

# Road Maintenance Works Programme 2024-2026



**Road Maintenance Section  
Infrastructure & Climate Change  
Department**

**March 2024**

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# 1. Introduction

Under Section 13 of the Roads Act 1993, the maintenance and construction of all national, regional and local roads in an administrative county is a function of the council or corporation of that county. The Dún Laoghaire-Rathdown Road Maintenance Section is divided into DLR-East and DLR West areas under the management of the Senior Engineer and Area Teams. The Road Maintenance Section aims to provide and maintain a quality road, footpath and bridge network and carries out a number of functions throughout year to achieve this goal, as follows;

- Road Resurfacing Programme – Major Works
- Road Resurfacing Programme – Minor Works (Patching Programme)
- Footpath Upgrade Programme
- National Roads Programme
- NTA funded Active Travel Programme
- Bridges & structures
- Drainage / Gully Programme
- Estate Management Programme
- Taking In Charge Programme
- Accessibility Works Programme
- Cycleway Maintenance Programme

In addition, Road Maintenance is responsible for the following 'operations' functions:

- Day to day CRMs – public and Councillor queries.
- Maintain road, footpath & bridge network – concrete repairs, footway repairs, surface defects, signs and bollards replacement.
- Winter Maintenance including gritting.
- Taking in charge process/certification.
- Road network and footpath insurance claims.
- Letters of consents
- Section 254 licenses – Telecoms Infrastructure.
- Deputations with residents.
- Local Area Committees/SPC/Council meetings.
- Emergency response to road network related issues such as storm response (e.g., fallen or damaged trees) and oil spillage.

The Roads and Footpath renewal programmes have been established as 3-year rolling programmes which are reviewed and updated each year. In addition to the projects on the Works Programme, many other minor works are carried out and funded as part of general road maintenance funding.

## 2. Legislation and Policy

Under Section 13 of the Roads Act 1993, the maintenance and construction of all national, regional and local roads in an administrative county shall be a function of the council or corporation of that county. In addition, under Section 17 (1) of the Roads Act, Transport Infrastructure Ireland is assigned the general duty of providing a safe network of national roads.

The importance of the maintenance and improvement of the existing road network to ensure the safe and efficient travel of all road users is recognised in the National Development Plan (NDP) 2021-2030 and in the National Sustainable Mobility Policy 2022-2030. This also includes for the improvement of the footway network.

A number of policy objectives related to road and footway maintenance and improvements are contained in the County Development Plan 2022 to 2028, including the following objectives:

- 5.6.2 Policy Objective T12: Footways and Pedestrian Routes - It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.
- 5.8.9 Policy Objective T31: Accessibility - It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older people and children.

The Climate Action Plan 2024 to 2029 contains actions related to road maintenance and footway improvements, as follows;

- T19 Implement alternative treatments for winter maintenance operations.
- T20 Identify opportunities to upgrade the existing road and footway network to mitigate damage due to weather events and to provide new footpaths.
- T22 Develop and implement an annual Bridge Inspection and Maintenance Programme and increase the number of bridge structures on which maintenance works are carried out annually, having appropriate regard to protected species and structures regulations.
- T23 Explore the use of sustainable methods of road surfacing that minimise the use of raw materials.

As part of the Road Safety Plan 2022-2030, there are a number of actions related to road maintenance and footway improvements and these include the following:

- Carry out road and footpath improvements on 10 main schemes each year.
- Publish/renew a prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) each year.
- Minimise street clutter as part of all pedestrian and cycle and public realm enhancement schemes and maintain clear footways in the interest of accessibility by reducing obstructions.

The vision set out in the Council’s Corporate Plan 2020-2024 is to create ‘a progressive and vibrant County that is attractive, inclusive and accessible for all’ and a place ‘where communities can connect in safe, clean environments and benefit from the opportunities offered by a strong economy’.

The Corporate Plan contains an agreed a set of core values to guide the organisation and staff in delivering the vision, as shown in Figure 1. The work undertaken by the Road Maintenance section aligns with these core values.

- Climate First – Adopt a climate first approach to decision-making.
- Trustworthy – Be open and transparent, acting ethically and with integrity in all decision making.
- Respectful – Treat all people equally and with respect.
- Cost Conscious – Invest wisely to ensure value and opportunity are maximised.
- Courageous – Act bravely to embrace change.
- Excellence – Utilise our talent and skills to deliver exceptional service
- Collaborative – Work in partnership to build consensus and achieving better through strong engagement with internal and external stakeholders.

