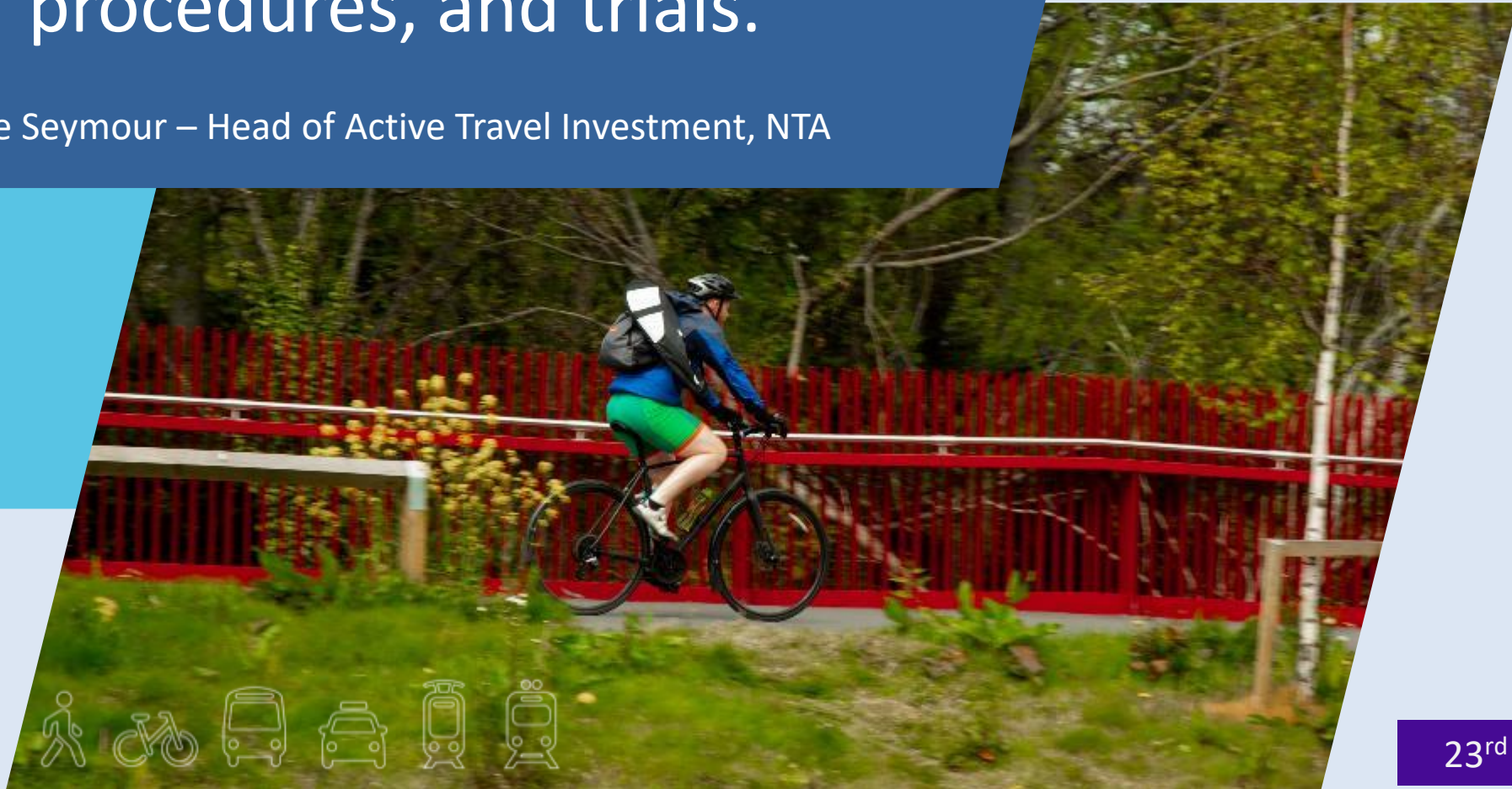


Urban Active Travel Schemes – Interactions, procedures, and trials.

