projects

In December 2013, the Authority published a *Cycle Network Plan for the Greater Dublin Area*. This plan provides a framework for investment in significant cycle infrastructure projects across the region, both within individual counties and across administrative boundaries.



The STMG Programme is now the primary source of funding for the delivery of priority routes within that cycle network. In 2014, a number of regional strategic cycle routes were progressed by the Authority with the involvement of multiple local authorities. These included:

- **Royal Canal Greenway**  
This project is a key element of the Dublin-Galway National Cycle Route, running through Dublin City, Fingal County and Kildare County Council areas.
- **Dodder Greenway**  
The development of this route presents a significant opportunity to enhance both commuting and recreational cycling in the region, connecting the south Docklands in Dublin City, via Dun Laoghaire-Rathdown County Council at Milltown, to Tallaght in South Dublin and onwards to Bohernabreena.
- **East Coast Trail (S2S Route) / Rock Road Corridor Study**  
In late 2014 the Authority appointed consultants to carry out an Options Report and Feasibility Study for two routes connecting Dun Laoghaire-Rathdown County to Dublin City along the coast. This project is being led by the Authority and involves the two local authorities as key stakeholders.

## **Appendix A**

### **2014 Programme Metrics Summary**



	Total Number of Projects (Funding drawn down in 2014)	Bus Lanes [new or amended] (M)	Cycle Lane [new or amended] (M)	Footpath (M)	Junctions Treated (No.)	Bus stops Treated (No.)	Toucan Crossing (No.)	Pedestrian crossings (No.)
<b>Dublin City Council</b>	61	885	700	1035	8	8	1	3
<b>Dun Laoghaire Rathdown County Council</b>	18		3900	2700	16	8	3	2
<b>Fingal County Council</b>	17		7820		9	1		6
<b>Kildare County Council</b>	21			1600	1			1
<b>Meath County Council</b>	30		920	1050	4	5		3
<b>South Dublin County Council</b>	22		2137	2137				
<b>Wicklow County Council</b>	31	230	460	1980	13	7		10
<b>Totals</b>	<b>200<sup>2</sup></b>	<b>1,115</b>	<b>15,937</b>	<b>10,502</b>	<b>51</b>	<b>29</b>	<b>4</b>	<b>25</b>

<sup>2</sup> **Note:** This figure excludes the funding provided to Waterways Ireland for the co-ordination of the Royal Canal Ecological Study. A total of 201 projects received STMG funding in 2014.

**Additional relevant metrics:**

**Dublin City Council:**

140m Luas track  
Dublin Bikes: 57 new stations; 2 expanded stations; 950 new bikes  
Directional signage in south city area  
30m indented parking  
Renewal of road markings on 10 No. corridors city-wide

**Dun Laoghaire-Rathdown County Council:**

Carriageway resurfacing  
250 cycle stands

**Fingal County Council:**

Full road construction 460m x 7.5m; 1 No. new roundabout  
School set-down area, traffic calming and realigned kerbs  
New speed table; 1 No. zebra crossing  
1 No. wheelchair-accessible ramp

**Meath County Council:**

Provision of Safety Bollards & Double yellow lines at Park & Ride  
600m of Drainage & Public Lighting  
450m ducting for public lighting  
6 No. junctions signed  
12m Drainage  
2 No 5m Speed Tables; & relevant Traffic Calming Signage

**South Dublin County Council:**

Lighting, landscaping and entry treatments on three completed cycle routes.  
Cycle counters on one cycle route  
2 new bridges on one cycle route

**Wicklow County Council:**

2 No. mini-roundabouts; 2,065 sq.m.surfacing; drainage; public lighting  
540 sq.m. surfacing; public lighting  
20 No. public lighting columns  
Public lighting

# Appendix B

## Case Studies from 2014 Programme

### Dublin City Council:

- Custom House Quay Contra-flow Bus Lane
- Thomas Street and James's Street QBC Enhancement Scheme
- City Centre Traffic Management Changes
- Bus Priority at Traffic Signals using Automatic Vehicle Location Technology
- Rialto Area Improvement Scheme

### Dun Laoghaire-Rathdown County Council:

- Luas (Windy Arbour) to UCD cycle connection
- N11 Pedestrian and Cycling Improvements
- Provision of cycle parking in UCD Belfield

### Fingal County Council:

- Holywell Distributor Road
- Royal Canal towpath (Ashtown to 12<sup>th</sup> Lock)

### Kildare County Council:

- Footpath on Allenwood Road, Prosperous
- Straffan Road/Celbridge Road Junction Improvement

### Meath County Council:

- Linear Park, Trim
- The Boyne Greenway – Phase 1 Drogheda Ramparts to Oldbridge

