

Road Maintenance Programme 2021-2023



Road Maintenance Section Municipal Services

March 2021

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1. Introduction

The Roads and Footpath renewal programmes have been established as 3-year rolling programmes which are reviewed and updated each year.

The main programme elements are as follows:

- Road Resurfacing Programme – Major Works ('Roads')
- Road Resurfacing Programme – Minor Works ('Patching')
- Footpath Upgrade Programme
- Drainage/Gully Repair Programme

Further annual programmes are listed under National Roads, Bridges and Structures, Estate Management, Taking-in-Charge, Accessibility Works, Roads Control Reinstatements and Cycleway Maintenance.

We are conscious that the work of the Road Maintenance section forms part of a higher corporate strategy and aligns with the objectives set out in the Council's Corporate Plan, 2020-2024. The 8 high-level corporate goals are shown below and we are striving with our work and programmes to help meet the objectives of the plan, and it is argued that these programmes impact or connect, to a greater or lesser extent, with all of the corporate goals below.

- 1. Showing leadership in protecting the environment through education and in how we work.*
- 2. Facilitate the development of a variety of housing options enabling improved choice that drives quality of life for all.*
- 3. Enhance people's lives through access to sustainable travel choices across our network of communities.*
- 4. Provide quality community, recreational, sporting and cultural opportunities for all who live, work and visit the County.*
- 5. Enhance the vitality of our town and villages while preserving our natural and built heritage.*
- 6. Engage with businesses to support their presence and growth in the County.*
- 7. Promote equality and human rights by implementing the Public Sector Equality and Human Rights Duty.*
- 8. Optimise human, financial and physical resources to deliver accessible customer focused quality services.*

We also need to plan in line with available resources and priorities. Given the significant budget reduction and delay we encountered last year due to the Covid-19 pandemic, we have had to review our planned works as part of the 3-year programme, and that includes schemes signposted in previous Road Maintenance Programmes. This means that certain schemes that we would have hoped to complete in 2021 have either been reduced in scope or deferred to a later year.

It should also be noted that certain works may have been completed in advance of the schedule for various reasons and therefore dropped off from the works programme, reflecting the dynamic nature of road maintenance.

The complete list of schemes to be progressed in the 3-year programme is provided in Appendix 2. A very important point to emphasise is that, regardless of the number of schemes set down in each area (i.e. Area West – Dundrum or Area East – Dún Laoghaire), in preparing the programmes we have looked to provide equitable treatment and funding across both areas.

2. Overview of the DLR Public Road Network

In DLR we maintain a network of c. 827 km of roads of various categories (national, regional, local, etc.) throughout the County and c. 1400 km of footpath. The work to maintain this network is to a very significant extent funded by DLR’s own resources. Funding for national road maintenance is provided by Transport Infrastructure Ireland (TII). In terms of the M50 and M11 motorway road network, this is managed and funded by TII and maintenance is carried out by either M50 PPP Concessions (applies to most of the M50) or by a Motorway Maintenance and Renewal Contractor (MMARC). See table 1 for further information on the breakdown of the public road network within the DLR Area.

Road Classification	Length (kms)	Percentage of Total length	Maintenance Responsibility	Funding
Motorway (M)	33	4.0%	TII/MMaRC Contractor	TII
National (N)	34	4.1%	DLR	TII
Regional (R)	113	13.7%	DLR	DLR
Local (L)	647	78.2%	DLR	DLR
Total	827			

Table 1

3. Review of 2020 Road Maintenance Programme

As a result of the impacts of COVID 19 in 2020, our Programmes suffered significant delay in first half of the year due to the government enforced restrictions. As a further consequence of COVID 19, Road Maintenance endured significant subsequent budget reductions in the 2nd half of 2020, with the Patching programme (86% reduction) and Footpath Programme (61% reduction) being the most adversely affected. Despite of the negative impact caused by Covid-19, the Road Maintenance team actively engaged with the National Transport Authority (NTA) in order to avail of significant funding via the July Stimulus Plan and Covid Mobility Measure Schemes. In summary, the Road Maintenance Section successfully availed c. €2.5M from July Stimulus Plan funding to supplement our Road, Footpath, Cycleway and Accessibility improvement schemes. Road Maintenance also provided crucial maintenance upgrade and enhancement works as part of the COVID Mobility Schemes such as the Coastal Mobility Route, Blackrock Village, Glasthule Village, Dalkey Village and Dundrum Village, with COVID Mobility projects expenditure totalling €6M in 2020.

A summary of the works completed under the various schemes in 2020 is provided in Appendix 1, but the headline statistics for the main roads and footpath programmes completed last year are as follows:

- Road Resurfacing Programme – Major Works ('Roads' Programme) resulted in the reconstruction/resurfacing of a road length of c. 6.2 km (4.5 km in 2019).
- Road Resurfacing Programme – Minor Works ('Patching' Programme) resulted in a road area of c. 10,630 square metres being reconstructed/resurfaced or the equivalent of c. 1.8km of road (2 km in 2019). This small reduction represents a strong delivery when considering a DLR budget reduction of 86%.
- Footpath Upgrade Programme works completed to upgrade a footpath length of c. 11 km (5 km in 2019).