Joe Seymour – Head of Active Travel Investment, NTA



23rd September 2022

Background



NTA Role for Active Travel Projects

- Since 2021, the NTA's Approving Authority role in urban centres was extended to the financing and construction of active travel projects developed by Local Authorities throughout the country, other than Greenway projects.
- The NTA is responsible for funding and securing the delivery of Urban Greenways. Urban Greenways are identifiable as having a high commuting function in addition to recreational and amenity use.
- The NTA works in partnership with TII, and the Local Authorities, on coordinating and delivering major rural Active Travel and Greenway projects, in a manner that is coherent with those in urban areas.



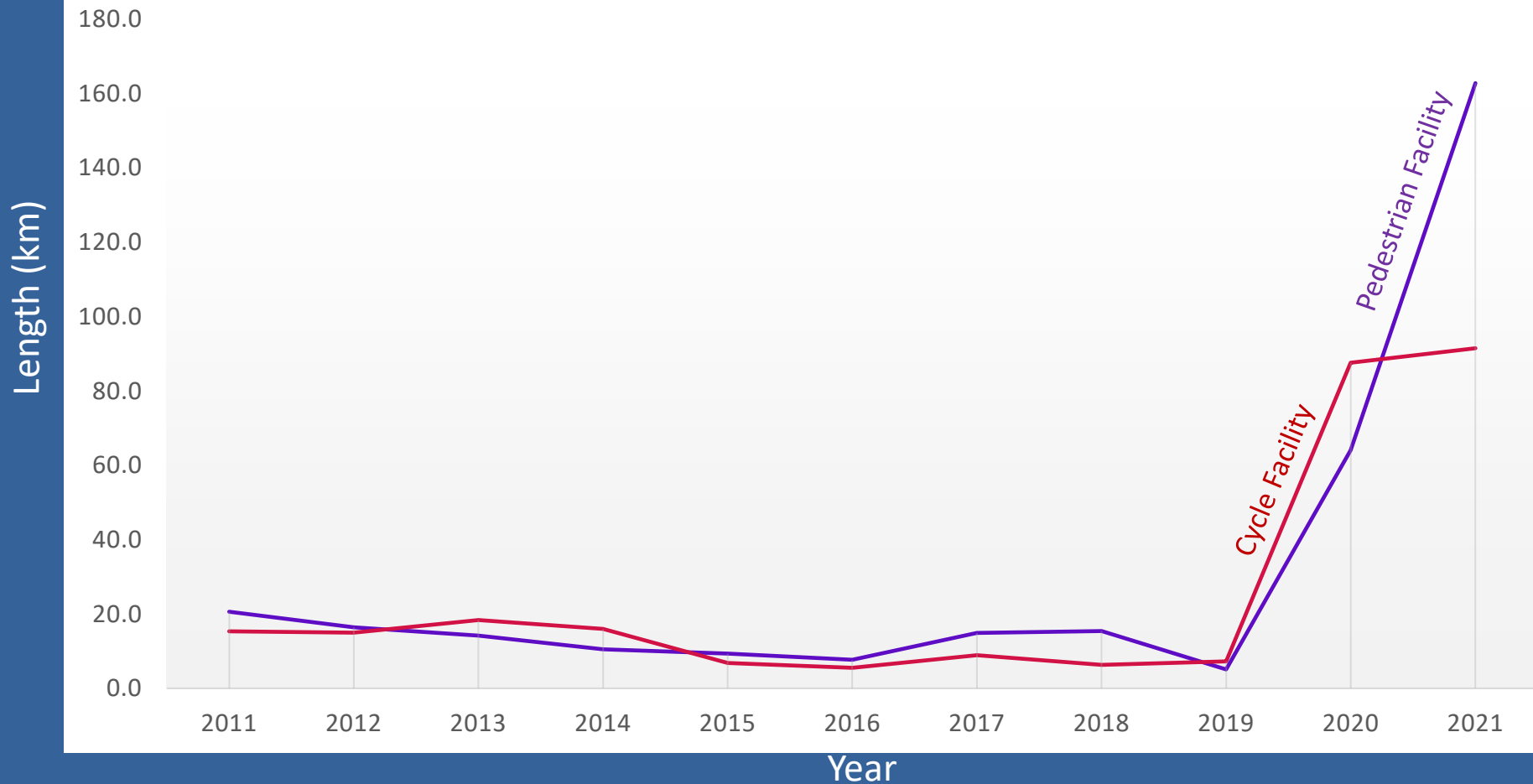
Active Travel Investment 2022

Region	Number of Active Travel Projects
Greater Dublin Area	348
Regional Cities	218
Rural Local Authorities	442
Campuses, Hospitals, Education Insts.	18
Total	1026