### South Dublin County Council:

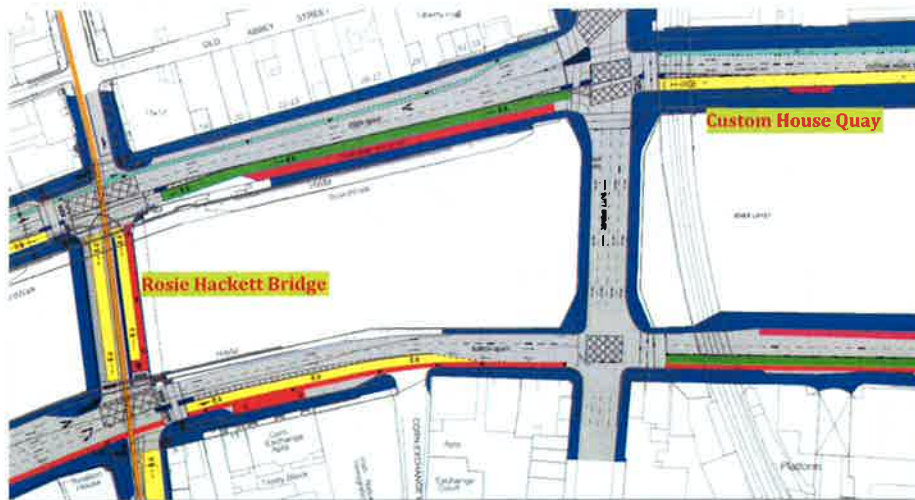
- Dodder Bridges
- Grange Road Permeability Scheme
- Access to Basketball Arena

### Wicklow County Council:

- Junction at Sea Road, Kilcoole
- Port Access Road to Fitzwilliam Square Cycle Route, Wicklow (Phase 1)

**Dublin City Council**  
**Custom House Quay Contra-flow Bus Lane €521,683**

Dublin's Rosie Hackett Bridge was funded by the Authority and opened to buses, cyclists and pedestrians in May 2014 (see 2013 STMG report). A National Transport Authority-funded contra-flow bus lane on Custom House Quay was introduced to take full advantage of this new river crossing.



Dublin Bus routes 14, 15, 27 and 151, plus many Bus Éireann and privately operated buses, are now using the bus lane and bridge, providing them with a bypass of the heavily trafficked Matt Talbot Memorial Bridge and South Quays as far as Hawkins Street. In addition, the contra-flow bus lane also improves accessibility for the Dublin Bikes station adjacent to the Loop Line bridge and for the Custom House itself.



Custom House Quay contra flow bus lane

**Dublin City Council**

**Thomas Street and James's Street QBC Enhancement Scheme    €4,960,086**

Construction on the upgrade of the Thomas Street and James's Street sections of the busy North Clondalkin QBC was completed in 2014. Improvements include increased priority for buses, better cycle facilities, new road surfacing and upgraded footpaths. The scheme forms part of the proposed tourist walking route from Trinity to the Irish National War Memorial Park.



New layout at John's Lane Church

A new bus stop and re-profiled road alignment were constructed near the Church of St Augustine & St John ("John's Lane") replacing an original bus stop that had been decommissioned due to safety concerns.



Cyclist using new facilities at James's Street



**Dublin City Centre Traffic Management Changes:**

- **Westland Row Area/ Lincoln Place / Merrion Street /** €983,080
- **Pearse Street and College Street Area** €117,235
- **Camden Street, Wexford Street and Aungier Street** €207,365

In 2014, construction works for Luas Cross City necessitated rerouting of buses that normally turn left from Dawson Street into Nassau Street. Some buses were rerouted to the Camden Street / South Great George’s Street corridor. Other northbound buses were rerouted to turn right from Dawson Street onto Nassau Street and proceed along Lincoln Place, Westland Row and Pearse Street.

Three schemes were implemented to facilitate the changes to the bus service patterns, as well as providing pedestrian and cycle improvements:

(i) Westland Row Area Traffic Management

Revised layouts to improve bus, cycling and pedestrian facilities were implemented along Leinster Street South, Clare Street, Lincoln Place, Merrion Street and Westland Row.

The bus lane on Clare Street was extended back to the junction with Merrion Square and the bus lane on Westland Row was extended to the stop line approaching Pearse Street. Cycle lanes were widened on Westland Row and Merrion Street. The footpath along Lincoln Place was widened and pedestrian crossings were upgraded. A new road surface has delivered improved ride quality for all modes.



Improved layout on Westland Row

(ii) Pearse Street and College Street Area Traffic Management

Due to the increased volume of buses using Pearse Street westbound, and the associated new bus stops, a double-width bus lane was introduced to provide capacity and reduce delay for buses. New bus stops and Real Time Passenger Information boards have been installed along Pearse Street.



Pearse Street Double-width Bus Lane

(iii) Camden Street, Wexford Street and Aungier Street Area Traffic Management

A contra-flow bus and cycle lane was installed connecting Camden Street directly to Richmond Street South. This shortcut eliminated the need for Rathmines-bound buses and cyclists to use the longer and more arduous 'gyratory' traffic route that runs along Charlotte Way, Harcourt Street and Harcourt Road.