**Figure 1 DLRCC Core Values (Corporate Plan 2020-2024)**

### 3. Road Maintenance Resources

The Road Maintenance Works Programme and daily operations are managed by two Area Teams (East and West of the County) consisting of a Senior Executive Engineer, Executive Engineer, Assistant Engineer, Executive Technician and two Inspectors. These are all supported by an administration team. Management of the programme is overseen and managed by the Senior Engineer.

In 2023, the outdoor staff operations for the entire County were centralised to the Ballyogan Operations Depot, eliminating the need for the smaller satellite depots at Loreto (West) and Rochestown (East). The Area Teams consist of foremen, craftsmen, gangers, general operatives and drivers. These team are overseen and managed by an Area Inspector.

Among the work functions carried out by the outdoor staff operations is the managing of work items arising from CRMs. Table 1 show the volume of CRMs assigned to Road Maintenance annually. This demonstrates the growing public demands for the service, with CRM numbers high each week.

Year	CRM total
2019	2,725
2020	2,948
2021	3,270
2022	3,232
2023	4,848

**Table 1 Road Maintenance CRM numbers**

It is estimated that 50%-70% of CRM's require some design intervention and follow up works and this requires input from experienced engineers, technicians and inspectors.

### 4. Overview of the DLR Public Road Network

Dún Laoghaire-Rathdown County Council (DLR) maintains a network of 823km of public roads with various categories shown in Table 2. About 1400km of footpath is also maintained and 250km of cycle track. Maintenance of the public road network is mainly carried using DLR's resources.

Funding for national road maintenance is provided by Transport Infrastructure Ireland (TII). The M50 and M11 motorway road network is mostly managed and funded by TII. Maintenance is carried out by either M50 PPP Concessions (applies to most of the M50) or by a Motorway Maintenance and Renewal Contractor (MMARC).

Table 2 Public Road Categories in DLR				
Road Classification	Length (kms)	Percentage of length	Maintenance Responsibility	Funding
Motorway (M)	33	4.0%	TII/MMaRC Contractor	TII
National (N)	30	2.0%	DLR	TII
Regional (R)	113	14.0%	DLR	DLR
Local (L)	647	80.0%	DLR	DLR
<b>Total</b>	<b>823km</b>			

## 5. Review of 2024 Road Maintenance Programme

A summary of the works completed under the various schemes in the Works Programme 2023-2025 is provided in Appendix 1. The headline statistics for the main roads and footpath scheme were completed as part of the 2023 Works Programme and previous year are as follows:

- Road Resurfacing Programme – Major Works (‘Roads’ Programme) resulted in the reconstruction/resurfacing of a road length of c. **10.0km** (8.5km in 2022, 9.4km in 2021, 6.2 km in 2020, 4.5 km in 2019). 5.8km was part of the N11 Resurfacing works. *Total over 5 years = 48km.*
- Road Resurfacing Programme – Minor Works (‘Patching’ Programme) resulted in a road area of c. 24,052 square metres being reconstructed/resurfaced or the equivalent of c. **1.4km** of road (2.4KM in 2022, 3.8km in 2021, 1.8km in 2020, 2 km in 2019). *Total over 5 years = 13km.*
- Footpath Upgrade Programme works 2023 - length of c. **9.8km** (8.3km in 2022, 14km in 2021, 11km in 2020, 5km in 2019). *Total over 5 years = 56km.*

In 2023, the Road Maintenance Section received a funding allocation of €2,500,000 funding from the National Transport Authority (NTA) under the Active Travel Programme for to the Glenageary Road Upper Active Travel scheme.

The Council also collaborated with Irish Water on a number of water rehabilitation projects in 2023 (such as Sandycove Road East), thus increasing efficiencies for both DLR and Uisce Eireann (Irish Water) in the delivery of these mutually beneficial projects. The Council also worked closely with some developers, such as Cherrygarth and a development on Fleurville Road, for road and footpath improvements.

The complete list of schemes to be progressed in the 3-year programme 2024-2026 is provided in Appendix 2 with a number of schemes set down in each area (i.e., Area West – Dundrum or Area East – Dún Laoghaire).

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 the implementation of the 3 -year road maintenance schemes.

