

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

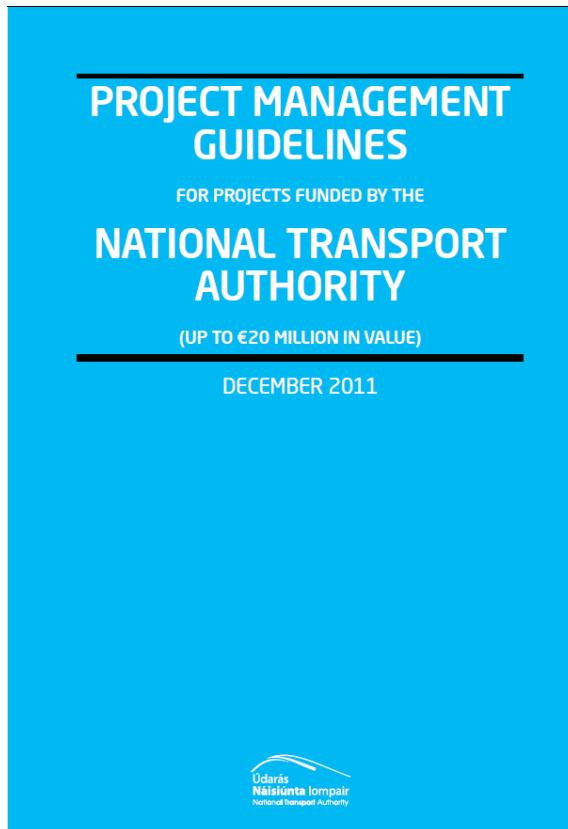
The vast majority of schemes funded by the NTA were started and completed during 2011. The expenditure was severely end-loaded; this resulted in an unsatisfactory and unnecessary pressure to transfer significant amounts of funding between agencies in a tight time period at the end of the year.

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)