This represents a strong body of work and the Road Maintenance section in actual fact exceeded the 2019 delivery despite the reductions on the local authority budget, through the additional support provided by the NTA. It must also be further stressed that this was also delivered despite significant scheme delays in the first half of the year due to the implications of COVID 19. However, the extent of resurfacing carried out in 2020, which was an improvement on previous years, still only represents an annual renewal rate of less than 1% of the network of regional and local roads (i.e. 7.9 km of road resurfaced of a R/L road network of 760 kms). In other words, at this rate of renewal, it will take a period of over 100 years to fully renew the County's regional and local road

network. Best practice would indicate that a proportion of 3 to 4% of the road network would need to be renewed annually, meaning road pavements would be considered to have an effective life of 25 to 35 years. To do this would require an increase in funding of 3 to 4 times above the current level and, given all the competing demands at national and LA level, this is simply not realistic. DLR is not alone in facing this challenge, nor is it a new challenge; DTTAS-funded LAs across the country are facing similar challenges. Our task in the Road Maintenance section is to maintain our roads to highest standard possible within the various constraints that exist.

4. Funding and Programme Finance

The Road Maintenance Revenue expenditure budget for 2021 is broadly in line with that of 2020. The Gully Repair Programme received additional funding of €150,000. In light of the budget provision, the proposed programme of works in 2021 has been prepared in line with available resources and priorities. We believe that we have prepared an effective and fair works programme covering the breadth of the County. In addition, DLR have successfully received a funding allocation from the NTA of c. €34m in the form of the Sustainable Transport Measures Grants (STMG) in 2021. This funding is targeted at a range of projects across various transport sections and departments as part of our multidisciplinary delivery team and Road Maintenance related scope is a significant part of this.

Up to 2014, prior to local government reform, Road Maintenance in DLR was part-funded through grants from Department of Transport, Tourism and Sport (DTTAS).

Since 2015 these grants have been replaced by the Local Property Tax (LPT) income, and, up to 2018, this resulted in a reduced income for road maintenance of approx. €500,000 per annum. The LPT allocation for road maintenance in 2015 was c. €3.5 million, of which €2.672 million was used to finance the Roads Programme and the remainder €0.8 million to fund discretionary general road maintenance works.

An additional sum of €500,000 was provided to the Road Maintenance section through DLR's 2019 Budget and this assisted in funding an expanded 'Patching programme', which we are now referring to as the 'Road Resurfacing Programme – Minor Works' as the term 'Patching' does not properly or fairly describe the scope and extent of the works completed under this programme. While there has been a c. 10% reduction in the funding for this programme in 2021 (reduction from €577,600 to €527,600), it is still significantly more than the equivalent sum allocated in 2018 of €150,000.

It is also worth pointing out that construction inflation nationally is running annually at 7%, with the exception of 2020 where COVID 19 brought the national annual rate of inflation down to 3.8% (Source: Society of Chartered Surveyors in Ireland, Sep 2020), with inflation generally averaging 1 to 2% higher in the Dublin Region. Our own analysis of tenders for projects in 2020, based on a comparison of unit rates, would show tender prices have increased year-on-year and in the order of 7 to 12% in 2020. We are currently in the process of reviewing all of our major road-works contractor frameworks in 2021 as a number are coming to an end and we will also use this opportunity to examine and update our procurement strategy to see if potential savings can be made and to ensure that we achieve optimum value for money in our works programmes.

The headline Road Maintenance programmes and the proposed expenditure in 2021 is shown in Table 2 and it can be seen that we have a budget for these programmes of just over €4 million. As in previous years, the funding for these programmes may need to be supplemented by general road maintenance funding. The programmes in Table 2 do not include the significant body of work completed under corrective and routine maintenance or schemes supported by the NTA.

Programme	Budget 2021	Budget 2020	Comment
Road Resurfacing Programme – Major Works	€2,397,000	€2,397,000	Previously called the ‘Roads Programme’ and relates to local and regional roads
Road Resurfacing Programme – Minor Works	€527,600	€577,600	Previously called the ‘Patching Programme’ and relates to local and regional roads
Footpath Upgrades	€650,400	€700,400	Supported from Parking Income
National Roads	n/a	n/a	TII funded works
Bridges & Structures	€80,000	€80,000	No change in funding
Drainage/Gully Repair	€300,000	€150,000	Additional funding
Estate Management	€60,000	€60,000	No change in funding
Roads Control Reinstatement	€118,400	€118,400	No change in funding

Taking-In-Charge	-	-	Where financial implications are known and resources permit
Accessibility Works	-	-	From general RM & NTA funding
Cycleway Maintenance	-	-	From general RM & NTA funding
Total	€4,133,400	€4,083,400	

Table 2

5. Strategy for Road Pavement Maintenance

The strategy adopted by DLR for road pavement maintenance has essentially 4 elements, all of which are intended to ensure road safety, enhance driver comfort and, critically, to manage and extend the life of the County's road assets. See Figure 1, below. There is an arbitrary difference between what is considered to be major or minor road resurfacing works and we would consider that the distinction is related to the length of the road and, to a lesser degree, whether all of the road is being resurfaced or not. Road Maintenance section in the last couple of years have made greater use of a system sometimes referred to as 'Hotbox' Repairs for rectifying localised defects, such as potholes, in the road surface. This system involves cutting out and cleaning around the defect area and repairing using a hot bituminous macadam material that is stored in a mobile thermo asphalt container (i.e. Hotbox) and compacted into place using mechanical plant. This is a robust and effective solution for defect repairs and allows us to become less reliant on the use of cold or delay-set materials which are not as effective and really only something to be used as an urgent stopgap.

