

Appendix 1: NTA Grant Application Form
July Stimulus 2020: List of proposed Projects for Active Travel Measures for NTA Funding Programme

Local Authority _____ Dublin City Council Part 2 of 2

Date 13/08/2020

Project Rank (list in order of priority)	Road Number (or Street Name in Urban Areas)	Location of Proposed Scheme	Project Type and Brief Description (State Project Type A to K and provide brief description)	Specify if Design or Works	Size or Number (Approx. Length, Area or Number as appropriate)	Estimated Cost 2020	Estimated Cost 2021 (Note 1)	Supporting information and comment (e.g. Describe how intervention will improve conditions for vulnerable road users) - See note 3
1	Strand Road	Sean Moore Road to Merrion Gates	Type C provision of rapid deployment cycle facilities along Strand Road	works	2800 m	250,000	200,000	Providing segregated cycle facilities along this section will enable both commuter and leisure cyclists to be protected, it will reduce the traffic levels and will allow the connection from the City Centre to the DLRCC boundary to be also put in place.
2	Griffith Avenue	From BallyGall Road to Malahaide Road	Type ACFI Provision of segregated cycle tracks, improvements to pedestrian crossings and installations of new ones at Griffith Avenue Drumcondra. Provision of a contraflow cycle track linking Griffith Avenue extension to Griffith Avenue and links to schools implementation of measures along the route for safe cycling for school children and commuters and removal of excessive road widths and 60 km.h sections.	works	2500 m	250,000	250,000	Griffith Avenue and its environs has multiple national and secondary schools along its length, it also links to the DCU Alpha Campus and is in close proximity to DC main campus DCU ST Pats and DCU All Hallows. It has some cycle facilities but does not have properly segregated ones and the lack of a pedestrian crossing at Drumcondra Road on the Southern side of the Griffith Avenue Junction is a major constraint. In addition the link from Griffith Avenue Ext. to Griffith Avenue involves a fast moving gyratory system and the creation of a contra flow cycle lane would significantly increase safety.
3	All Streets	Dublin City Council Area	Type F modifying Pedestrian pushbuttons to contactless operation	Works	4,500	600,000	400,000	The pushbuttons will be modified to have a contactless option where the button does not need to be pressed. This has several benefits 1.reduce risk of transmission of Covid 2. Pushbutton features for visual and audible impaired users are left solely for these users. 3. Auto introduction of Pedestrian signals every cycle can be removed allowing for less delays to Public Transport.
4		Extruded Kerbs installation at Inns Quay, Ormonde Quay and Constitution Hill	Type BC Provision of Extruded kerb to protect cycle tracks along the Quays and at Constitution Hill. This is a rapid install kerb which allows greater delineation and protection for cyclists, while providing safety for other road users	Works	1,000	70,000		This will create a better and safer environment for cyclists and allows for a semi permanent solution to be installed in a short time frame.

5		Streets throughout the city for protection of cycleists	Type BC Provision of Bollards, Shergans and Mini-orcas at locations throughout the city	Works	16000m	400,000	360,000	Bollards Shergans and mini orcas allow for safer cycling provision and are rapid installation. The amount proposed allows for protection of 16 km of Cycle facilities.
6		Bus stop and footpath build outs throughout the city	Provision of 1000 metres of materials required to complete build outs at both busy bus stops to allow social distancing as well as temporary footpath build outs	Works	400	100,000		
7		Schools throughout Dublin City	Provision of Pencil Bollards specifically for delineating school approaches and no parking areas.	Works	900	100,000	1,400,000	Following the provision of these bollard types at entrances to 11 schools as part of the pilot program, the scheme could be extended to all 300 schools within the Dublin City Council area
8	Main Street, Finglas to the west of Jamestown Rd Junction	Main Street, Finglas to the west of Jamestown Rd Junction	F,H Upgrade both footpaths central refuge / dishing and upgrade uncontrolled pedestrian crossing on Main St to improve pedestrian / mobility impaired safety	Design Completed and Works required		100,000		Upgrading the Main Street Finglas Village will enable pedestrian / mobility impaired to create a safer and more liveable area for all. These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
9	Sandymount Green	Sandymount Green Sandymount Village	F,H Village Improvement for Pedestrians / Mobility impaired improve access to Sandymount Green and Village Shops, 3 new signalised pedestrian crossings with dishing for pedestrians	Design Completed and Works required		250,000	100,000	Implementation of these measures will slow down through traffic in Sandymount Village. The new Pedestrians enables pedestrians and cyclists helps create a safer and more liveable area for local residents and a safer space. These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.