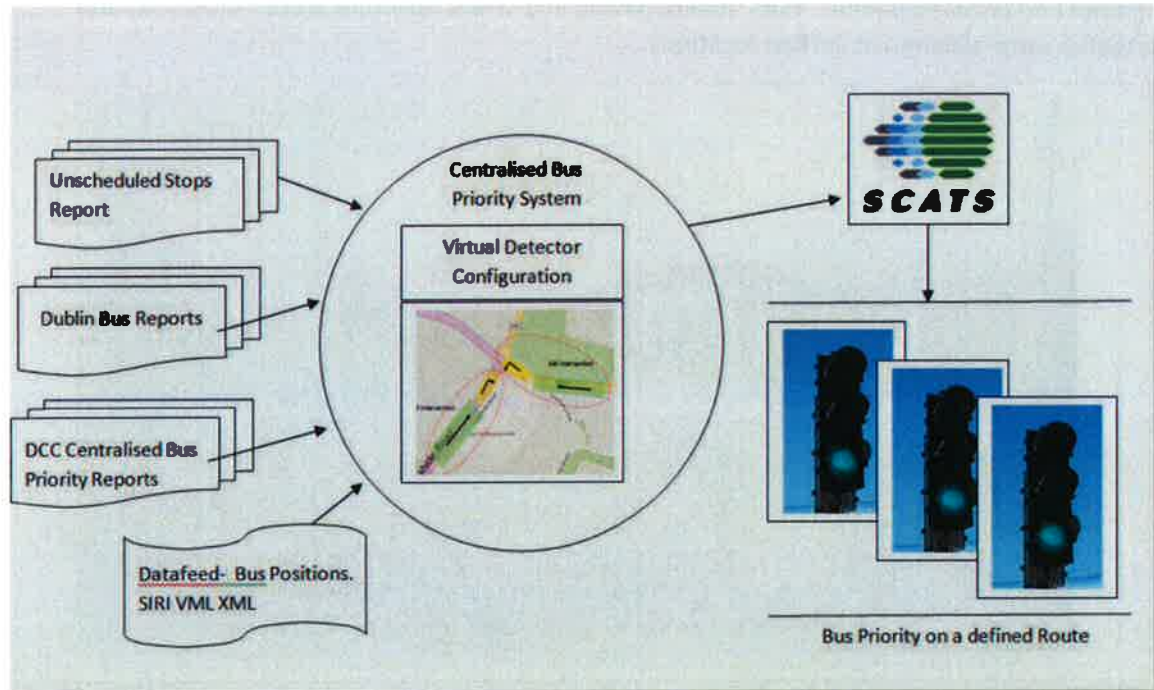
Contra flow Bus and Cycle Lane at Richmond Street South

Additional bus stops and Real Time Passenger Information boards have been installed on the alignment.

**Dublin City Council**  
**Bus Priority at Traffic Signals using Automatic Vehicle Location (AVL) Technology**  
**€200,000 Allocation**

Dublin City Council, in collaboration with Dublin Bus and the Authority, is rolling out a system for providing priority for buses via traffic signal settings.

Schematic Diagram for AVL Bus Priority at Traffic Signals



A ranked list of areas where buses are experiencing delays has been produced through analysis of GPS tracking data from the Dublin Bus fleet. Where appropriate, bus priority is then being provided using traffic signals.

Interventions that were implemented in 2014 include

- North Strand Road at the 'Five Lamps' Junction
- Terenure Road West, where no bus lanes exist - buses are saving up to 4 minutes approaching this junction



## Dublin City Council

### Rialto Area Improvement Scheme (50% co-fund) €444,774

The National Transport Authority and Dublin City Council co-funded the Rialto Area Improvement Scheme, which delivered a cycle-friendly roundabout, improved pedestrian and cycling environment, new bus stops, carriageway resurfacing and improvements to the public realm in Rialto.

As part of the scheme, the South Circular Road / Herberton Road Roundabout was redesigned in accordance with the National Cycle Manual. New cycle lanes were introduced along the South Circular Road. A signalised pedestrian crossing was upgraded to the latest standards for mobility-impaired and disabled people. High quality paving and street furniture were introduced and footpaths were widened at certain locations.



South Circular Road Eastern approach to Rialto Roundabout (after)



Cyclist using shared space on new roundabout

**Dun Laoghaire-Rathdown County Council**  
**Luas (Windy Arbour Station) to UCD cycle connection €429,688**

This scheme involved the design and construction of a cycle link from UCD Belfield to the Luas Station at Windy Arbour. Works included junction modifications at Bird Avenue/Clonskeagh Road, a contra-flow section of cycle track on St Columbanus Road and wayfinding signage on the residential streets along the route.

The Scheme provides a high quality cycle route between the Luas Green Line and both UCD and the wider residential area. Windy Arbour station is also an important crossing point on the Luas line in the local area; the route facilitates students and staff living in the area who want to cycle to and from the college.



Clonskeagh Road Cycle track



St Columbanus Avenue (outside school)



**Dun Laoghaire-Rathdown County Council**  
**N11 Pedestrian and Cycling Improvements at UCD Flyover c.€300,000**

The location experiences significant pedestrian traffic from UCD to the (outbound) bus stops. The corridor has a number of busy cycle routes including inbound and outbound cycle tracks adjacent to the N11 and a contra flow cycle lane adjoining the Old Stillorgan Road.