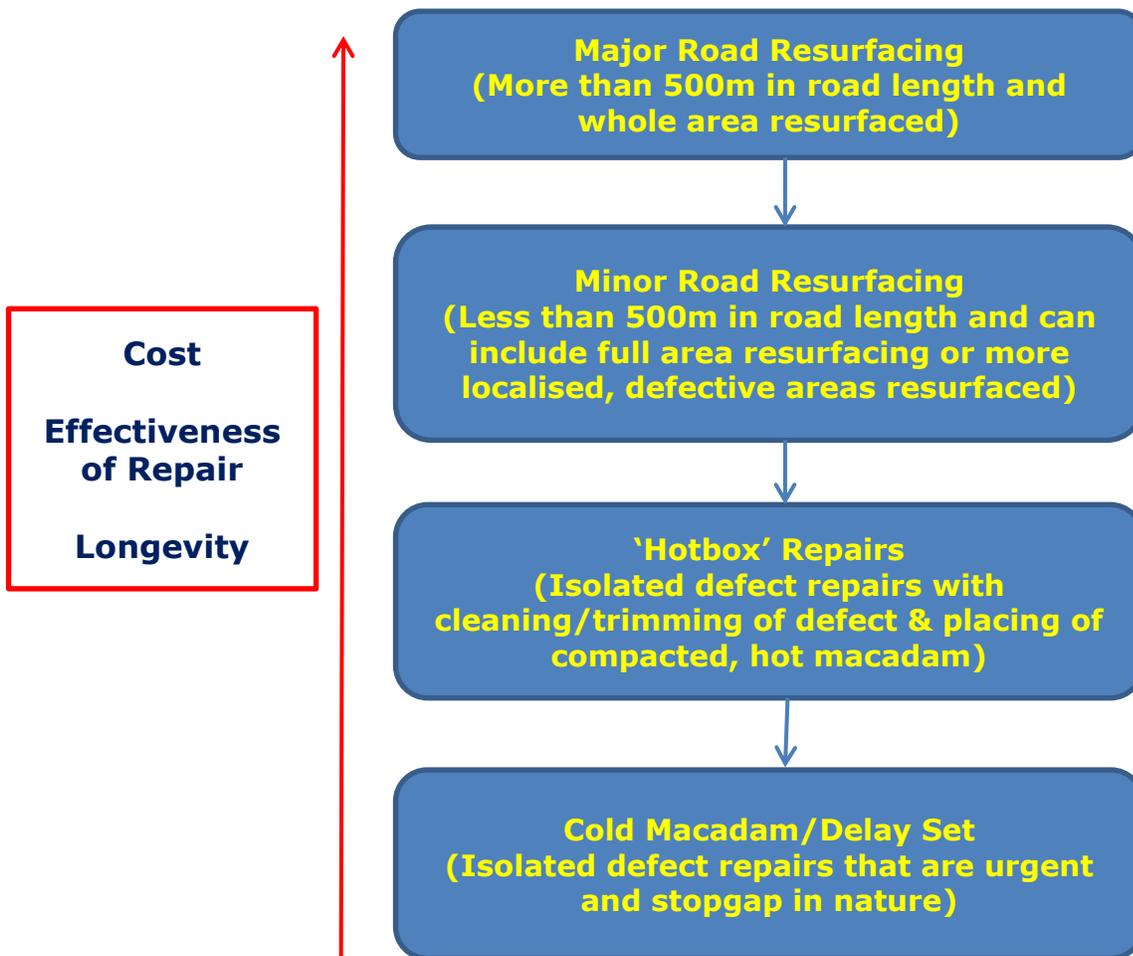


Figure 1

6. Road Resurfacing Programme – Major Works

This programme has been referred to as the 'Roads' programme in previous years and it is essentially concerned with resurfacing and/or reconstruction of relatively long lengths of roads. Road Maintenance section tend to look at the road holistically when carrying out works under this programme strand and, as well as resurfacing, works can include footpath and cycleway upgrades, drainage repairs and often includes an element of cross-departmental working to upgrade the public realm, generally. This can include working with the Parks Dept. on necessary tree removal and re-planting or the Traffic section where traffic calming measures or cycleway improvements can be incorporated within the scheme. We are also keen to work with Utilities and third party service providers to ensure that all Utility-related works can be completed before DLR

reconstructs or resurfaces the road.

There are 11 No. schemes scheduled for completion under this programme element in 2021. See Appendix 2 for scheme details and the location map in Appendix 3. Once again, in 2021 the Road Maintenance Section have successfully taken the opportunity of availing a portion of the €34.5M NTA funding allocation, for the road schemes such as Glenageary Road Upper, Roebuck Road, Saval Park Road and Rochestown Ave.

7. Road Resurfacing Programme – Minor Works

Started in 2017, the Road Resurfacing Programme – Minor Works (previously called the 'Patching' programme, as mentioned earlier) was designed to deal with what was, up to then, an unstructured part of road maintenance. Major road resurfacing schemes are generally funded through the LPT allocations as described earlier.

