

Item No. 14

Report to the Chairperson and Members of the Transportation Strategic Policy Committee

**RE: TRANSPORTATION PROJECTS IN THE DUBLIN CITY DEVELOPMENT
PLAN 2016-2022**

At the Transportation Strategic Policy Committee meeting of 10th June, 2015, the Chairperson requested a report to the September meeting on the transportation projects listed in the current development plan to include the rationale behind such projects and rough costings where available. The Chairperson noted that some of the transportation projects have carried forward from previous plans, such as the proposal to link the Military Road to Conyngham Road.

The attached table provides the rationale for the inclusion of particular transportation projects in the development plan. Some of the roads projects are included as the alignment and/or condition of the roads are substandard with poor provision for pedestrians. Other roads represent new linkages that would be provided as part of redeveloped lands to facilitate the development of the lands and/or to improve connectivity between development lands and existing areas.

As the schemes have not yet been fully designed, detailed estimates are not available, indicative cost bands for the various schemes are however included in the table below.

**Michael Phillips,
Director of Traffic and City Engineer,
Environment and Transportation Department**

September, 2015

Projects DP 2016-2022	Project Background/Rationale	Cost Band
Roads		
River Road	The existing road is narrow, substandard with poor horizontal and vertical geometry with no footways. In recent years significant residential development has occurred to the south of the road.	€5m - €10m
Richmond Road	Substandard alignment with poor carriageway and footway condition.	€5m - €10m
Ratoath Road	The improvement is required to provide primarily for safe pedestrian movement and enhance general road safety by upgrading of existing carriageway in the metropolitan area.	Less than €5m
Malahide Road/R107(including North Fringe Improvements*	Joint DCC/FCC proposal to facilitate the development of DCC North Fringe and FCC South Fringe areas.	Greater than €10m
Blackhorse Avenue (remaining sections)	Substandard horizontal and vertical alignment, poor carriageway and footway condition. Two sections to complete (Springfield Rd to Cabra Gate B) and St Vincent Cottages to Baggot Road (near Hole in the Wall Pub).	Less than €5m
Clonsaugh Road Industrial Estate	Required to facilitate development of lands and improved linkage to national road network via roundabout on R139 (at Bewleys Hotel).	€5m - €10m
Ballymun	There are a series of road proposals under the Ballymun (BRL) Masterplan, some of which remain to be completed. A Local Area Plan is to be prepared for Ballymun so road proposals will be revisited as part of the LAP process.	Greater than €10m
Kilmainham/South Circular Road	To improve capacity of junction of Old Kilmainham with SCR.	Less than €5m
Link from Conyngham Road	Identified in the Heuston redevelopment masterplans.	Greater than €10m
East Wall Road/Sherriff Street to North Quays	Improved facilities for vulnerable road users and linkage to city for Cruise Liner passengers using Dublin Port.	Less than €5m
Cappagh Road	Improvement of junction layout at intersection of Cappagh Road , Mellowes Road and Kildonan Road.	Less than €5m

Projects DP 2016-2022	Project Background/Rationale	Cost Band
Bridges		
Public Transport Pedestrian & Cyclist bridges	Required for the development of the Docklands area and to improve connectivity generally.	Greater than €10m
Dodder Bridge	Of citywide strategic importance. Required for the development of the Poolbeg Peninsula and to improve connectivity generally.	Greater than €10m
Liffey Valley Park Pedestrian/Cycle Bridge	Required as part of the provision of new cycling infrastructure.	Less than €5m
Cycle/Pedestrian bridges that emerge as part of the evolving Strategic Cycle Network and Strategic Green Infrastructure Network.	Required as part of the provision of new cycling infrastructure.	Less than €5m