The junction between the Old Stillorgan Road and the N11 was a wide junction with many potential conflict points between cyclists, pedestrians and vehicular traffic. Junction legibility was poor.



The final project included:

- An upgrade of the cycle facilities on the Stillorgan Road Flyover at UCD;
- Quality of Service improvements to both inbound and outbound N11 cycle tracks;
- Improvements to the pedestrian route from UCD to the Montrose bus stop ;
- An upgrade of the passenger area around the bus stop ;
- The construction of a cycle friendly roundabout at the junction of the Old Stillorgan Road and Woodbine Road; and
- Alterations to the design of the contra-flow cycle lane to reduce potential conflict between cyclists and also between cyclists and pedestrians.



**Dun Laoghaire-Rathdown County Council  
Provision of Cycle Parking in UCD Belfield €39,210 (2014)**

Results from a UCD Commuter Survey revealed that cycle parking within the Belfield campus was inadequate, with too few bike stands in areas of need, and much of the existing cycle parking of poor quality.

In 2014, the Authority gave an allocation to Dun Laoghaire-Rathdown County Council for the procurement and supply of 250 new stainless steel 'Sheffield stands', which was the final phase in a three-year programme of cycle parking upgrades across the campus.

New cycle stands were installed at various locations, and existing wheel lock and ladder stands were replaced with stainless steel stands elsewhere.



Main Library



Engineering Lakeside



Main Restaurant

The new stands encourage a greater number of students and staff to cycle rather than drive and provide high quality cycle parking distributed across the campus at a range of key destinations.

**Fingal County Council**  
**Holywell Distributor Road €1,368,910 (in years 2014 & 2015)**

The Holywell area of Fingal County, south of Swords village and to the west of the M1 motorway, developed in a number of phases from the mid-2000s onwards. The planned layout of the area included a proposed distributor road around its perimeter, a section of which was never constructed.

Fingal County Council applied to the Authority in 2012 for funding to construct the missing link in the road network and for associated improvements to the local roads from which through-traffic would be removed, with the aim of providing a safe and attractive environment in the village centre. The land costs were borne by Fingal County Council. The “missing link” road, featuring cycle facilities and footpaths, opened in August 2014.



Approach to new roundabout from the east



Tie-in to existing roundabout with new cycle tracks



New pedestrian crossing on traffic calmed village street



## Fingal County Council

### Royal Canal towpath (Ashtown to 12<sup>th</sup> Lock)

€1,503,831 (€1,458,822 in 2014)

The Department of Transport, Tourism and Sport awarded funding of €600,000 in 2012 to upgrade a section of the towpath between the Fingal-Dublin City boundary at Ashtown and Castleknock. In early 2013, the Council revised the scope of the scheme to terminate at the 12<sup>th</sup> Lock (east of Castleknock Station).

Following development of the design and more detailed cost estimation, the Authority approved additional funding to complete the scheme. Construction began in October 2013 and was completed in June 2014. The scheme was launched by Ministers Leo Varadkar and Joan Burton in June 2014.

The route is traffic-free along its entire length, including an important crossing of the M50 via the towpath on the aqueduct at Junction 6. The link is 2.6km long, and currently carries both commuter and leisure cyclists in addition to a high volume of pedestrians. It forms part of the Galway to Dublin national cycle route.



Canal towpath, facing west, showing 18<sup>th</sup> century bridge.



Canal towpath, facing east, showing N3-M50 junction overhead.

**Kildare County Council**

**Footpath on Allenwood Road, Prosperous**

**€52,810**

The Scheme involved construction of approximately 260m of new footpath and public lighting facilities, in the vicinity of a school, in order to assist vulnerable road users.

The new section of footpath allows safe access for pedestrians walking between the town centre, the Retail Park and the “Little Scholars” Playschool.



Allenwood Road (before)



Allenwood Road (after)



Allenwood Road (before)



Allenwood Road (after)



**Kildare County Council**

**Straffan Road/Celbridge Road Junction Improvement      €312,763**

The Scheme involved the upgrade and refurbishment of the Straffan Road-Celbridge Road Junction in Maynooth for vulnerable road users. A key safety enhancement for pedestrians and cyclists was the removal of a relatively high-speed left slip lane (southbound) from the junction.

There were serious concerns regarding the electrical safety of the traffic signal equipment. New LED signal heads and Extra Low Voltage Cabling was installed in the new junction, which is a safer and more energy-efficient method of distributing electricity through the cabling network.



Straffan Road-Celbridge Road junction (before)



Straffan Road-Celbridge Road junction (after)

**Meath County Council**  
**Linear Park, Trim    €106,821**

The scheme involved the upgrade and improvement of an existing pedestrian permeability scheme in Trim from large residential areas (Elder Grove and Avondale) to the centre of the town.

The scheme caters for both walking and cycling and provides a safe and legible route that increases connectivity and permeability. The link reduces distances to a range of destinations making walking and cycling more appealing.