The funding for this programme, supported by general road maintenance funding, deals with more localised road repair needs. This programme is targeted at those roads that do not make it onto the main road resurfacing programme and require more significant works than, say, pothole repairs. These jobs typically have a value each of the order of €20,000 to €40,000 and help to extend the useful life of the road and avoid the need for a more costly intervention if left unchecked.

There are 16 No. schemes scheduled for completion under this programme element in 2021. See Appendix 2 for scheme details and the location map in Appendix 3.

8. Pavement Condition Surveys

As part of a national initiative to move towards a rational, asset management approach and away from traditional, solely subjective methods, Road Maintenance section, over the last number of years, has carried out PSCI surveys on the road network in the County.

PSCI (Pavement Surface Condition Index) is a visual survey of the road network, where roads are categorised between 1 and 10, with a rating of 10 representing excellent road condition. The PSCI is a nationally-used approach for assessing road condition in an objective manner. It is not intended to record localised poor patches or potholes. Similar ratings systems are now available for footpaths using the Footways Survey Condition Index or FSCI, referred to in a later section.

Extensive PSCI surveys were carried out at a national level on the regional road network from 2018 and the results are used by DLR in supporting road maintenance decisions. PSCI surveys of samples of the local road network will be undertaken in 2021 to help support decisions on the appropriate road maintenance interventions programmes for the County's local roads.

9. Prioritisation of Road Schemes

The 2021-2023 Roads Maintenance Programme has been developed using a prioritisation system model based on the Irish Pavement Asset Group (IPAG), *Pavement Asset Management Guidance Manual*. IPAG was set up under the aegis of the LGMA (Local Government Management Agency), and includes members from the DTTAS, Local Authorities and the LGMA.

The main criterion for prioritisation of a road for inclusion on the programmes is the PSCI rating.

However, prioritisation is not just about the condition rating, and the approach adopted by DLR is more holistic, and includes an assessment of the following factors:

- PSCI Rating
- Skidding resistance (SCRIM coefficient)
- Strategic importance of the route
- Road classification
- Level of traffic use
- Life span (if road material has reached end of life)
- Presence of bus routes and integration with public transport
- Local knowledge of Road Maintenance section engineers and inspectors
- Linkage with other planned programmes in DLR
- Representations from Councillors and Elected Representatives via CRM, AC meetings or other means
- Representations from the public, residents and local communities via CRM or other means

Using this prioritisation and assessment model results in a more comprehensive assessment of road maintenance needs and helps to ensure value for money in delivering road maintenance services.

10. Footpath Upgrade Programme and Insurance Claims

The Footpath Upgrade Programme is funded from parking income, which currently stands at €650,400 in the 2021 budget.

The aim is to target high public liability (PL) insurance costs, which represent a significant cost to the Council each year. Irish Public Bodies (IPB), the Council's insurer, has indicated that, typically, 40% of the number of claims may be attributed to trips/falls, and this equates to approximately 80% of the total amount paid out in claims.

Table 3 below demonstrates that the general trend is showing a decrease in average annual claim numbers between 2018 and 2020, which is positive. The second half of the table provides a breakdown of trips/falls ranked by geographical area in DLR. The number of trips/falls claims in each area is shown in brackets and the relative percentage of claims is also shown. The total percentage of these 'hot spot' areas is shown at the bottom of the table.

2018 IPB data Trip/Fall Claims Loss Dates 2014-2018 (5 years)	2019 IPB data Trip/Fall Claims Loss Dates 2014-2019 (6 years)	2020 IPB data Trip/Fall Claims Loss Dates 2014-2020 (7 years)
Claim Count: 286	Claim Count: 312	Claim Count: 367
Average Annual Claims: 57	Average Annual Claims: 52	Average Annual Claims: 52
Dún Laoghaire (57) 20%	Dun Laoghaire (58) 22%	Dun Laoghaire (70) 19%
Blackrock (22) 8%	Blackrock (27) 9%	Blackrock (31) 8%
Rathfarnham (21) 7%	Rathfarnham (23) 8%	Stillorgan (26) 7%
Stillorgan (18) 6%	Stillorgan (23) 6%	Shankill (23) 6%
Dundrum (15) 5%	Shankill (20) 5%	Rathfarnham (22) 6%
Shankill (15) 5%	Ballybrack (17) 5%	Dundrum (20) 5%
Glenageary (14) 5%	Dundrum (15) 5%	Ballybrack (16) 4%
Ballybrack (13) 5%	Sandyford (11) 4%	Dalkey (16) 4%
Sandyford (13) 5%	Sallynoggin (9) 4%	Sandyford (14) 4%
Dalkey (10) 4%	Ballinteer (8) 3%	Glenageary (12) 3%
Sallynoggin (9) 3%	Monkstown (7) 3%	Cabinteely (12) 3%
Ballinteer (9) 3%		
Monkstown (9) 3%		
Total 79%	Total 74%	Total 69%

Table 3

Reducing the number of claims has a number of benefits:

- Reduces the occurrence of injuries.

- Reduces the number of claims and pay out on claims.
- Manages and reduces DLR's associated financial liability and risk exposure.
- Assists IPB and DLR to provide a stronger defence in the event of claims.
- Over time, this can help reduce the cost of insurance for DLR and allow the savings to be spent on infrastructure works and service delivery.