## 6. Funding and Programme Finance

The Road Maintenance Revenue expenditure budget for 2024 is shown in Table 3 with a budget allocation of over €5.0 million for 2024. This demonstrates an increase of 12.5% when compared with the 2023 budget. In addition, as part of the Active Travel Programme 2024, an amount of €1.8m for the Glenageary Road Upper Active Travel Scheme has been allocated by the National Transport Authority (NTA) and TII has allocated funding of €3.49m for Phase 3 of N11 Upgrade Works.

In light of the budget provision, the proposed programme of works in 2024 has been prepared in line with available resources (funding and staff) and priorities. We believe that we have prepared an effective and fair works programme covering both sides of the County.

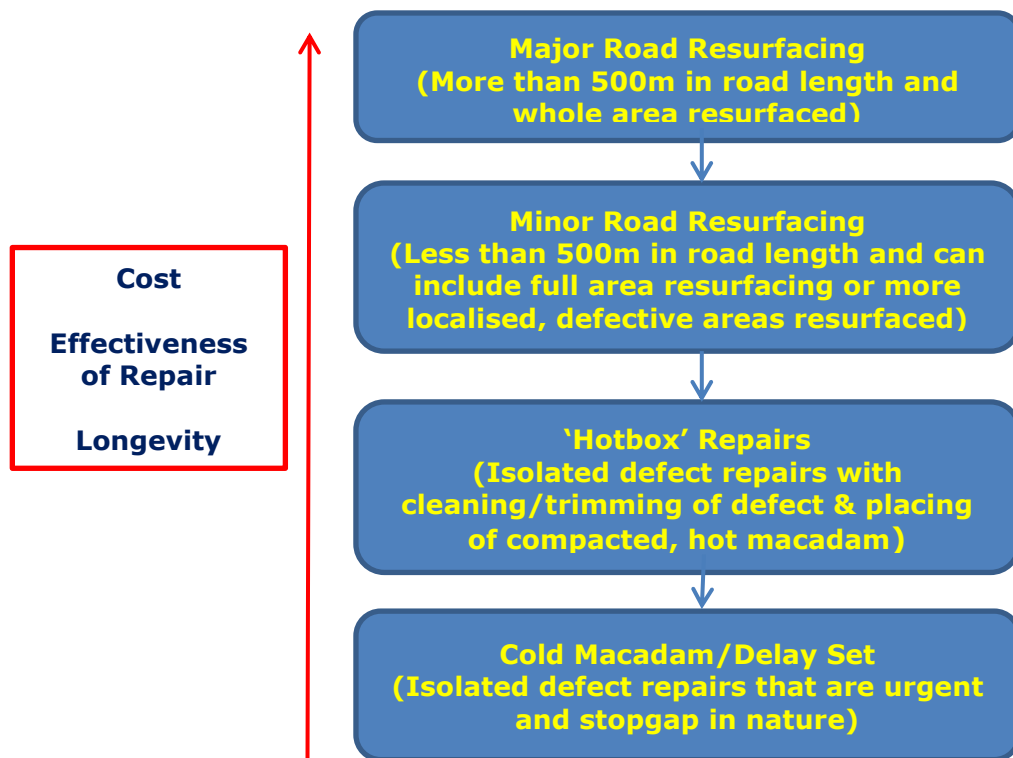
As in previous years, the funding for these programmes may need to be supplemented by general road maintenance funding. The programmes in Table 3 do not include the significant body of work completed under corrective and routine maintenance or schemes supported by the National Transport Authority. Our task in the Road Maintenance section is to maintain our roads to the highest standard possible within the various constraints that exist.