Before



After



Widened and resurfaced path for walking and cycling



Widened and resurfaced path with cycle-friendly ramp

**Meath County Council**

**The Boyne Greenway – Phase 1 Drogheda Ramparts to Oldbridge €515,710**

The Boyne Greenway aims to provide a recreational cycling and walking route along the River Boyne between Drogheda and Newgrange, with a longer term objective to extend the route to Navan, Trim and finally connecting with the Dublin to Galway corridor at Enfield. When complete, the full route will provide a cycling and walking link connecting a number of important heritage sites including Newgrange, Trim Castle, Hill of Tara, Slane and Drogheda town. The scheme also complements the Drogheda-Navan Boyne Navigation project, and is now included in the “Ancient East” tourist initiative by Fáilte Ireland.

Phase 1 (Drogheda Ramparts to Oldcastle Estate) is a 1.6Km premium cycle and pedestrian facility which opened in 2014. The scheme has a significant boardwalk element, providing an attractive facility for users to enjoy the river environment. Local traffic management included for shuttle-working of the adjacent road.

The NTA funded this scheme together with funding from the Department of Transport, Tourism and Sport.



Minister for Transport, Tourism and Sport, Alan Kelly T.D., at the opening of Phase one of the Boyneside Trail



**South Dublin County Council**  
**Dodder Bridges**      **€1,833,828**

As part of primary orbital cycle route S05 and the Dodder Greenway in the Greater Dublin Cycle network, South Dublin County Council developed a new route to cater for pedestrians and cyclists across the River Dodder and through the Dodder Valley, connecting Firhouse (pop. 11,648) and Old Bawn (pop. 4,903).

Prior to its implementation, the two residential areas either side of the Dodder were completely severed from each other and the lack of a direct connection resulted in a walking distance of over 4km. Following completion of the route, which consists of an upgraded shared use path and two new bridges, the walking time between the two areas has now been reduced by 25 minutes.

The bridges and cycle route linkage opened in November 2014, and are already very well used. The bridges provide Old Bawn with access to new bus services on the Firhouse Road QBC.



Location of bridges



**South Dublin County Council  
Grange Road Permeability Scheme**

**€628,286**

This new greenway is part of the primary orbital cycle route S05 and connects South Dublin County Council and Dun Laoghaire Rathdown County Council by means of an off road link 600 metres long.

The link is one of a number of new permeability projects completed by South Dublin County Council in recent years that provide safe, attractive and direct routes for walking and cycling between residential areas and local services and educational destinations, while also catering for longer-distance cycling.

Shortly after opening, the link was already attracting an average of cyclists 135 per day; (prior to its construction the route attracted just 23 pedestrians and no cyclists). Cycle counters, lighting, landscaping and entry treatments were included.



Site location



Pupils from nearby St Marys Boys' School at the launch.



**South Dublin County Council**  
**Access to Basketball Arena €539,064**

The National Basketball Arena access road had no footpaths or cycle facilities, and the road surface had become dangerous for the many coaches and other traffic visiting the centre.

This project included for the provision of facilities for pedestrians and cyclists, road improvements, public lighting and improved drainage. A route through Tymon Park was included in the Authority's Greater Dublin Area Cycle Network Plan and represents a key element in the local cycling network.

The benefits of the project include improved access to the National Basketball Arena for all users, enhanced permeability to and through the park and a safer route for pedestrians, cyclists and buses and coaches.



Original entrance- no footpaths, cycle facilities or lighting



New entrance with dedicated pedestrian-cycle access.

**Wicklow County Council  
Junction at Sea Road, Kilcoole**

**€198,561**

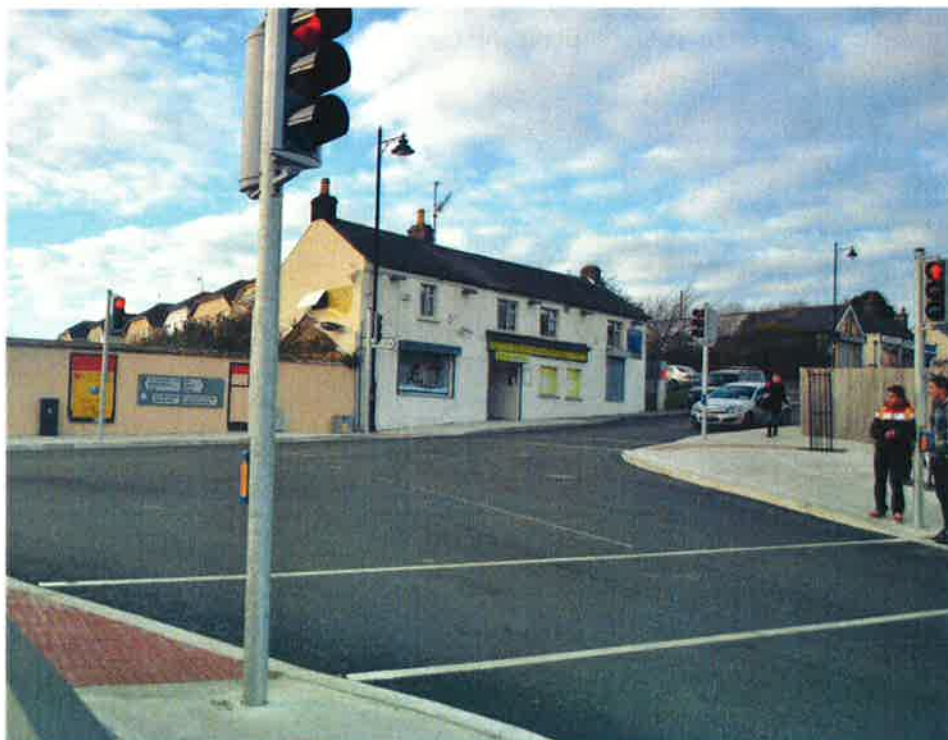
This scheme provides improvements to the junction of Sea Road and Main Street, Kilcoole. The project improves pedestrian access at the junction and assists with traffic calming.