10	Grangegorman Lower	Grangegorman Lower	<p>C, G</p> <p>A Filtered Permeability Trial Scheme was installed on Grangegorman Lower on 6th July 2020. The trial includes the provision of a series of bollards and temporary planters placed across the roadway on Grangegorman Lower, with appropriate signage and road markings including cycle tracks and a Pedestrianised Zone (Except Access and Cyclists).</p> <p>Feedback on the trial has been broadly positive, and as such, it is expected that these measures will be extended until Sept 2021, when it is anticipated that a decision will be made to make these measures permanent.</p> <p>Accordingly, additional works in Sept/Nov 2020 will be required to make this trial become a more long-term project. Works include the installation of 30 new planter boxes, additional bollards and signage.</p> <p>Further works in May/Sept 2021 will be required to make this become a more permanent project. Works may include the construction of buildouts, footpath widening, raised tables and cycle tracks.</p>	Design Completed and Works required		100,000	150,000	Implementation of these measures results in the elimination of motorised cut-through traffic from Grangegorman Lower and drivers are no longer able to use this route as a short-cut from North Circular Road to the Quays, and vice versa. Filtered permeability through the bollards enables pedestrians and cyclists to continue to take this route. This creates a safer and more liveable area for local residents and a safer space for the thousands of pedestrians and cyclists expected to arrive at TUD from September 2020. Access through the bollards is also permitted for emergency vehicles. These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion.
11		Cycle parking North side multi storey car park	Provision of 80 secure and sheltered city centre cycle apaces within existing car park with security and CCTV provided.	works	80 cycle spaces	60,000		Coersion of a number of car spaces at ground floor level to cycle parkin, road markings and alter layout .
12	Multiple streets and roads within Dublin City	Dublin City - within Dublin City Council's boundaries	Project type I - Installation of Slow Zones and Speed Limit Signage for Revised speed limits and	Works		80,000	80,000	Slower speeds of vehicles in the city would provide safe environment for all vulnerable road users in particular cyclists and pedestrians
13	Dublin City	Relates to Dublin City	Project type I - Extension of 30 km/h in Dublin PR Campaign	Works	n/a	50,000	50,000	PR Campaign would inform public of changes in speed limits. The campaign is especially aimed for the benefit of pedestrians and cyclists.
14	Multiple locations within Dublin City as per demand and interest	Dublin City residential areas	Project type D - Installation of Bike Bunkers - Safe lockable storage for bicycles	Works	approx 300 bunkers	100,000	1,400,000	As bicycle use increases, Bike Bunkers will provide safer storage for bicycles encouraging more convenience for users.
15		Dublin City	Project type K - Mobility Education School	Works	n/a	100,000	100,000	Mobility education for primary/secondary school students is very important and needs to be developed further