<b>Table 3 Road Maintenance Budget comparison</b>				
<b>Programme</b>	<b>Budget 2024</b>	<b>Budget 2023</b>	<b>Budget 2022</b>	<b>Comment</b>
Road Resurfacing Programme – Major Works	<b>€2,397,000</b>	<b>€2,397,000</b>	<b>€2,397,000</b>	local and regional roads
Road Resurfacing Programme – Minor Works	<b>€869,800</b>	<b>€689,800</b>	<b>€416,500</b>	local and regional roads - 26% increase 2023-2024
Footpath Upgrades	<b>€1,010,400</b>	<b>€830,400</b>	<b>€450,400</b>	22% increase 2023-2024
Bridges & Structures	<b>€96,000</b>	<b>€96,000</b>	<b>€80,000</b>	
Drainage/Gully Repair	<b>€480,000</b>	<b>€280,000</b>	<b>€150,000</b>	
Estate Management	<b>€72,000</b>	<b>€72,000</b>	<b>€60,000</b>	
Roads Control Reinstatement	<b>€112,100</b>	<b>€112,100</b>	<b>€93,400</b>	
<b>Total</b>	<b>€5,037,300</b>	<b>€4,477,300</b>	<b>€3,647,300</b>	<b>12.5% increase 2023-2024</b>
National Roads	<b>Phase 3 €3,490,400</b>	<b>Phase 2 &amp; 3 €8,370,400</b>	<b>€2,540,400</b>	TII funded works



## 7. Strategy for Road Pavement Maintenance

The strategy adopted by DLR for road pavement maintenance has four elements as shown in Figure 2. These are intended to improve road safety, to enhance driver comfort, and to manage and extend the life of the County's road assets. There is an arbitrary difference between what is considered to be major or minor road resurfacing works and it is considered 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.



**Figure 2 Types of road resurfacing schemes**

## 8. Prioritisation of Road Schemes

The 2024-2026 Road 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 LGMA (Local Government Management Agency). It includes members from the Department of Transport, Local Authorities and the LGMA.

As part of a national initiative to move towards a rational, asset management approach and away from traditional, solely subjective methods, the 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 local or regional roads are categorised between 1 and 10, as shown in Figure 3, with a rating of 10 representing excellent road condition. The PSCI is used nationally for the assessment of road condition in an objective manner. It is not intended to record localised poor patches or potholes.

**Visual Rating -  
Pavement Surface  
Condition Index  
(PSCI)**

Rating System 1 to 10

Rating is assigned  
based on visible  
pavement distress  
present.

Overall Rating	Primary Rating Indicators*	Secondary Rating Indicators*
10	No visible defects.	Road surface in perfect condition, like new.
9	Less than 10% of surface with surface defects!	Road surface in very good condition.
8	10% to 30% of surface with surface defects!	Little or No Other defects.
7	Greater than 30% of surface with surface defects!	Little or No Other defects. Old surface with aged appearance.
6	Less than 20% of Other Cracking may be present. Patching generally in good condition. May be out of shape requiring some reduction in driver speed.	Surface defects may be present. No structural distresses!
5	Greater than 20% of Other Cracking present. Patching generally in fair condition. Out of shape requiring reduction in driver speed. Very localised structural distresses (i.e. 5 sq.m. of surface) may be present.	Surface defects may be present.
4	Structural distresses present. Rutting or Alligator Cracking for 2% to 25% of surface. Short lengths of Edge Breakup/Cracking. Small number of Potholes.	Other defects may be present.
3	Significant areas of Structural distresses. Rutting or Alligator Cracking for 25% to 50% of surface. Significant continuous lengths with Edge Breakup/Cracking. Frequent Potholes.	Other defects may be present.
2	Large areas of Structural distresses. Rutting or Alligator Cracking for over 50% of surface. Severe Rutting (over 75 mm deep). Extensive Patching in very poor condition. Many Potholes.	Very difficult to drive on.
1	Severe Structural distresses with extensive loss of pavement surface. Road Disintegration of surface. Many large and deep Potholes. Patching in failed conditions.	Severe Deterioration Virtually undrivable.

**Figure 3 PCSI Road Condition Rating**

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 were undertaken in 2023 to help support decisions on the appropriate road maintenance intervention programmes for the County’s local roads.

However, prioritisation is not just about the condition rating. 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.

## 9. Road Resurfacing Programme – Major Works

This programme has been referred to as the 'Roads' programme in previous years and it is concerned with resurfacing and/or reconstruction of long lengths of roads. The 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 cycle track upgrades, drainage repairs and often includes an element of cross-departmental working to upgrade the public realm. This can include working with the Parks Section on necessary tree removal and re-planting or working with the Traffic & Road Safety section where traffic calming measures or cycle track 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** schemes scheduled for completion under this programme element in 2024 with a budget of €2,397,000. See Appendix 2 for scheme details and the location map in Appendix 3. Funding of €1.8m has been allocated for the Glenageary Road Upper Road Active Travel Scheme (cycle scheme and road restoration) by the NTA under the Active Travel programme for 2024.