Before:



The existing arrangement of a mini roundabout facilitated inappropriate traffic speeds and did not provide safe pedestrian crossing points. In particular, traffic had no regard for the junction as a roundabout.

After:



The mini-roundabout has been replaced with a fully signalised junction. Footpaths have also been built out to provide additional space for pedestrians. Traffic lane widths have been reduced.

The scheme reduces the number of conflict points between vehicular traffic and cyclists, and provides significantly enhanced legibility for all users, thus making the road safer for all modes.



## Wicklow County Council

### Port Access Road to Fitzwilliam Square Cycle Route, Wicklow (Phase 1) €266,452

The Wicklow Port Access Road was completed in 2010 as part of a scheme to reduce the number of heavy goods vehicles within the centre of Wicklow Town. The road was completed with 3m wide cycle tracks on each side of the road.

The new facility, opened in 2014, provides an extension of the cycle tracks from the Port Access Road southwards, leading to an existing coastal promenade.



Port Access Road (pink) and Cycle Route Phase 1 (red)



New cycle route, looking south

## **Appendix C**

### **List of Projects**

<b>Dublin City Council</b>		
Marlborough St Bridge - Gordon Rowland	4,243,542	
Tolka Valley Cycle Project (Closeout of Substantially Completed Scheme)	281,683	
Fade Street Pedestrian Scheme - Closeout	8,252	
Hole in the Wall Road Improvements	22,294	
Royal Canal Premium Cycle Route Phase 2 - Sheriff Street to North Strand Road	21,618	
Newcomen Bridge Cycle Project (Widening)	96,195	
Royal Canal Premium Cycle Route Phase 3 - North Strand Road to Phibsborough Road	64,917	
Liffey Cycle Route	70,643	
S2S Cycle/Walkway Scheme - Bull Road to Causeway Road	119,020	
Expansion of dublinbikes scheme	600,000	
Drimnagh Smarter Travel Plan	-284	
Finglas Village Improvements	33,683	
IFSC Plan Implementation	4,674	
The Point Junction Improvement Scheme	6,979	
Swords Road Phase 1 (Cat & Cage)	824,793	
Swords Road QBC Updgrade Phases 2&3	316,595	
Grand Canal Premium Cycle Route – Blackhorse to Portobello	50,656	
Heuston to Chapelizod Greenway	30,634	
Directional Signage Improvements	100,000	
Carriageway Reconstruction and Overlay Project for Buses and Cyclists 2012 - Package 5a	4,994	
Thomas Street / James' Street QBC	3,813,660	
Ranelagh Village Improvements - Crossing of Chelmsford Road	16,334	
Clontarf to City Centre Cycle Scheme	25,660	
Donnybrook Church Junction - Improvement for all modes	15,535	
Dodder cyclist and pedestrian improvements - Eoghan Madden	14,414	
MID /Pedestrian Improvements - Parnell Sq. /Granby Row	5,066	
City Centre High Density Cycle Parking Strategy	60,603	
North Fringe Pedestrian and Cycle Links to Clare Hall	31,890	
North Fringe Temporary School Link	2,463	
St. Stephen's Green Area Traffic Management	855,943	
Lincoln Place, Merrion Street and Westland Row Area Traffic Management	250,000	
Pearse Street and College Street Area Traffic Management	110,004	
Camden Street, Wexford Street and Aungier Street Area Traffic Management	194,089	
Carriageway Reconstruction and Overlay Project for Buses and Cyclists 2013 - Package 6a & 5b	44,306	
Wayfinding Project 2013 - Jason Frehill	50,000	
Carriageway Chamber Covers Programme	13,088	
SCATS Licence Expansion to allow for BXD, DAA, BRT	20,645	
Renewal of Road Markings on Bus and Cycle Lanes.	50,490	
Area Traffic Management Improvement Works - Crumlin Children's Hospital Area	32,139	
Bus Priority interventions	542,287	