16	Gracepark Road / Collins Avenue	Gracepark Road / Collins Avenue	F,H Controlled Pedestrian Crossing at Gracepark Road / Collins Avenue	Preliminary Design Completed and Works required			200,000	The new Pedestrian Crossing will enable pedestrians/ mobility impaired and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
17	Ossory Road	Ossory Road North Dock, North Strand	C, New footpaths – Ossory Road to allow walking link from East Wall to City Centre	Preliminary Design Completed and Works required			50,000	Adding footpaths will enable pedestrians/ mobility impaired a safer and more liveable area for local residents These measures benefit public health by encouraging walking , and promoting social distancing, interaction and inclusion for all sustainable transport modes.
18	Marrowbone Lane / Earl St South	Marrowbone Lane / Earl St South	F,H Uncontrolled Pedestrian Crossing required at Marrowbone lane at Earl Street South	Preliminary Design Completed and Works required			20,000	The uncontrolled Pedestrian Crossing will enable pedestrians/ mobility impaired and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
19	Rathmines Road ,south of Church Avenue	Rathmines Road ,south of Church Avenue	F,H Controlled Pedestrian Crossing at Rathmines Road, Adjacent or south of Church avenue	Preliminary Design Completed and Works required			100,000	The new Pedestrian Crossing will enable pedestrians/ mobility impaired and school childre and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
20	Blackhorse Ave / Nephin Road	Blackhorse Ave / Nephin Road	F,H Controlled Pedestrian Crossing at Blackhorse Ave / Nephin Road	Preliminary Design Completed and Works required			100,000	The new Pedestrian Crossing will enable pedestrians/ mobility impaired and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
21	Seafield Road West at	Seafield Road West at Belgrove Senior Girls School	F,H Uncontrolled Pedestrian Crossing required at Seafield Road West at Belgrove Senior Girls School	Preliminary Design			20,000	The uncontrolled Pedestrian Crossing will enable pedestrians/ mobility impaired and

22	Collins Avenue East @ Scoil Ciarans National School	Collins Avenue East @ Scoil Ciarans National School	F,H Uncontrolled Pedestrian Crossing required at Collins Avenue East @ Scoil Ciarans National School	Preliminary Design Completed and Works required			20,000	The uncontrolled Pedestrian Crossing will enable pedestrians/ mobility impaired/ school children and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
23	Ballygall Road East for St Kevins College.	Ballygall Road East for St Kevins College.	F,H Controlled Pedestrian crossing at Ballygall Road East for St Kevins College.	Preliminary Design Completed and Works required			100,000	The new Pedestrian Crossing will enable pedestrians/ mobility impaired and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
24	Shantalla Road	Shantalla Road	F,H Shantalla Road, redesign of junction and implement Toucan Pedestrian Crossing required to allow for sustainable transport and access to park.	Preliminary Design Completed and Works required			150,000	The new Pedestrian Crossing will enable pedestrians/ mobility impaired and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
25	Wellmount Road at St Brigids School	Wellmount Road at St Brigids School	F,H Uncontrolled Pedestrian Crossings and upgrade of existing arms	Preliminary Design Completed and Works required			20,000	The uncontrolled Pedestrian Crossing will enable pedestrians/ mobility impaired / school children and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
26	East Wall Road/East Road junction	East Wall Road/East Road junction	F,H Two new Controlled Pedestrian Crossing required and upgrade of existing controlled pedestrian at East Wall Road /East Road junction	Preliminary Design Completed and Works required			200,000	The uncontrolled Pedestrian Crossing will enable pedestrians/ mobility impaired and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.

27	Navan Road	Navan Rd At girls school @ Bus Stop	F,H Upgrade existing controlled pedestrian crossing with cantilever signal poles	Completion of design and Works			50,000	Upgrading the existin Pedestrian Crossing will enable pedestrians/ mobility impaied and cyclists to create a safer and more liveable area for local residents , school children These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
28	Broofkiel Road / Shannon Terrace	Brookfield Road / Shannon Terrace	F,H new Controlled Pedestrian Crossing required.	Completion of design and Works			100,000	The controlled Pedestrian Crossing will enable pedestrians/ mobility impaied and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
29	Kylemore Rd south of Bluebell Avenue	Kylemore Rd south of Bluebell Avenue	F,H new Controlled Pedestrian Crossing required.	Completion of design and Works			100,000	The uncontrolled Pedestrian Crossing will enable pedestrians/ mobility impaied and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
30	Fitzmaurice Road at junction with Ballygall Road East	Fitzmaurice Road at the junction with Ballygall Rd E	F,H Three arm Controlled Pedestrian Crossing.				240,000	The three new Pedestrian Crossings will enable pedestrians/ mobility impaied and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
31	Shantalla Road at roundabout with Shantalla Avenue	Shantalla Road at roundabout with Shantalla Avenue	F,H Controlled Pedestrian Crossing to impove pedestrian mobility near Ellenfield park	Preliminary Design Completed and Works required			100,000	The new Pedestrian Crossing will enable pedestrians/ mobility impaied and cyclists to create a safer and more liveable area for local residents These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.