This IPB data was first available in 2018, and verification of this approach to footpath management will only be realised as the extent of footpath upgrade and repair progresses over time in the 'hot spot' areas and the claim numbers reduce. So this is a long-term strategy and needs to be progressed over 5 to 6 years to allow for the approach to take full effect.

The above top claims locations are therefore reflected in the 3-year Footpath Upgrade Programme and this provides the basis for planning the programme on a targeted, multi-annual basis. The aim is to make the necessary improvements to the footpath network and to see a corresponding reduction in cost for the PL claims associated with trips/falls over the period.

The survey tool FSCI (Footway Surface Condition Index) continues to be used, and the collection of this data will help to advise on future programmes, and to assess and document the condition and hazards on the footpath network. This is similar to the PSCI (Pavement Surface Condition Index) used for roads.

Footpath surveys will be carried out in advance of any footpath restoration works to maximise the repairs to hazards in the survey area. This means that in some cases there will only be a need to carry out localised repairs/replacement.

There are 15 No. schemes scheduled for completion under this programme element in 2021. See Appendix 2 for scheme details and the location map in Appendix 3.

11. Impact of Trees

It is acknowledged that trees provide a hugely positive environmental impact on the public realm and the streetscape and are valued by local communities, residents and public at large.

However, there are instances where the presence of trees adversely impacts on footpath and road condition and indeed pedestrian or cyclist safety.

There is an obvious desire to retain the affected trees and this has to be balanced with the needs of providing and maintaining a safe road and footpath infrastructure.

The Road Maintenance section engages on an ongoing basis with the Parks Dept. and each of the areas identified on the roads and footpath programmes will be examined to identify the appropriate actions to be taken where trees impact on roads and footpaths requiring repair or replacement.

12. Bridges and Structures Programme

An allocation of €80,000 is provided for this programme in the 2021 budget which may also require contributions from general road maintenance funding.

Works are required to a number of bridges in the County. These repairs are generally of a minor nature. A review of bridge condition and the need for further bridge maintenance works is ongoing and will inform the detail of the programme for 2021 and subsequent years.

13. National Roads Programme

TII provide all funding for National Roads within DLR, and there are 34 kms of National Road, comprising the N11 and N31 within DLR's area. A number of significant resurfacing schemes will commence in 2021.

This includes resurfacing of the N31, the Coast Road, between the junctions with Harbour Road, and Marine Road, Dún Laoghaire. Detailed assessment and design is complete with a view to now finalising the tender package and we would expect to be on site later in 2021.

Resurfacing of all of the N11 in the DLR area as well as sections of the N31 (Mount Merrion Avenue) will be carried out over the period from 2021 to 2023. The pavement renewal design for this work is well under way and DLR and TII hope to issue a tender shortly for the first Lot with a view to commencing the construction phase of Lot 1 during the summer months.

14. Estate Management Programme

The Road Maintenance section will continue to collaborate with the Community and Cultural Development Dept. to carry out road and footpath repairs in

estates with an Estate Management Forum in place. Estate Management provide a level of funding for specific schemes which is supplemented by general road maintenance funding.

Works were carried out in Rathsallagh estate under this scheme in 2020.

These schemes are identified through Annual Service Plans prepared by each of the Estate Management forums. In 2020, €60,000 was provided for this purpose and we are planning on that basis in 2021.

15. Drainage and Gully Repair Programme

We have an expanded list of hot spot flooding locations included for assessment and repair in 2021. This list has been put together following consultation between Cleansing and Road Maintenance sections, as well as from information from our CRM system, provided by Councillors and members of the public. We will consult with DLR's Water and Drainage section and Irish Water, as needed, to arrive at sustainable solutions for these problem locations.

Additional Funding of €150,000 has been provided for this programme strand in 2021 and 12 No. locations have been identified for further investigation and repair. See Appendix 2 for details.

16. Taking-In-Charge (TIC) Programme

We had hoped to proceed to resolve a small number of legacy taking-in-charge issues in 2020. This was a new initiative in 2019 and the aim was to formalise a programme to provide an outline plan of what is being proposed in terms of taking-in-charge of legacy roads and laneways over a 3-year timeframe. However, the major challenge has been to secure the necessary funding to bring roads and laneways that are sometimes in poor condition up to a good taking-in-charge standard. We will endeavour to progress a number of these legacy taking-in-charge issues, following completion of due diligence, and where resources allow in 2021. See Appendix 2 for details.

17. Accessibility Works Programme

We piloted this programme in 2019 and targeted accessibility improvement works focused on the specific needs of individuals with mobility challenges in their locality, whereby modifications were carried out to roads and footpaths to improve accessibility. This programme is very much about trying to cater for the needs of specific persons who may have mobility challenges and where

simple, minor modifications could significantly ease their journeys from their home to places they frequently travel to, such as work, school, shops, hospitals and medical centres. This is seen as complementing the footpath and roads programmes.

We completed works under this scheme at a number of locations in 2020, including Castlebyrne Park, Coolevin & Willow Vale, O'Rourke Park, Laneway from Gleann na Smól to Stradbrook Road, Lynnwood to Ballinteer and Mount Anville Road. Typically, the works include assessment of the individual's challenges and needs, repair and dishing works to footpaths, altering the locations of street furniture, patch repairs at crossing points, etc.