## 10. Road Resurfacing Programme – Minor Works

Started in 2017, the Road Resurfacing Programme – Minor Works (previously called the 'Patching' programme, was designed to deal with what was, up to then, an unstructured part of road maintenance.

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 such as 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 **12** schemes scheduled for completion under this programme element in 2024 with a budget of €869,800. See Appendix 2 for scheme details and the location map in Appendix 3.

As well as the patching programme, the Road Maintenance Section will seek to find more innovative and environmentally friendly patching methods, in particular processes that can recycle some of the existing road materials during the construction process. This was undertaken as a pilot in 2023 on a number of locations by Tarstone.

## 11. Footpath Upgrade Programme and Insurance Claims

An allocation of €1,010,400 is provided for in the Footpath Upgrade Programme in the 2024 budget, up from €830,400. The aim is to target high public liability (PL) insurance costs, which represent a significant cost to the Council each year.

Table 4 provides a breakdown of trips/falls claimed by geographical area in DLR, as provided by Irish Public Bodies (IPB) insurance brokers. This shows a decrease in average annual claim numbers between 2022 and 2023.

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.

	Location	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total	Average
1	Dun Laoghaire	14	8	18	13	5	13	19	6	14	11	121	12
2	Blackrock	4	5	4	5	6	7	4	9	8	2	54	5
3	Stillorgan	1	7	4	4	3	4	5	4	5	1	38	4
4	Dundrum	1	3	1	5	3	2	6	6	4	3	34	3
5	Shankill	1	4	2	5	8	3	3	2	4		32	3
6	Rathfarnham	1	7	3	7	4	1	2	2	1	2	30	3
7	Ballybrack	4		3	3	3	4	1	2	2	4	26	3
8	Cabinteely	1	2	1	2	2	3	5	3	3	2	24	2
9	Dalkey	3		2	3	3	2	2	1	2		18	2
10	Ballinteer	2	4	2		1	3	1	3		2	18	2
11	Monkstown	5	1		3	2		2	1	2	1	17	2
12	Sandy Cove	1	2	1	1	1	1	4	3		1	15	2
13	Sandyford	2	1	2	5	2		1	1	1		15	2
14	Killiney		1	2	2	3		3	1	2	1	15	2
15	Glenageary	1	1	3	5	2				2		14	1
16	Sallynoggin	2	2	3	2		1		2	1		13	1
17	Goatstown			1				5	6			12	1
18	Churchtown	2	1	1		2	2	1	1	1		11	1
19	Deansgrange			2	3	1	2			2	1	11	1
20	Boosterstown	1	1			1			4	1	3	11	1
		46	50	55	68	52	48	64	57	55	34	529	53

The claims locations outlined in Table 4 are 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.

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

There are **11** schemes scheduled for completion under this programme element in 2024. See Appendix 2 for scheme details and the location map in Appendix 3.

It should be noted that footway improvements are being carried out as part of Active Travel public realm and cycle schemes.

## **12. Impact of Trees**

It is acknowledged that trees provide a 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 pedestrian or cyclist safety.

There is a 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 Section 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.

## **13. Bridges and Structures Programme**

An allocation of €96,000 is provided for this programme in the 2024 budget in line with the 2023 budget. This may also require contributions from general road maintenance funding in 2024. An inspection and inventory of 120+ bridges around the County were started in 2023 and this work will be completed in 2024.

Arising from the inspections, minors work may be required to a number of bridges in the County. The need for bridge maintenance will be examined arising from the various inspections. This will inform the detail of the works programme for 2024 and subsequent years.

## **14. National Roads Programme**

Transport Infrastructure Ireland (TII) provides funding for National Roads within DLR. There are 16kms of National Road, comprising the N11 and N31 within DLR area and 34kms of motorway (M50/M11).

Resurfacing of the N11 in the DLR area was carried out during 2022 and 2023 with Phase 2 completed south from the Kilmacud Road Lower junction at Stillorgan to the Old Bray Road junction at Cabinteely. Works have commenced on Phase 3 which cover the remainder of the N11 as far as Loughlinstown Roundabout.

## **15. Estate Management Programme**

The Road Maintenance section will continue to collaborate with the Community and Cultural Development Department 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 and Moreen Estate in 2023. These schemes are identified through Annual Service Plans prepared by each of the Estate Management forums. Funding of €72,000 in 2024 has been allocated for 2024 in line with in 2023.