Royal Canal Cycle and Pedestrian Route - Phibsboro to Ashtown	48,985	
MID/Pedestrian Improvements at Richmond Rd / Ballybough Rd Junction	20,000	
Cycle Parking	-25,977	
MID/Pedestrian Improvements - Station Road Raheny	1,604	
MID/Pedestrian Improvements at Inchicore (Emmet Road/St. Vincents Street West)	41,311	
MID_Pedestrian Improvements - Winetavern Street at Christchurch (in front of The Arch)	14,744	
MID/Pedestrian Improvements - Charlemont Bridge at Canal Road	24,582	
Rialto Area Improvement Scheme	418,463	
Custom House Quay Contra Flow Bus Lane	505,896	
MID/Pedestrian Improvements - Kimmage Road Lower at Mount Argus Park	59,844	
Right Turn Filter Lights Project	1,424	
Strategic Traffic Study	128,297	
Cycle Network Design - Sandyford to City Centre Cycle Scheme (Clonskeagh to City Centre section)	19,938	
North City Centre Area Traffic Management.	12,901	
Carriageway Reconstruction and Overlay Project for Buses and Cyclists - Santry at Omni Park	63,472	
Marlborough Street Bridge Communications Ducting	63,689	
Dolphins Barn Area Improvement Scheme	14,740	
Renewal of Road Markings on Bus and Cycle Lanes 2014	42,473	
Kilmainham Gaol Environs	270,244	
MID New Pedestrian Crossing on Ratoath Road Cabra	38,832	
DPTIM Civil Interventions	15,817	<b>14,830,783</b>
<b>Dun Laoghaire-Rathdown County Council</b>		
UCD cycle parking	39,210	
N11 corridor - improvements for cycling section 1 - Belfield to Stillorgan Park	250,986	
Braemor Road Improvement Scheme	515,893	
UCD to Luas Cycle Connection	272,919	
Brides Glen to Shankill Cycle route and Footpath	3,901	
Pedestrian crossing, Murphystown Luas Station to Aikens Village, Sandyford	4,197	
Pedestrian and Cycle Connection from Balally Luas Station to Dundrum	14,598	
Wyattville Road improvements	41,578	
Frascati Road, Blackrock	999,999	
Cycle Parking at local centres countywide	45,518	
N11-Johnstown Road Junction improvements	31,219	
DLR Public Bike Hire Study	5,976	
Stillorgan Park Cycle Route Improvements	41,802	
New Vale Shankill	153,871	
N11-Stillorgan Park Road to Brewery Road	26,580	
N11-Brewery Road to Foxrock (Whites Cross Works and Galloping Green)	41,192	
N11 to City Centre Cycle Scheme (Foxrock to Loughlinstown)	16,447	
Permeability Schemes	109,703	<b>2,615,589</b>

<b>Fingal County Council</b>		
Donabate Station to Malahide Station	100,000	
Drinan Holywell Pedestrian Cycle Link	26,691	
Holywell Distributor Road	600,000	
Lusk Traffic Scheme	24,617	
Ongar Cycle Network	563,035	
Royal Canal Cycle Route (Ashtown-12th Lock)	1,458,822	
D15 Cycle Route (Blanchardstown to Phoenix Park) (CN1)	65,978	
Toucan crossing, Castlecurragh, Blanchardstown	3,317	
MID/Toucan crossing, Jamestown Road/St Margaret's Road, Finglas	24,998	
Toucan crossing, Applewood, Swords	3,702	
Signalised crossing for Mobility-Impaired/Disabled users and pedestrians, Dublin Street, Balbriggan	5,437	
Swords QBC/BRT Upgrade	80,534	
Porterstown Level Crossing	19,416	
S2S Extension Sutton to Malahide	116,100	
Carrickbrack Road Howth, footpath	45,813	
St Mochta's School footpath and ramp	31,944	
Tara Court, Balbriggan, accessibility ramp	24,153	<b>3,194,557</b>
<b>Kildare County Council</b>		
Maynooth Road, Celbridge - Traffic Management	266,123	
Meadow Road/Academy Street, Kildare Town	102,557	
Sallins Road Corridor, Naas	24,178	
Bus, Main Street, Naas	43,301	
Maynooth Rail Station to NUIM Corridor	312,763	
Dublin Road Corridor, Naas	42,935	
Village Improvements, Johnstown	13,749	
Junction Upgrade, Kill	150,000	
Bridge Study, Celbridge	53,242	
Royal Canal Cycling (Fingal Border to Maynooth)	9,839	
Entrance to Maynooth College from Parson's Street	89,272	
School to village footpath link ,Athgarvan	35,115	
Lakeside Park, Newbridge	60,842	
The Square to the Canal Footpath , Kilcock	19,876	
Robertstown Cycle and Pedestrian Scheme	3,009	
Footpath Caragh Village	59,532	
Footpath at Shanra Castledermot	82,320	
Footpath Facilities Ardclough Rd. Celbridge	64,676	
Footpath, Prosperous	52,810	
Improve Access to Confey School, Leixlip	4,121	
Options for Confey Bridge, Leixlip	14,699	<b>1,504,959</b>
<b>Meath County Council</b>		