We have an expanded programme in 2021 and while it may be a modest programme for us a Council, the benefits of the works to someone who has significant mobility challenges in their locality can be enormous, so we are keen to continue with this essentially demand-led scheme and we encourage Councillors and members of the public to come to us with suggestions for possible individuals/locations where we can help. See Appendix 2 for details.

18. Cycleway Maintenance Programme

The Cycleway maintenance programme was introduced as a pilot programme in 2019 and was initiated to record, maintain and repair cycle lanes throughout the County. We completed a number of schemes and works in 2020 under the NTA July Stimulus Measures. We will continue to develop and expand this programme in a similar capacity via NTA funding in 2021.

This programme recognises the importance of this growing and significant element of the County's transport infrastructure. Road Maintenance section have a remit to manage cycle lanes either on the road or integrated in the footways, but the integrated nature of the cycleway network, along roads and greenways, and within parks, requires a more collaborative approach between, primarily, Road Maintenance and Traffic sections and the Parks Dept.

With the ongoing expansion of our cycle network in 2020, there are increasing demands for winter service on the cycleway. With NTA's support, we purchased two mini gritters to start the trial of providing winter service maintenance on the newly introduced cycleways such as the Coastal Mobility Route, Carysfort Avenue, Goatstown Road and Benildus Avenue in the winter of 2020/2021.

In terms of reactive maintenance, repairs are carried out based on information received via CRM, feedback from cyclists and representations from Councillors. See Appendix 2 for details.

19. Roads Control Reinstatement Programme

DLR's Roads Control section plays a very important role in regulating the activities of Utility companies, developers and contractors carrying out road opening and reinstatement on the County's roads, which are controlled under a road opening licence system. Roads Control also have a programme of larger scale reinstatements for a number of roads throughout the County and this is now reflected in this 3-year programme and details of the roads included within the programme are included in Appendix 2.

The permanent reinstatement of IW SLA road openings is carried out on an agency basis by Roads Control and works are carried out on an as-needed basis as details of road openings are provided to Roads Control.

20. Works Funded From General Road Maintenance Funding

In addition to the formal programmes, many other smaller works programmes are carried out and funded by the allocations we receive as part of general road maintenance funding. Included in this are concrete road repairs, footpath replacement, signage repair/replacement, etc. utilising DLR's direct labour and contractors, as appropriate.

21. Utilities – 10-Day Notices

It is planned to notify all **Utility Companies** in the next week so that any services they wish to repair, renew or install shall be carried out prior to the Council carrying out its works.

Appendix 1 provides a summary of the works completed under the main Road Maintenance Programme areas in 2020.

Appendix 2 shows a list of the schemes set out under each programme element for completion in 2021, 2022 & 2023.

Please note that programme elements in the respective DLR areas are shaded as follows in Appendix 1 and 2.

Area West (Dundrum)
Area East (Dún Laoghaire)

**Additional NTA Funded
Schemes**

A Location Map is referenced in **Appendix 3** which shows schematically the parts of the road resurfacing and footpath programmes to be progressed in 2021. Please note that these maps are in PDF format and are provided as attachment(s) to the main programme document.

James Phelan

James Phelan
A/Senior Engineer
Road Maintenance
12th March 2021

Appendix 1 (Completed Programme 2020)

RRP Major	Road Resurfacing Programme - Major Works	2020	Comments
1	Rathsallagh Estate	✓	
2	Adelaide Road (part of)	✓	Villarea Park to Eden Road Lower.
3	Castle Park Road	✓	Barhill Road to Hyde Road
4	Green Route (South-bound)	✓	NTA funded via July Stimulus
5	Ballinteer Avenue (part of)	✓	Broadford Road junction
6	Nutgrove Avenue (phase 2)	✓	Public realm works in collaboration with Traffic Section & NTA. NTA funded via July Stimulus
7	Kilmacud Road Lower	✓	incl. Old Kilmacud Road and part of Drummartin Road
8	Sydenham Road	✓	NTA funded via July Stimulus
RRP Minor	Road Resurfacing Programme - Minor Works (Patching)		Comments
1	Dalkey Avenue	✓	
2	Casement Villas	✓	
3	Temple Crescent	✓	
4	Grotto Avenue/Grotto Place	✓	NTA funded via July Stimulus
5	Barnaslingan Lane	✓	
6	Broadford Road	✓	Extensive road resurfacing works from Broadford Lawn to Ballinteer Avenue. NTA funded via July Stimulus
7	Woodpark - The Drive	✓	
FP	Footpaths Programme		Comments
1	Dún Laoghaire town	✓	Melifont Avenue
2	Blackrock town	✓	Temple Road, & part of Sydney Ave. NTA funded via July Stimulus
3	Dalkey Village	✓	Carysfort Road. NTA funded via July Stimulus
4	Glasthule Village	✓	