32	Botanic Avenue / Drumcondra Road	Botanic Avenue / Drumcondra Road	F,H 1 additional controlled pedestrian crossing	Preliminary Design Completed and Works required			100,000	The new Pedestrian Crossing will enable pedestrians/ mobility impaired to create a safer and more liveable area for local residents. These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
33	Clontarf Road / Clontarf Baths	Clontarf Road / Clontarf Baths	F,H Controlled Pedestrian Crossing at Clontarf Road / Clontarf Baths	Preliminary Design Completed and Works required			100,000	The new Pedestrian Crossing will enable pedestrians/ mobility impaired to create a safer and more liveable area for local residents. These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
34	Parnell St at junction with Jervis St	Parnell St at junction with Jervis St	C,H 2 new Controlled Pedestrian Crossing arms at Parnell St / Jervis Street	Preliminary Design Completed and Works required			200,000	The 2 new Pedestrian Crossing arms will enable pedestrians/ mobility impaired to create a safer and more liveable area for all. These measures benefit public health by encouraging walking and cycling, and promoting social distancing, interaction and inclusion for all sustainable transport modes.
35	Thorncastle Street	Thorncastle Street junction with Bridge Street	C, F,H - New Pedestrian Crossing needed, wide crossing point at Thorncastle Street junction with Bridge Street (approx. 16m). Busy area with businesses, residents and St. Patrick's Church.	Preliminary Design Completed and Works required	Crossing point 16m		150,000	Thorncastle Street located in Ringsend is a busy area for residents, visitors and businesses. Thorncastle Street is wide at the junction with Bridge Street. Pedestrians need time to cross at this junction especially vulnerable pedestrians. A pedestrian crossing at this point would serve the community cross safely.
36	Clonard Road	Clonard Road at junction with Poddle Park	C,F,H - New Pedestrian crossing required vehicles travelling north east on Poddle Park turn left on Clonard Road at speed. Any pedestrian crossing Clonard Road are unable to see on coming	Preliminary Design Completed and Works required	Crossing Point 7.70m		120,000	Residents (with small children) have expressed concern at this junction. Especially at school opening and closing
37	Opposite No, 33 Larkfield Park	Larkfield Park 17m north west of Larkfield Grove	C,F,H - Pedestrian crossing required vehicles travelling east on Larkfield Park/Clareville Road approach a long sweeping bend. Before Harold's Cross Primary School very busy at AM/PM rush hour, pedestrian crossing will curb speeds. While allowing motorists time to react if parents with small children cross Clareville Road to access the school.	Preliminary Design Completed and Works required	Crossing 8.70m		150,000	School is experiencing large number of pupils and parents to and from school. The pedestrian crossing will act as traffic calming at this location