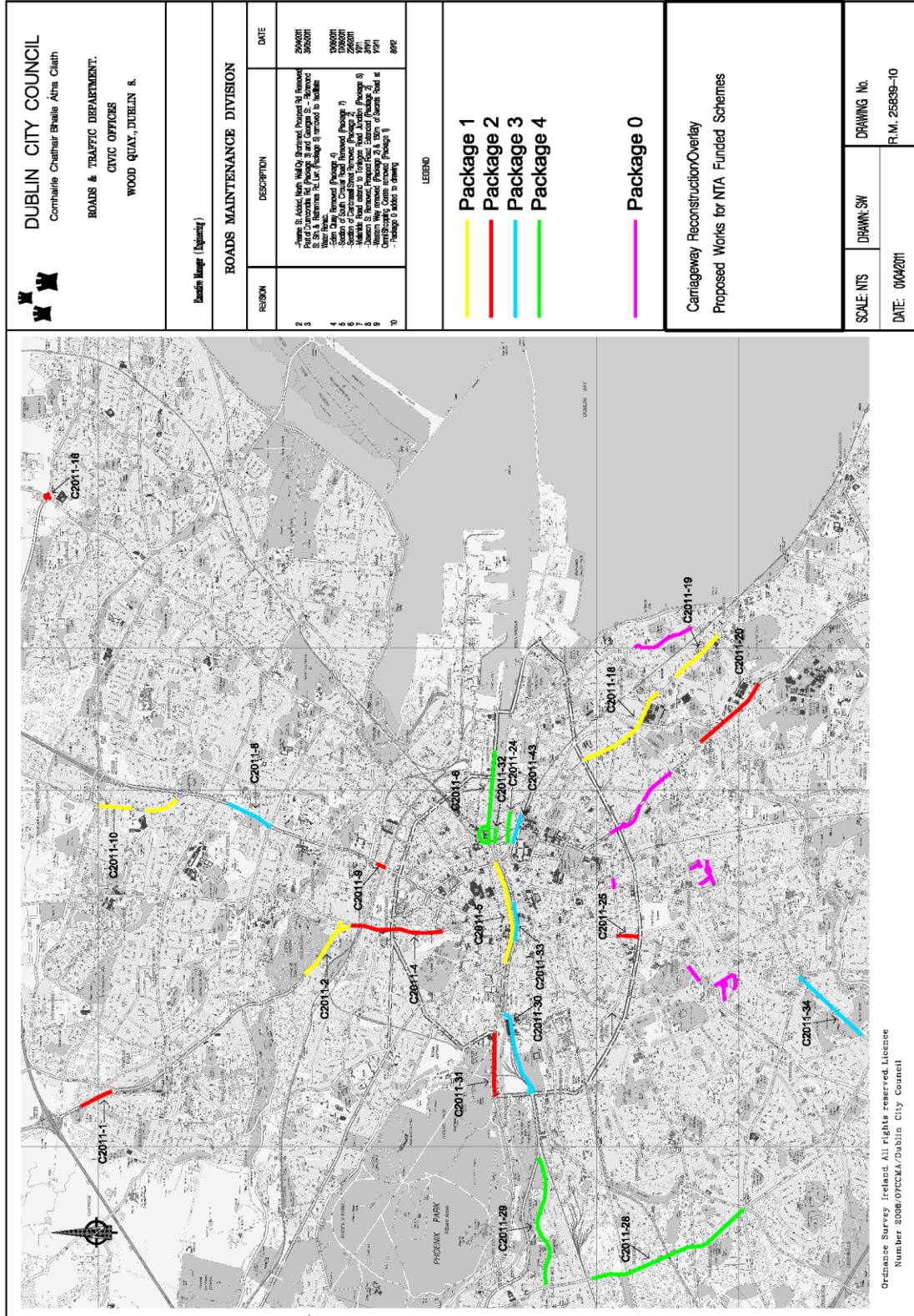
Within the Bus investment programme, a key initiative was the resurfacing of bus and cycle lanes in Dublin City along primary routes, in a major programme co-funded by NRA. This project extended to **over 25km of corridor**.



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.

Map of delivered routes treated under Packages 0 to 4.



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.)

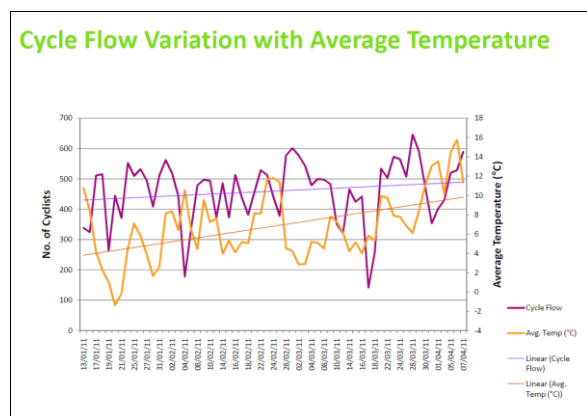
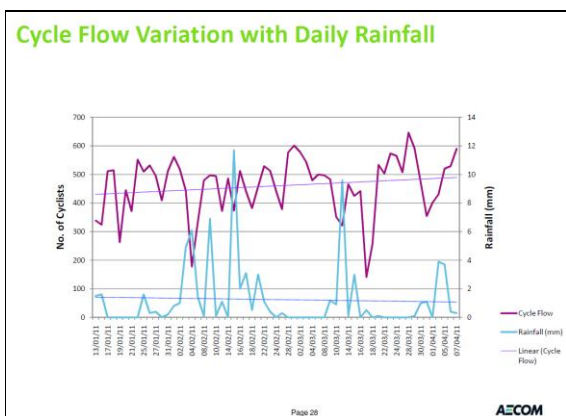
Cost: Total: €104,976

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 Rathoath
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, Realigned 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
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, Killeel 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
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 0	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.

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

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