5	Woodbrook Glen	✓	
6	Ballybride Road	✓	NTA funded via July Stimulus
7	Ballycorous Road	✓	
8	Patrician Villas	✓	NTA funded via July Stimulus
9	Pine Valley	✓	Pine Valley Avenue & Way
10	Sandyford Business District	✓	Spruce Ave, Maple Ave, Rowan Ave. NTA funded via July Stimulus
11	Westminster Road	✓	
12	Enniskerry Road	✓	Grange Growers to county boundary. NTA funded via July Stimulus
DGP	Drainage / Gully Repair Programme		Comments
1	Mine Hill Lane	✓	
2	Bridesglen Road	✓	
3	Rathmichael Road	✓	
4	Oakdown Road, Churchtown	✓	
5	De La Salle College, Churchtown	✓	
EMP	Estate Management Programme		Comments
1	Rathsallagh Park - Road Resurfacing	✓	Part of wider resurfacing works in Rathsallagh estate.
AWP	Accessibility Works Programme		Comments
1	Castlebyrne Park	✓	NTA funded via July Stimulus
2	Coolevin & Willow Vale	✓	NTA funded via July Stimulus
3	O'Rourke Park	✓	
4	Laneway from Gleann na Smól to Stradbroom Road (part of)	✓	
5	Lynnwood to Ballinteer	✓	NTA funded via July Stimulus
6	Mount Anville Road at Park	✓	
CWP	Cycleway Works Programmes		Comments
1	Kill Lane	✓	sections from Foxrock to Deansgrange junction

			NTA funded via July Stimulus
2	Baker's Corner's junction	✓	Baker's Corner to Deansgrange junction. NTA funded via July Stimulus
3	Brehonfield Road	✓	Cycleway and junction improvement. NTA funded via July Stimulus
4	Churchtown Road Upper	✓	Luas bridge to Churchtown Road Lower
ANFS	Additional NTA Funded Schemes		Comments
1	Myrtle Park	✓	Footpath & accessibility improvement
2	Station Road	✓	Road resurfacing & accessibility improvement
3	Villarea Park	✓	Road resurfacing & accessibility improvement
4	Oakwood	✓	Footpath & accessibility improvement
5	Eglinton Park	✓	Footpath & accessibility improvement
6	Pakenham Road	✓	Road resurfacing complete, Public realm element to proceed in 2021
7	Monkstown Crescent	✓	Road resurfacing complete, Public realm element to proceed in 2021
8	Coastal Mobility Route	✓	Extensive cycleway upgrade and enhancement works
9	Glasthule Village	✓	Extensive roads and footpath upgrade and enhancement works
10	Dalkey Village	✓	Extensive roads and footpath upgrade and enhancement works
11	Blackrock Village	✓	Extensive road upgrade and enhancement works
12	Newtownpark Avenue	✓	Extensive road upgrade and enhancement works
13	Dundrum Village	✓	Extensive road upgrade and enhancement works

Appendix 2 (Planned Programmes 2021-2023)

RRP Major	Road Resurfacing Programme - Major Works	Funding	2021	2022	2023
1	Ballinteer Avenue	DLRCC	✓	✓	
2	Meadowmount Estate	DLRCC	✓	✓	✓
3	Roebuck Road	NTA STMG	✓	✓	✓
4	The Park Estate Cabinteely	DLRCC	✓	✓	✓
5	Claremont Road	DLRCC	✓	✓	
6	Mulvey Park			✓	✓
7	Kilgobbin Lane			✓	✓
8	Ballinclea Road	DLRCC	✓	✓	✓
9	Corrig Road	DLRCC	✓		
10	Ashlawn Estate	DLRCC	✓	✓	✓
11	Saval Park Road	NTA STMG	✓		
12	Glenageary Road Upper	NTA STMG	✓		
13	Barnhill Road	DLRCC	✓		
14	Cumberland St and Dun Leary Hill			✓	✓
15	Library Road			✓	
16	Killiney Hill Road			✓	✓
17	Killiney Avenue				✓
18	Leslie Avenue				✓
19	Newtownsmith and Marine Parade				✓
20	Dalkey Avenue				✓
21	Albert Road				✓
RRP Minor	Road Resurfacing Programme - Minor Works		2021	2022	2023
1	Stillorgan Road (old N11)	DLRCC	✓		
2	Upper Kilmacud Road	DLRCC	✓		
3	Ticknock Road Edges	DLRCC	✓		
4	Ballyedmunduff Road Edges	DLRCC	✓		
5	Heidelberg	DLRCC	✓		
6	Sandyford Village	DLRCC	✓		
7	Wyckham By-pass Roundabout	DLRCC	✓		
8	Old Clonkeen Road			✓	
9	Clonskeagh Road			✓	
10	Woodside Road			✓	
11	Trisillian			✓	
12	Olivemount Grove			✓	

13	Prospect Lawn				✓
14	Lahanstown Lane				✓
15	Brennanstown Road				✓
16	Flemingston Park				✓
17	Thornccliffe Park				✓
18	Sweetmount Park				✓
19	Drummartin Park				✓
20	Georges Place	DLRCC	✓		
21	Patricks Square	DLRCC	✓		
22	Monkstown Farm	DLRCC	✓		
23	Georges Street Lower	DLRCC	✓		
24	Barnaslingan Lane	DLRCC	✓		
25	Shanganagh Terrace	DLRCC	✓		
26	Dublin Road (Old Connaught Ave junction - Circle K)	DLRCC	✓		
27	Rochestown Avenue	NTA STMG	✓		
28	Proby Square (North, into Lindenvale)	DLRCC	✓		
29	Johnstown Rd/Pottery Road			✓	
30	Avondale Road drive way (Part 1)			✓	
31	Pearse Gardens			✓	
32	Grove Avenue (Part of)			✓	
33	Ballybrack Village			✓	
34	George's St Upper/Lower/Marine Rd			✓	
35	Dunedin Close/Monksown Grove			✓	
36	Idrone Lane			✓	
37	Brock's Lane			✓	
38	Newvale Crescent				✓
39	Quinn's Road / Dublin Road				✓
40	Longford Terrace				✓
41	Pucks Castle Lane				✓
42	Beaumont Gardens				✓
43	Avondale Road drive way (Part 2)				✓
44	Dublin Road (Shankill to Bray)				✓
45	Loughinstown Drive/Wood Park/community centre				✓
FP	Footpath Upgrade Programme		2021	2022	2023
1	Pine Valley	DLRCC	✓	✓	✓
2	Sandyford Business District	DLRCC	✓	✓	✓
3	Kerrymount Avenue	DLRCC	✓	✓	

