

# **Road Maintenance Works Programme 2025-2027**



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

**March 2025**

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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 several functions throughout the 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 under Section 11 of the Roads Act 1993.
- Road network and footpath insurance claims.
- Letters of consents
- Section 254 licenses under the Planning and Development Act 2000 for telecoms infrastructure.
- Deputations with residents.
- Local Area Committees/Strategic Policy Committees/Council meetings.
- Emergency response to road network related issues such as storm response (e.g. fallen 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 2025-2029 is to create 'a progressive, sustainable, inclusive and accessible county underpinned by a strong economy'. The work undertaken by the Road Maintenance section aligns with the following Corporate Plan objectives:

### **Strategic Pillar 1 – Housing, Infrastructure and Planning**

Objective:

1. Plan for future needs by investing in strategic enabling infrastructure that will develop and maintain good connectivity across the county.

### **Strategic Pillar 3 – Climate Action**

Objective

1. Promote the circular economy by working to maximise the use of resources, products, assets while minimising consumption and wastage across the county.

### **Strategic Pillar 5 – Operational Excellence**

Objectives:

5. Focus on providing high quality maintenance in our public realm and social housing stock.
6. Continuously improve service delivery by leveraging technology, streamlining processes, and fostering a culture of efficiency and innovation.

### 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 technical staff of various grades from Senior Executive Engineer down to Graduate Engineer. The technical staff are supported in their work by a centralised administration team. The delivery of the programme is overseen 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 Park (West) and Rochestown Avenue (East). The Area Teams consist of foremen, craftsmen, gangers, general operatives and drivers. These teams are overseen and managed by Area Inspectors.

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.

| Year  | CRM total |
|---|-----------|
| 2019  | 2,725     |
| 2020  | 2,948     |
| 2021  | 3,270     |
| 2022  | 3,232     |
| 2023  | 4,848     |
| 2024  | 4,507     |
| <b>Table 1 Road Maintenance CRM numbers</b> |           |

CRM's can require some level of design intervention prior to being addressed and closed out which can impact on the delivery time required to resolve.

### 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 2024-2026 is provided in Appendix 1. The headline statistics for the main roads and footpath scheme were completed as part of the 2024 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. **13.5km** (10.0km in 2023, 8.5km in 2022, 9.4km in 2021, 6.2 km in 2020). This shows a 35% increase compared with the output last year. It's important to note however that 3.4km of this attributed to resurfacing the final part of the N11 which was funded by Transport Infrastructure Ireland. *Total over 5 years = 47km.*
- Road Resurfacing Programme – Minor Works ('Patching' Programme) resulted in a road area of c. 27,686 square metres being reconstructed/resurfaced or the equivalent of c. **4.0km** of road (1.4km in 2023, 2.4km in 2022, 3.8km in 2021, 1.8km in 2020), which represents a 285% increase compared to 2023 and is above the previous peak figure reached in 2021. *Total over 5 years = 13km.*
- Footpath Upgrade Programme works 2023 - length of c. **11.1km** (9.8km in 2023, 8.3km in 2022, 14km in 2021, 11km in 2020), represents a 13% increase in delivery compared to 2023 and exceeds the previous peak figure reached in 2021. *Total over 5 years = 54km.*

The complete list of schemes to be progressed in the 3-year programme 2025-2027 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 2025 is shown in Table 3 with a budget allocation of over €5.0 million for 2025. This demonstrates an increase of 4.7% when compared with the 2024 budget.

In light of the budget provision, the proposed programme of works in 2025 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.