38	Opposite No. 323 Clogher Road	Clogher Road	C,F,H - Pedestrian Crossing on Clogher Road, 100m north east of Aughavannagh Road, pedestrian crossing will aid in residents cross Clogher Road safely to access bus stop No. 1404 for buses into the City Centre. Crossing Clogher Road at this location without a pedestrian crossing leaves pedestrians exposed to oncoming traffic. Vehicles can travel at speed inbound there is a sweeping left bend before Aughavannagh Road. Pedestrian crossing will help curb speed.	Preliminary Design Completed and Works required	Crossing pint 8,60m		100,000	High residential population on Clogher Road. Many cars parked on the pavement. A pedestrian crossing will aid residents and curb some pavement parking while acting as a speed calming measure.
39	Opposite Scoil Eoin, Armagh Road	Opposite Scoil Eoin, Armagh Road	A new pedestrian crossing needed on Armagh Road, at this location located between Scoil Eoin and St. Columba's School. Armagh Road is very busy with bus routes 17, 18 & 83 plus a nightlink bus. A pedestrian crossing at this location will provide a safe crossing point for children and parents.	Preliminary Design Completed and Works required	Crossing Point 7.40m		100,000	Armagh Road needs a pedestrian crossing between the two schools, this will curb speed and allow a safe crossing point for parents with children.
40	Cashel Road at junction with Kildare Road	Cashel Road	C, F, H Cashel Road is split by two pedestrian islands the eastern fork at the junction with Kildare Road presents pedestrians with a 20m width of Cashel Road to access first pedestrian island. Pedestrians are unsighted by vehicles turning left from Kildare Road onto Cashel Road. This area is a large residential area, with vehicles parking on pavements at this location adding to difficulties for pedestrians.	Preliminary Design Completed and Works required	crossing point 20m		150,000	The width of Cashel Road's east arm is wide an elderly or visually impaired pedestrian is left vulnerable to vehicles turning left onto Cashel Road. From Kildare Road
		North Bull Road, Clontarf.	Type A and C 250 bollards to protect pedestrians and support cyclists; disabled car parking, 40msq concrete footpath, 20 cycle stands, build outs to slow traffic, road markings.	Works	400 m	40,000	60,000	
		Causeway Road, Raheny.	Type A and C Creation of 4m minimum pedestrian/cycle route to Dollymount Beach and national Nature Reserve including tarmacadam and signage.	Works		60,000	40,000	
		Westland Row	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	500	20,000		
		Nassau Street	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	900	36,000		
		Wolfetone Quay	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	2,000	80,000		
		Chesterfield Road to Benburb St	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	2,100	50,000	34,000	
		Griffith Ave. Ext.	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	1,200	48,000		
		Howth Rd	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	5,000	100,000	100,000	
		Inchicore / Kilmainham	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	500	20,000		
		Harolds Cross Rd	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	750	30,000		
		Mouunt St. Lwr.	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	1,050	42,000		
		Northumberland / Haddington	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	1,350	54,000		

		Merrion Rd / Shelbourne	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	1,350	0	54,000		
		Redmonds Hill	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	300	12,000			
		Aunginer St	A, B, & C Existing cycle track: renew / install red surface / widen.	Works	2,100	0	84,000		
				Total		€ 3,202,000	€ 7,602,000		
Notes:									
1. This column is for indicative purposes only. Any funding commitment given will only relate to 2020 and will lapse if not claimed									
2. Type of Active Travel Measures:									
Type A: Resurfacing and relining of roads/streets (replacement road markings should consider cycling arrangements).									
Type B: Reconstruction / renewal of defective footpaths or cycle tracks.									
Type C: Provision of new or widened footpaths or cycle tracks.									
Type D: Provision of cycle parking.									
Type E: Conversion of hard shoulders on wide roads to cycle tracks (greyways).									
Type F: Improved crossing facilities for pedestrians/cyclists including raised surfaces, zebra crossings and signalised crossings.									
Type G: Closing roads to vehicles except for access only.									
Type H: Dishing of footpaths at junctions and reducing road width at crossing points.									
Type I: Reducing the speed limit and/or introducing a "Slow Zone".									
Type J: Pedestrian / cycle bridge rehabilitation works.									
Type K: Other.									
3. When considering projects consideration should be given to DMURS Update Circular RW07/2020 (NRPPS 01/2020). This									