## **16. Drainage and Gully Repair Programme**

In 2023, the Road Maintenance Section carried out some drainage improvement works. For 2024, the funding has been increased from €280k to €480k funding for the Gully Repair Programme.

Nine flooding locations included for assessment and repair in 2024 as per Appendix 2. This list has been put together following consultation between Cleansing and Road Maintenance sections, as well as from information from the CRM system, provided by Councillors and members of the public. We will also consult with DLR's Water and Drainage section and Uisce Eireann (Irish Water), as needed, to arrive at sustainable solutions for these locations.

## **17. Taking-In-Charge (TIC) Programme**

The taking-in-charge programme 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, challenges exist 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 legacy taking-in-charge issues in 2024, following completion of due diligence in estates.

## **18. Accessibility Works Programme**

This programme targets 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. Among the schemes completed in 2023 were Loreto Park, Mulvey Park and a laneway at Texaco off Shanganagh Road.

The benefits of these works to someone who has significant mobility challenges in their locality can be enormous, so we are keen to continue with this demand-led scheme and we encourage Councillors and members of the public to come to us with suggestions for locations where we can help.

## 19. Cycle Track Maintenance Programme

The Cycle Track 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 some works in 2023 under NTA funding. We will continue to develop and expand this programme in in 2024.

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

## 20. Roads Control Reinstatement Programme

DLR's Roads Control section plays an 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 Irish Water 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.

## 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 2023.
- **Appendix 2** shows a list of the schemes set out under each programme element scheduled for completion in 2024, 2025 & 2026.

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)**

A Location Map is referenced in **Appendix 3** which shows the parts of the road resurfacing and footpath programmes to be progressed in 2024. Please note that these maps are in PDF format and are provided as attachment(s) to the main programme document.

*James Phelan*

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James Phelan Senior Engineer  
Road Maintenance, February 2024



## Appendix 1 (Completed Programme 2023)

<b>RRP Major</b>	<b>Road Resurfacing Programme - Major Works</b>	<b>2023</b>	<b>Comments</b>
1	The Park Estate Cabinteely (part of)	✓	
2	Mulvey Park (part of)	✓	
3	Barrack Road, Glencullen (part of)	✓	
4	Meadowmount (part of)	✓	
5	College Road / Killmashogue (part of)	✓	
6	Nutgrove Avenue	✓	
7	Glenageary Road Upper (part)	✓	NTA funded. Works ongoing
8	Ballinlea Road (part of)	✓	
9	Barnhill Road	✓	
10	Monkstown Crescent /Longford Tce	✓	
11	Dundela Park (part of)	✓	
12	St. Johns Park	✓	Additional item added
<b>RRP Minor</b>	<b>Road Resurfacing Programme - Minor Works (Patching)</b>		<b>Comments</b>
1	Old Clonkeen Road	✓	
2	Trisilian, Foxrock	✓	
3	Olivemount Grove / Road	✓	
4	Prospect Lawn	✓	
5	Grange Wood	✓	
6	Idrone Lane (part of)	✓	
7	Sallynoggin Road (part of)	✓	
8	Rock Road (part of)	✓	
9	Pakenham Road - Longford Place junction resurfacing	✓	
10	Sandycove Road/Albert Road Lower	✓	
11	Pucks Castle Lane (part of)	✓	
<b>FP</b>	<b>Footpaths Programme</b>		<b>Comments</b>
1	Pine Valley (part of)	✓	
2	Sandyford Business District (part of)	✓	
3	Kerrymount Avenue (part of)	✓	
4	The Park, Cabinteely (part of)	✓	
5	Mount Anville Road (part of)	✓	
6	Northumberland Avenue (part of)	✓	Phase 2 to be done in 2024
7	Avondale Road (part of)	✓	
8	Dundela Park (part of)		
9	Barnhill (part of)		
10	Ballinlea (part of)	✓	Added to list