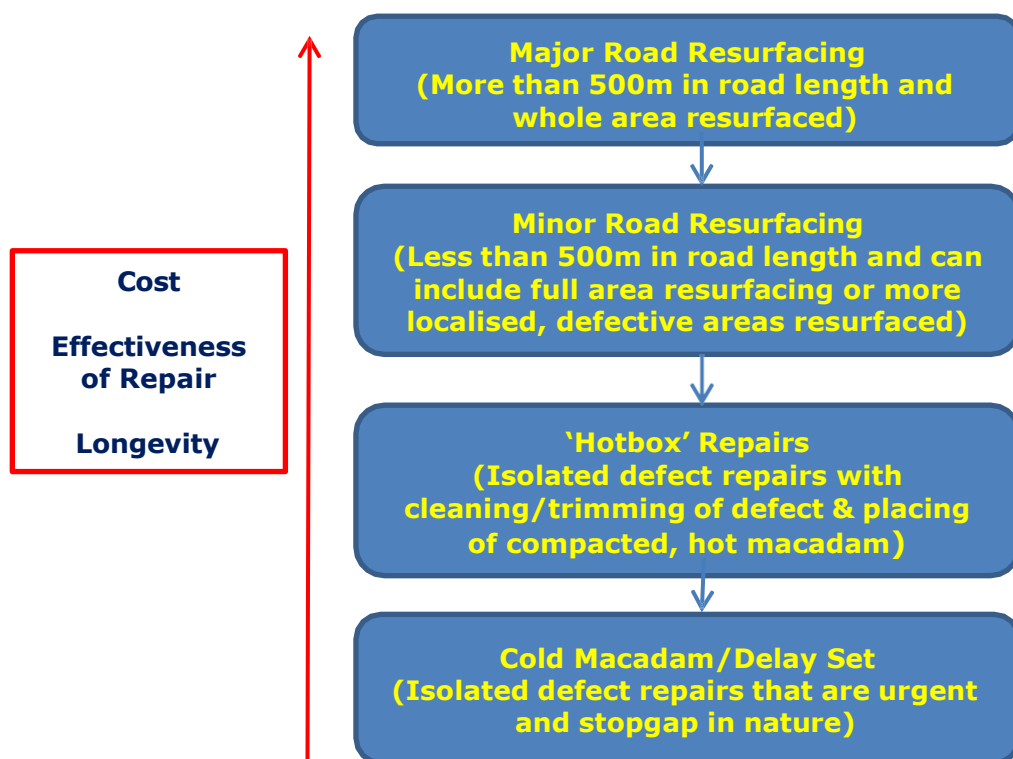
As in previous years, the funding for these programmes may need to be supplemented by general road maintenance funding. The programmes in Table 3 do not include the significant body of work completed under corrective and routine maintenance or schemes supported by the National Transport Authority. Our 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 2025</b> | <b>Budget 2024</b> | <b>Budget 2023</b> | <b>Budget 2022</b> | <b>Comment</b>                                   |
| Road Resurfacing Programme – Major Works          | <b>€2,520,000</b>  | <b>€2,397,000</b>  | <b>€2,397,000</b>  | <b>€2,397,000</b>  | local and regional roads – 5% increase 2024-2025 |
| Road Resurfacing Programme – Minor Works          | <b>€869,800</b>    | <b>€869,800</b>    | <b>€689,800</b>    | <b>€416,500</b>    | local and regional roads                         |
| Footpath Upgrades                                 | <b>€1,010,400</b>  | <b>€1,010,400</b>  | <b>€830,400</b>    | <b>€450,400</b>    |  |
| Bridges & Structures                              | <b>€201,000</b>    | <b>€96,000</b>     | <b>€96,000</b>     | <b>€80,000</b>     |  |
| Drainage/Gully Repair                             | <b>€480,000</b>    | <b>€480,000</b>    | <b>€280,000</b>    | <b>€150,000</b>    |  |
| Estate Management                                 | <b>€72,000</b>     | <b>€72,000</b>     | <b>€72,000</b>     | <b>€60,000</b>     |  |
| Roads Control Reinstatement                       | <b>€120,000</b>    | <b>€112,100</b>    | <b>€112,100</b>    | <b>€93,400</b>     | 7% increase 2024-2025                            |
| <b>Total</b>                                      | <b>€5,273,200</b>  | <b>€5,037,300</b>  | <b>€4,477,300</b>  | <b>€3,647,300</b>  | <b>4.7% increase 2024-2025</b>                   |



## 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. With respect to road resurfacing techniques, DLR Road Maintenance has been investigating alternative road maintenance techniques that will better enable us achieve our goals under the Climate Action Plan and become more efficient from a budgetary perspective. Over the last two years for example, we have incorporated Sustainable Road Patching (SRP) as a road repair solution. This aligns with the Strategic Pillar 3 of the Corporate Plan. Despite still being in its infancy, the SPR has been proven to be a solid approach for isolated repairs with excellent longevity. Future green goals in the medium-long term would involve incorporating more SPR into our localised road repair works. In 2025, we also intend to trial and use where possible, newer and greener methods of road refurbishment such as the use of cold asphalt, and recycled asphalt for use in the Major and Minor Road Resurfacing Programmes.