Drogheda - Navan -Trim Cycleway	316,000	
Navan: Cantilevered bridge provision for cyclists and pedestrians	19,533	
Mini Park & Rides Various Locations	6,815	
Laytown and Bettystown	5,359	
Navan: Cycle Network Development, Johnstown quarter	119,922	
Scurloughstown Bus Stop	1,861	
Ratoath: Town Centre Junction Improvements (R155 / R125 junction)	12,528	
Summerseat Footpath, Clonee	1,235	
Kilmessan Footpath	1,344	
Footpath & Ped Crossing Carlanstown	2,740	
Footpaths Oldcastle	2,551	
Pedestrian Crossing Nobber	1,268	
Footpath & Ped Crossing Duleek	1,572	
Pedestrian Crossing, Clonee	826	
Footpath & Ped Crossing, Kentstown	1,331	
Ashbourne: Main Street Refurbishment Scheme	1,305,792	
Kiltale Bus Stops	3,476	
East Coast Bus Stops (Donacarney & Mosney Cross)	6,043	
GDA Cycle Network Design, Scheme 1 - Proudstown Road to Trim Road - Navan	8,875	
GDA Cycle Network Design, Scheme 2 -Fairgreen to Johnstown - Navan	8,786	
GDA Cycle Network Design, Scheme 3 - Ratoath Town Network	8,776	
Bus Facilities - Navan	22,919	
Pedestrian Crossing, Duleek	30,000	
Pedestrian Permeability Schemes -Trim	106,821	
Pedestrian Permeability Schemes - Dunboyne	17,373	
Bus Hub - Ratoath	3,938	
Town Centre Improvements - Kells	54,413	
Traffic Calming - Trim	14,965	
Pedestrian Crossing, Summerhill	29,999	
Footpath, Dunderry	72,216	<b>2,189,277</b>
<b>South Dublin County Council</b>		
Nangor Road	51,918	
Tallaght to Templeogue cycle route	142,098	
Dodder Regional cycle route	145,501	
Tallaght to Ballyboden walking and cycling route	218,739	
St Enda's/Grange Road to Loretto Park/Nutgrove Permability Project	447,471	
Willsbrook Road Cycle Facilities, Lucan	246,383	
N81 cycling, walking and bus facilities (N82 to Fortunestown Road)	116,614	
Pedestrian and cycle bridge at Dodder Valley (ref. Tallaght to Ballyboden route)	1,443,195	
Walkinstown Roundabout Trial of proposed interventions	51,723	
Monastery road walking route	116,904	
Clondalkin village	53,921	
Multi-Modal Access to Basketball Arena	500,000	

Revised junctions across N81 at Tallaght	21,191	
Public Bike Hire Scheme, Tallaght	15,702	
Permeability Projects (Programme Development)	17,193	
Permeability Project Mount Bellew Way Lucan	14,384	
Cycle Route Access Gates	29,902	
Sustainable Transport Counters	12,934	
Tallaght to Liffey Valley Cycle Scheme	175,612	
N4 to City Centre Cycle Scheme (Celbridge Road Junction to Palmerstown)	236,353	
Green School cluster works - Ballyboden	115,284	
Sustainable Transport Improvements Newcastle/Hillcrest	59,333	<b>4,232,355</b>
<b>Wicklow County Council</b>		
Bray Main Street Works	353,449	
Glendalough Traffic Control Measures	49,484	
Harbour to Lidl Cycle Route	8,409	
Three Trouts Footpath Improvements	150,000	
Marine Road Cycle Route	749	
Boghall Road Cycle Route	95,773	
Strand Road Cycle Track	104,559	
Delgany: Village vulnerable road user	13,437	
Fitzwilliam Square	23,984	
PAR to Station Pedestrian Access	4,731	
PAR to Fitzwilliam Square Cycle Route	240,000	
Putland Road Cycle Track	2,000	
R772/Wexford Road Cycle Lanes	23,515	
Baltinglass Traffic Management	44,760	
Sea Road Kilcoole	186,181	
Junction Improvements, Glendalough	11,491	
Bray to Greystones Cycle Route	9,443	
Rathdrum Traffic Management	29,471	
Main Street/Vale Road/Wexford Road Junction	35,917	
N81-R410 Junction Blessington	86,446	
Beech Road Footbridge	24,243	
Double Roundabout Junction Killincarrig	290,000	
Pedestrian Crossing Blessington	2,500	
Enniskerry Traffic Plan	11,593	
Blessington-Russborough Footpath	7,000	
Killarney Road Cycle Route (CN1)	22,348	
Rathnew to Wicklow Main Street (CN3)	7,273	
N11 Bus Lane Extension	6,197	
Ashford School Improvements	9,960	
footpath Glenealy School	21,060	
Footpath to GAA Grounds Kilcoole	89,048	<b>1,965,021</b>

<b>Waterways Ireland</b>		
Assistance in Project Mangement and procurement of Environmental Consultants for overall assessment of Royal Canal	599	<b>599</b>
<b>Grand Total</b>		<b>30,533,140</b>