4	Cabinteely Close	DLRCC	✓		
5	The Park, Cabinteely	DLRCC	✓	✓	✓
6	Sweetbriar Lane	DLRCC	✓	✓	
7	Acorn Road			✓	✓
8	Loreto Estate			✓	✓
9	Mount Anville Road			✓	✓
10	St Lukes, Milltown	DLRCC	✓	✓	
11	Ballycorous Road				✓
12	Grange Wood				✓
13	Landscape Park				✓
14	Dún Laoghaire Town	DLRCC	✓	✓	✓
15	Blackrock Town	DLRCC	✓	✓	✓
16	Dalkey Village	DLRCC	✓	✓	✓
17	Ashlawn Park (Part of)	DLRCC	✓	✓	✓
18	Wynberg Park (Part of)	DLRCC	✓	✓	✓
19	Watsons Estate (Part of)	DLRCC	✓	✓	✓
20	Glenavon Park	DLRCC	✓		
21	Ballycorous Road			✓	
22	Rockford Park			✓	✓
23	Hyde Road			✓	✓
24	Rowanbyrn			✓	✓
25	Killiney Road (Part of)			✓	✓
BSP	Bridges & Structures Programme		2021	2022	2023
1	Blue Light Wall Repair	DLRCC	✓		
2	Woodside Road Retaining Wall			✓	
3	Belfield Flyover				✓
4	Glenalua Wall Repair	DLRCC	✓		
5	Category 3 Bridges			✓	✓
DGRP	Drainage / Gully Repair Programme		2021	2022	2023
1	End of Old Bray Road, Cabinteely	DLRCC	✓		
2	Whitethorn Road, Clonskeagh	DLRCC	✓		
3	Woodside Road	DLRCC	✓		
4	Beech Lawn, Dundrum	DLRCC	✓		
5	N11 at The Rise & Trees Road Lower	DLRCC	✓		
6	Clonkeen Road (at South Park)	DLRCC	✓		
7	Woodbine Park	DLRCC	✓		
8	Ruby Hall	DLRCC	✓		
9	Quinns Road	DLRCC	✓		

10	Stillorgan Park Road	DLRCC	✓		
11	Ulverton Road	DLRCC	✓		
12	Carysfort Avenue/Convent Road	DLRCC	✓		
NRP	National Roads Programme		2021	2022	2023
1	N31 (Coast Road)	TII	✓		
2	N11- N31, 3-Year Resurfacing Programme	TII	✓	✓	✓
AWP	Accessibility Works Programme		2021	2022	2023
1	Loreto Park (part of)	DLRCC	✓		
2	Mulvey Park (part of)	DLRCC	✓		
3	Mt Albany Estate	DLRCC	✓		
4	Cloister Estate	DLRCC	✓		
5	Glenageary Park	DLRCC	✓		
CMP	Cycleway Maintenance Programme		2021	2022	2023
1	Brehonfield Road	NTA	✓		
2	Blackthorn Drive			✓	
3	Rochestown Avenue	NTA	✓		
EMP	Estate Management Programme		2021	2022	2023
1	Kilcross Estate	DLRCC	✓	✓	✓
2	Rathsallagh Estate	DLRCC	✓	✓	✓
TICP	Taking in Charge Programme*		2021	2022	2023
1	The Rise, Mount Merrion	DLRCC	✓		
2	Redesdale estate - certain Laneways			✓	
3	Lane adjacent to Centra At Millhouse, Stillorgan.				✓
4	Parking area at shops, Kilmacud Road Lower				✓
5	Foxrock Wood - Beech Park Laneway	DLRCC	✓		
6	Richmond Green, Monkstown			✓	
7	Laneways from Gleann na Smól to Stradbroke Road and Queens Park				✓
8	Lane Station Road Killiney (near DART) to Marino Avenue West				✓
	*Subject to investigation and clarification of ownership, assessment of works and costs needed to bring these roads/laneways up to taking in charge standard, and no commitment can be made at this stage as completing such works would be dependent on available funding and resources.				

RCRP	Roads Control Reinstatement Programme		2021	2022	2023
1	Proby Square (South)	DLRCC	✓		
2	Marine Court and assoc. Laneways	DLRCC	✓		
3	Devitt Villas	DLRCC	✓		
4	Kilgobbin Road	DLRCC	✓		
5	Enniskerry Road	DLRCC	✓		
6	Overend Avenue	DLRCC	✓		
7	Sydenham Avenue	DLRCC	✓		

Appendix 3 (Location Map)

Locations of schemes under the Roads and Footpath Programmes to be completed in 2021.

Map is provided as a separate PDF attachment.