<b>BSP</b>	<b>Bridges and Structures programme</b>		
1	Bridge inspections at 120+ bridges	✓	ongoing
<b>DGP</b>	<b>Drainage / Gully Repair Programme</b>		<b>Comments</b>
1	Ballinteer Road at Lynwood	✓	
2	Mount Albion Road Churchtown	✓	
3	Brighton Road Foxrock.	✓	
4	Cherrywood Road/Bray Road junction	✓	
5	Castlebyrne Park	✓	
6	Priory Avenue	✓	
7	Mounttown Road Upper	✓	
<b>NRP</b>	<b>National Road programme</b>		
1	N11-N31 3-years Resurfacing Programme	✓	Phase 2 Stillorgan Park to Old Bray Road Phase 3 Old Bray Road to Loughlinstown Roundabout
<b>EMP</b>	<b>Estate Management Programme</b>		<b>Comments</b>
1	Moreen/Blackthorn	✓	
2	Rathsallagh Estate	✓	
<b>AWP</b>	<b>Accessibility Works Programme</b>		<b>Comments</b>
1	Loreto Park (part of)	✓	
	Mulvey Park (part of)		
2	Marine Road tactile paving	✓	
3	Laneway Between Seaview Park and Shanganagh Road (near Texaco Garage)	✓	
<b>CWP</b>	<b>Cycle Track Works</b>		<b>Comments</b>
1	Wyckham Bypass	✓	
2	N11/N31 3-Year Resurfacing Programme	✓	TII Funded – Phase 3 completion in Q2 2024.
4	Sallyglen Road and Avondale Road (part of)		Cycle track lining has been renewed each side of both roads
<b>TICP</b>	<b>Taking in Charge Programme</b>	<b>2022</b>	<b>Comments</b>
1	Redesdale estate - certain laneways	✓	
<b>RCP</b>	<b>Roads Control Programme</b>		<b>Comments</b>
1	Cherrygarth, Stillorgan	✓	Resurfacing works
2	Sandycove Avenue re-instatements	✓	Resurfacing works
3	Castle Close re-instatement works	✓	Resurfacing works
4	Stonebridge Lane, Shankill	✓	Resurfacing works

## Appendix 2 (Planned Programmes 2024-2026)

<b>RRP Major</b>	<b>Road Resurfacing Programme - Major Works</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
1w	Brennanstown Road (part of)	✓		
2w	Enniskerry Road (R-117)	✓	✓	
3w	Ballinteer Road, Dundrum (R-826)	✓	✓	
4w	Village Road, Aikens Village	✓	✓	
5w	Meadowmount (part of)	✓		
6w	Blackthorn Road, Sandyford		✓	
7w	Churchtown Road Upper		✓	
8w	Beaumont Avenue		✓	✓
9w	Sandyford Road, Balally		✓	✓
10w	Saint Columbanus Road (part of)			✓
11w	Wedgewood (part of)			✓
12w	Westminster Road, Foxrock			✓
13w	Barton Road East, Dundrum			✓
1e	Glenageary Road Upper	✓		
2e	Dalkey Avenue (part of)	✓	✓	
3e	Old Dublin Road (part of)	✓	✓	✓
4e	Dundela Estate (parts of)	✓	✓	
5e	Ashlawn Estate	✓	✓	✓
6e	Greenville Road public realm	✓		
7e	Monkstown Grove/ Dunedin Close		✓	✓
8e	Shanganagh Road		✓	✓
9e	Ulverton Road		✓	✓
10e	Killiney Avenue			✓
11e	Cumberland Street			✓
12e	Albert Road			✓
<b>RRP Minor</b>	<b>Road Resurfacing Programme - Minor Works</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
1w	Deerpark Road	✓		
2w	Woodpark	✓	✓	✓
3w	Cornelscourt Hill Junction, Cornelscourt	✓		
4w	Mount Anville Park Cul-De-Sac	✓		
5w	Glenamuck Road	✓		
6w	The Gallops, Ballyogan	✓		
7w	Ballybetagh Road (R-116)		✓	
8w	Heather Road, Sandyford BD (part of)		✓	
9w	Moreen Estate (part of)		✓	✓
10w	Burton Hall Road, Sandyford BD			✓
11w	Harolds Grange Road		✓	
12w	Mayfield Terrace, Ballinteer (part of)		✓	
13w	Mount Carmel Road, Churchtown			✓