**Figure 2 Types of road resurfacing schemes**

## 8. Prioritisation of Road Schemes

The 2025-2027 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.

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

**Figure 3 PCSI Road Condition Rating**

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.

PSCI surveys of samples of the local road network were undertaken in 2023 and 2024 to help support decisions on the appropriate road maintenance intervention programmes for the County's local roads. We are required to carry out these independent surveys at scheduled intervals depending on the road classification.

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.

DLR Road Maintenance are also looking to exploit where possible new technologies that could be used to assist us in prioritising schemes and developing designs. Over the last number of months we have been trialling an Artificial Intelligence application that enables us carry out road surveys from DLR fleet vehicles on a daily basis. This gives us up-to-date survey data to feed into the decision-making processes for selecting capital schemes. We will continue to innovate and use available technologies such as these to help us maximise the efficiency of the road maintenance budgets.

## **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 **14** schemes scheduled for completion under this programme element in 2025 with a budget of €2,520,000. See Appendix 2 for scheme details and the location map in Appendix 3.

## **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 €30,000 to €100,000 and help to extend the useful life of the road and avoid the need for a more costly intervention if left unchecked.

There are **9** schemes scheduled for completion under this programme element in 2025 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.

In 2024, Road Maintenance trialled a sustainable patching technique to reduce our carbon footprint for works of this nature. This trial was quite successful, and we plan to tender for more road patching work requiring this technique this work in 2025.

## **11. Footpath Upgrade Programme and Insurance Claims**

An allocation of €1,010,400 is provided for in the Footpath Upgrade Programme in the 2025 budget. 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 2025. See Appendix 2 for scheme details and the location map in Appendix 3.

It should be noted that footway improvements are also 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 €201,000 is provided for this programme in the 2025 budget. An inspection and inventory of 120+ bridges around the County was completed in 2024. Those investigations have identified a number of issues with certain structures around the County and it is our intention to prioritise those works for completion with the budget in 2025. For example, further investigation and repair works will be carried out on the Shankill Bridge in 2025 on the basis of inspections carried out in 2024.

## **14. National Roads Programme**

Transport Infrastructure Ireland (TII) provides funding for National Roads within DLR. There are 30kms 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 were completed on Phase 3 which covered the remainder of the N11 as far as Loughlinstown Roundabout in 2024. In total, over the last 3 years almost 18km of National routes within the County were resurfaced within the County with funding provided by TII.

## **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 Moreen Estate and Fitzgerald Park in 2024. These schemes are identified through Annual Service Plans prepared by each of the Estate Management forums. Funding of €72,000 has been allocated for 2025 which matches the budget of 2024.

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

For 2024, the funding was increased from €280k to €480k funding for the Gully Repair Programme which has been maintained for 2025.

In 2024, a Gully Repair Programme was developed to address over 100 flooding locations around the County. This list was 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. A tender was issued and awarded for these works in Q4 2024, and the works are now approximately 40% completed, with the remaining works expected to continue until Q2 2025. We will also consult with DLR's Water and Drainage section and Uisce Eireann 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 the identified programme items in 2025.

## **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 2024 were Hillview Estate, Rosehill Laneway and Sandycove Close.

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. Cycle Track maintenance was carried out in 2024 on sections of the N11 with funding from TII.

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. In 2024 we delivered a couple of important road improvement schemes using this budget such as roadway improvement works at Clonkeen Crescent and Cherrygarth, and Sallynoggin Road.

In 2024, we continued with the permanent reinstatement of Uisce Eireann SLA Road openings, however, since Uisce Eireann has now become a fully licenced utility, they are now responsible for the completion of their own reinstatement works. In 2024, we managed reinstatement works for over 300 Uisce Eireann reinstatements under the SLA Agreement.

## 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.

- a. **Appendix 1** provides a summary of the works completed under the main Road Maintenance Programme areas in 2024.
- b. **Appendix 2** shows a list of the schemes set out under each programme element scheduled for completion in 2025, 2026 & 2027.

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) | Area East & West |
|---------------------|---------------------------|------------------|

A Location Map is referenced in **Appendix 3** which shows the parts of the road resurfacing and footpath programmes to be progressed in 2025. Please note that these maps are in PDF format and are provided as attachment(s) to the main programme document.

*James Phelan*

James Phelan Senior Engineer  
Road Maintenance, February 2025

## Appendix 1 (Completed Programme 2024)

| RRP Major | Road Resurfacing Programme - Major Works            | 2024 | Comments      |
|-----------|---|------|---------------|
| 1         | Brennanstown Road                                   | ✓    |               |
| 2         | Enniskerry Road                                     | ✓    |               |
| 3         | Ballinteer Road                                     | ✓    |               |
| 4         | Village Road  | ✓    |               |
| 5         | Meadowmount   | ✓    |               |
| 6         | Glenageary Road Upper (part)                        | ✓    | NTA funded.   |
| 7         | Monkstown Crescent                                  | ✓    |               |
| 8         | Old Dublin Road                                     | ✓    |               |
| 9         | Dundela Park  | ✓    |               |
| 10        | Dalkey Avenue                                       | ✓    |               |
| RRP Minor | Road Resurfacing Programme - Minor Works (Patching) |      | Comments      |
| 1         | Deerpark Road                                       | ✓    |               |
| 2         | Woodpark The Heights                                | ✓    |               |
| 3         | Cornelscourt Hill                                   | ✓    |               |
| 4         | Mount Anville (Park Entrance)                       | ✓    |               |
| 5         | Foxrock Court                                       | ✓    |               |
| 6         | Clonkeen Road                                       | ✓    |               |
| 7         | Grove Avenue  | ✓    |               |
| 8         | Breffni Road  | ✓    |               |
| 9         | Harbour Road  | ✓    |               |
| 10        | Bellevue Copse / Woodbine Road                      | ✓    |               |
| FP        | Footpaths Programme                                 |      | Comments      |
| 1         | Balally Estate                                      | ✓    |               |
| 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                               | ✓    |               |
| 7         | Dalkey Avenue                                       | ✓    |               |
| 8         | Dundela Park  | ✓    |               |
| 9         | Granville Road                                      | ✓    |               |
| 10        | Thornhill Road                                      | ✓    |               |
| 11        | Stillorgan Park                                     | ✓    | Added to list |
| BSP       | Bridges and Structures programme                    |      |               |

|             |   |   |   |
|-------------|---|---|---|
| 1           | Bridge inspections at 120+ bridges          | ✓ |   |
| 2           | Montpelier Parade Wall                      | ✓ |   |
| <b>DGP</b>  | <b>Drainage / Gully Repair Programme</b>    |   | <b>Comments</b>                                   |
| 1           | Landscape Park                              | ✓ |   |
| 2           | Old Kilgobbin Road                          | ✓ |   |
| 3           | Brennanstown-Brighton Road Junction         | ✓ |   |
| 4           | Blackthorn Road, Sandyford                  | ✓ |   |
| 5           | Kill Lane                                   | ✓ |   |
| 6           | Castlebyrne Park                            | ✓ | To Be Continued into 2025                         |
| 7           | Silchester Park / Adelaide Road             | ✓ |   |
| 8           | St Helen's Road                             | ✓ | Added to list                                     |
| 9           | Rosehill Laneway                            | ✓ |   |
| <b>NRP</b>  | <b>National Road programme</b>              |   |   |
| 1           | N11-N31 3-years Resurfacing Programme       | ✓ | Phase 3 Old Bray Road to Loughlinstown Roundabout |
| <b>EMP</b>  | <b>Estate Management Programme</b>          |   | <b>Comments</b>                                   |
| 1           | Moreen/Blackthorn                           | ✓ |   |
| 2           | Sandycove Close                             | ✓ |   |
| <b>AWP</b>  | <b>Accessibility Works Programme</b>        |   | <b>Comments</b>                                   |
| 1           | Hillview Estate                             | ✓ |   |
| 2           | Sandycove Close                             | ✓ |   |
| 3           | Rosehill Laneway                            | ✓ |   |
| <b>CWP</b>  | <b>Cycle Track Works</b>                    |   | <b>Comments</b>                                   |
| 1           | St. Olaf's National School                  | ✓ |   |
| <b>TICP</b> | <b>Taking in Charge Programme</b>           |   | <b>Comments</b>                                   |
| 1           | Redesdale estate – Laneway at rear of shops | ✓ |   |
| <b>RCP</b>  | <b>Roads Control Programme</b>              |   | <b>Comments</b>                                   |
| 1           | Cherrygarth, Stillorgan                     | ✓ |   |
| 2           | Kilgobbin Road                              | ✓ |   |
| 3           | Landscape Park, Churchtown                  | ✓ |   |
| 4           | Rock Road Public Lighting                   | ✓ |   |