14w	The Rise, Mount Merrion		✓	
15w	Heather Road		✓	
1e	Foxrock Court	✓		
2e	Grove Avenue (part of)	✓	✓	
3e	Harbour Road (part of)	✓		
4e	Breffni Road	✓		
5e	Abbey View (part of)	✓		
6e	Pucks Castle Lane (part of)	✓	✓	✓
7e	Hudson Road (part of)	✓	✓	✓
8e	Brocs Lane		✓	
9e	Clonkeen Road (Supervalu Car park)	✓		
10e	Murphys Lane (part of)		✓	✓
11e	Beaumont Gardens		✓	✓
12e	Willow Place		✓	✓
13e	Carriglea Gardens (part of)		✓	✓
<b>FP</b>	<b>Footpath Upgrade Programme</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
1w	Kerrymount Avenue (phase 2)	✓		
2w	Balally Estate	✓		
3w	Sandyford Business District	✓	✓	✓
4w	Mount Anville Road	✓	✓	✓
5w	The Park, Cabinteely	✓	✓	✓
6w	Cornelscourt Village	✓		
7w	Barton Road East		✓	✓
8w	Ailesbury Estate, Balinteer		✓	✓
1e	Northumberland Avenue (part of)	✓		
2e	Granville Road (part of)	✓	✓	✓
3e	Thornhill Road (part of)	✓	✓	
4e	Trafalgar Terrace (part of)	✓	✓	
5e	Beechwood Park and Grove (part of)	✓	✓	
6e	Rockford Park		✓	✓
7e	Merrion Park		✓	✓
8e	Elton Park		✓	✓
9e	Hyde Road		✓	✓
<b>BSP</b>	<b>Bridges &amp; Structures Programme</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
1e	Dublin Road Shankill Bridge	✓	✓	
2	Countywide Bridge Inventory and Inspections and related minor works	✓	✓	✓
<b>DGRP</b>	<b>Drainage / Gully Repair Programme</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
1w	Landscape Park	✓		
2w	Old Kilgobbin Road	✓		
3w	Brennanstown-Brighton Roads Junction	✓		
4w	Blackthorn Road, Sandyford	✓		

1e	Kill Lane	✓		
2e	Castlebyrne Park	✓		
3e	Silchester Park at junction with Adelaide Street	✓		
4e	Carrickbrennan Road	✓		
5e	Glenageary Dart Station at junction with Marlborough Road	✓		
<b>NRP</b>	<b>National Roads Programme</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
1	N31 (Coast Road, funding dependent) <b>(Active Travel Review underway)</b>	✓	✓	
2	N11-N31, 3-Year Resurfacing – Phase 3	✓	✓	
<b>AWP</b>	<b>Accessibility Works Programme</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
1w	Hillview	✓	✓	✓
2w	Broadford Estate, Ballinteer		✓	✓
1e	Laneway behind Rosehill (part of)	✓		
2e	Corbawn Lane Beach access	✓		
3e	Sandycove Close		✓	
<b>CMP</b>	<b>Cycle Track Maintenance</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
1w	St. Olaf's National School	✓		
2w	Village Road, Aiken's Village	✓	✓	
3w	Bellarmine Avenue	✓	✓	
1e	Johnstown Road (part of)	✓		
	N11-Phase 3 Works	✓		
<b>EMP</b>	<b>Estate Management Programme</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
1w	Moreen (part of)	✓	✓	✓
1e	Meadowlands Avenue	✓	✓	
2e	Fitzgerald Park		✓	
3e	Cois Cairn			✓
<b>TICP</b>	<b>Taking in Charge Programme*</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
*Subject to investigation & clarification of ownership, assessment of works & costs needed to bring these roads/laneways up to TIC standard, no commitment can be made at this stage, as works would be dependent on available funding and resources.				
1w	Redesdale (Laneway at Back of Shops)	✓		
2w	Redesdale Estate		✓	✓
3w	Lane at rear of Centra, Millhouse, Stillorgan		✓	✓
1e	Foxrock Wood - Beech Park Laneway	✓		
2e	Lane Station Road Killiney (near DART) to Marino Avenue West*	✓	✓	
<b>RCRP</b>	<b>Roads Control Reinstatement Programme</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
1w	Cherrygarth	✓		
2w	Kilgobbin Road (at Sandyford Hall r-about)	✓		
3w	Landscape Park, Churchtown	✓		
1e	Rock Road public lighting			
It should be noted that in addition to the above tables of schemes and works, additional emergency works may be carried throughout the year.				

### **Appendix 3 (Location Map)**

*Locations of schemes under the Roads and Footpath Programmes to be completed in 2024 to 2026.*

*Map is provided as a separate PDF attachment.*