## Appendix 2 (Planned Programmes 2025-2027)

| <b>RRP Major</b> | <b>Road Resurfacing Programme - Major Works</b> | <b>2025</b> | <b>2026</b> | <b>2027</b> |
|------------------|---|-------------|-------------|-------------|
| 1w               | Enniskerry Road (R-117) (part of)               | ✓           |             |             |
| 2w               | Ballinteer Road, Dundrum (R-826) (part of)      | ✓           |             |             |
| 3w               | Kerrymount Estate Cornelscourt (part of)        | ✓           | ✓           | ✓           |
| 4w               | Churchtown Road Upper (part of)                 | ✓           | ✓           |             |
| 5w               | Westminster Road, Foxrock (part of)             | ✓           | ✓           | ✓           |
| 6w               | Sycamore Grove (Off Westminster Road) (part of) | ✓           |             |             |
| 7w               | Columbanus Estate                               |             | ✓           | ✓           |
| 8w               | Wedgewood (part of)                             |             | ✓           | ✓           |
| 9w               | Barton Road East, Dundrum                       |             | ✓           | ✓           |
| 10w              | Glenamuck Road                                  |             | ✓           | ✓           |
| 1e               | Dalkey Avenue (part of)                         | ✓           |             |             |
| 2e               | Old Dublin Road (R-119) (part of)               | ✓           | ✓           | ✓           |
| 3e               | Ashlawn Estate (part of)                        | ✓           | ✓           | ✓           |
| 4e               | Greenville Road public realm                    | ✓           |             |             |
| 5e               | Monkstown Grove (part of)                       | ✓           | ✓           |             |
| 6e               | Newtownpark Avenue R-113 (part of)              | ✓           | ✓           |             |
| 7e               | Shanganagh Road R-119 (part of)                 | ✓           | ✓           | ✓           |
| 8e               | Beechwood Park and Grove                        | ✓           |             |             |
| 9e               | Haddington Terrace Concrete Road                |             | ✓           |             |
| 10e              | Ulverton Road                                   |             | ✓           | ✓           |
| 11e              | Cumberland Street                               |             | ✓           | ✓           |
| 12e              | Albert Road Upper                               |             | ✓           |             |
| <b>RRP Minor</b> | <b>Road Resurfacing Programme - Minor Works</b> | <b>2025</b> | <b>2026</b> | <b>2027</b> |
| 1w               | Beaumont Avenue (part of)                       | ✓           | ✓           |             |
| 2w               | Ballybetagh Road (R-116) (part of)              | ✓           | ✓           |             |
| 3w               | Heather Road, Sandyford BD (part of)            | ✓           |             |             |
| 4w               | Moreen Estate (part of)                         |             | ✓           | ✓           |
| 5w               | Alexandra Terrace (Off Dundrum Road)            |             | ✓           | ✓           |
| 6w               | Mayfield Terrace, Ballinteer (part of)          | ✓           |             |             |
| 7w               | The Rise, Mount Merrion (part of)               | ✓           | ✓           |             |
| 8w               | Charleville, Churchtown                         |             |             | ✓           |
| 9w               | Kerrymount Rise, Foxrock                        |             |             | ✓           |
| 10w              | The Close, Mount Merrion                        |             |             | ✓           |

|             |  |             |             |             |
|-------------|--|-------------|-------------|-------------|
| 1e          | Grove Avenue (part of)                     | ✓           |             |             |
| 2e          | Abbey View (part of)                       | ✓           |             |             |
| 3e          | Pucks Castle Lane (part of)                |             | ✓           | ✓           |
| 4e          | Hudson Road/Albert Road Lower Junction     | ✓           |             |             |
| 5e          | Monkstown Avenue (part of)                 | ✓           | ✓           |             |
| 6e          | St. Patricks Crescent, Monkstown (part of) |             | ✓           | ✓           |
| 7e          | Knock-na-cree Park                         |             |             | ✓           |
| 8e          | Brocks Lane                                |             | ✓           |             |
| 9e          | St Anne's Park (next to Quinn's Rd)        |             | ✓           | ✓           |
| 10e         | Haddington Park                            |             | ✓           | ✓           |
| 11e         | Mill Lane, Shanganagh                      |             | ✓           | ✓           |
| 12e         | Ballybrack Village                         | ✓           |             |             |
| <b>FP</b>   | <b>Footpath Upgrade Programme</b>          | <b>2025</b> | <b>2026</b> | <b>2027</b> |
| 1w          | Sandyford Business District (part of)      | ✓           | ✓           | ✓           |
| 2w          | Mount Anville Road (part of)               | ✓           | ✓           | ✓           |
| 3w          | The Park, Cabinteely (part of)             | ✓           | ✓           | ✓           |
| 4w          | Cornelscourt Village (part of)             | ✓           | ✓           | ✓           |
| 5w          | Carrickmines Wood (part of)                | ✓           | ✓           | ✓           |
| 6w          | Dun Emer Estate (part of)                  | ✓           | ✓           | ✓           |
| 1e          | Granville Road (part of)                   | ✓           | ✓           |             |
| 2e          | Trafalgar Terrace (part of)                | ✓           |             |             |
| 3e          | Beechwood Park and Grove (part of)         | ✓           |             |             |
| 4e          | Elton Park (part of)                       | ✓           |             |             |
| 5e          | Hyde Road (part of)                        | ✓           | ✓           |             |
| 6e          | Park Road and Park Close                   |             | ✓           | ✓           |
| 7e          | Rosemount Terrace and Pembroke Cottages    |             |             | ✓           |
| 8e          | Rathmichael Park Dublin Road tree          |             |             | ✓           |
|             |  |             |             |             |
| <b>BSP</b>  | <b>Bridges &amp; Structures Programme</b>  | <b>2025</b> | <b>2026</b> | <b>2027</b> |
| 1e          | Dublin Road Shankill Bridge                | ✓           | ✓           |             |
| 2           | Bridge Structure Inspection                |             | ✓           | ✓           |
| <b>DGRP</b> | <b>Drainage / Gully Repair Programme</b>   | <b>2025</b> | <b>2026</b> | <b>2027</b> |
| 1           | County Wide Gully Works                    | ✓           |             |             |
| 1w          | Stillorgan Village - Ped Crossing          | ✓           |             |             |
|             |  |             |             |             |
| 1e          | Rockford Park                              | ✓           |             |             |
| 2e          | Castlebyrne Park                           | ✓           |             |             |
| 3e          | Carrickbrennan Road                        | ✓           |             |             |
| <b>AWP</b>  | <b>Accessibility Works Programme</b>       | <b>2025</b> | <b>2026</b> | <b>2027</b> |
| 1w          | Hillview                                   | ✓           |             |             |
| 2w          | Broadford Estate, Ballinteer               | ✓           | ✓           |             |
| 3w          | Stillorgan Pedestrian Crossings            | ✓           |             |             |
| 1e          | Woodbrook Glen                             | ✓           |             |             |

|   |   |             |             |             |
|---|---|-------------|-------------|-------------|
| 2e  | Corbawn Lane Beach access                                     | ✓           |             |             |
| 3e  | Fitzgerald Park   | ✓           |             |             |
| 4e  | Cois Cairn  | ✓           |             |             |
| <b>CMP</b>  | <b>Cycle Track Maintenance</b>                                | <b>2025</b> | <b>2026</b> | <b>2027</b> |
| 1w  | Village Road, Aiken's Village                                 | ✓           |             |             |
| 2w  | Bellarmine Avenue   | ✓           |             |             |
| 1e  | Johnstown Road (part of)                                      | ✓           |             |             |
|   |   |             |             |             |
| <b>EMP</b>  | <b>Estate Management Programme</b>                            | <b>2025</b> | <b>2026</b> | <b>2027</b> |
| 1w  | Moreen (part of)  | ✓           | ✓           | ✓           |
| 1e  | Meadowlands Avenue  | ✓           |             |             |
|   |   |             |             |             |
| <b>TICP</b>   | <b>Taking in Charge Programme*</b>                            | <b>2025</b> | <b>2026</b> | <b>2027</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 Estate  | ✓           | ✓           | ✓           |
| 2w  | 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>2025</b> | <b>2026</b> | <b>2027</b> |
| 1w  | Kilgobbin Road (at Sandyford Hall r-about)                    | ✓           |             |             |
| 1e  | Cherrington Drive Concrete Road                               | ✓           |             |             |
| 2e  | Corbawn Drive - Junctions                                     | ✓           |             |             |
| 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 Major and Minor Roads Programme to be completed in 2025.*

*Map is provided as a separate PDF attachment.*