Outcomes for 2021

Active Travel Infrastructure Trends 2011-2021



Outcomes for 2021



>7,000 Cycle Parking Stands



Safe Routes to School Programme Started



>€10m on Outdoor Infrastructure



>150km Pedestrian Facilities



>90km Cycle Facilities

The logo for the National Transport Authority (NTA) of Ireland, featuring the letters 'NTA' in a bold, purple, sans-serif font.

Údarás Náisiúnta Iompair
National Transport Authority



Carlow

NTA

Údarás Náisiúnta Iompair
National Transport Authority



Carlow



Dodder Greenway Phase 3, SDCC





St. Philip the Apostle schools in Hartstown



P.J. EDWARDS
& CO LTD.

**P.J. EDWARDS
& CO LTD.**

Specialists in:
Piling • Rock Anchoring • Grouting • Drilling

TEL: 626 8329

IB1-D-41225

Bilbery to Waterford City Centre

Active Travel on National Roads





N81 Tallaght

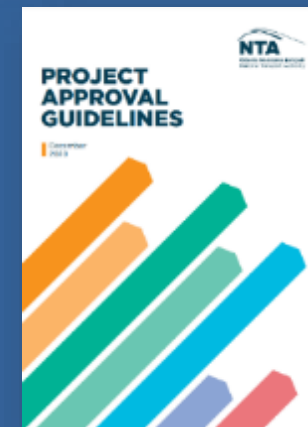
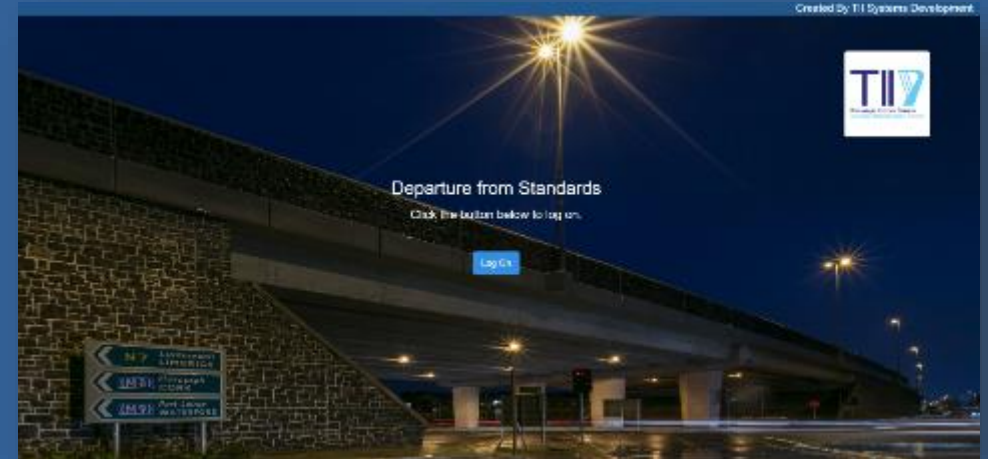
Project Approval Guidelines

Phase 2 Concept and Development

- For NTA funded Active Travel Projects on National Roads , TII shall be consulted from an early stage in regard to the scheme development. A dedicated email address has been set up to initiate consultation: activetravel@tii.ie

Phase 3 Preliminary Design

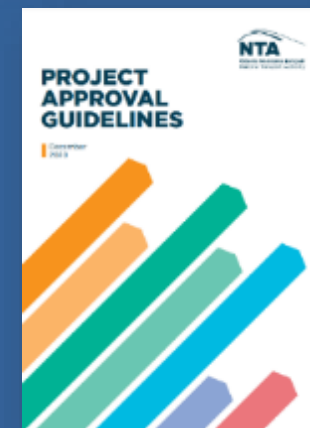
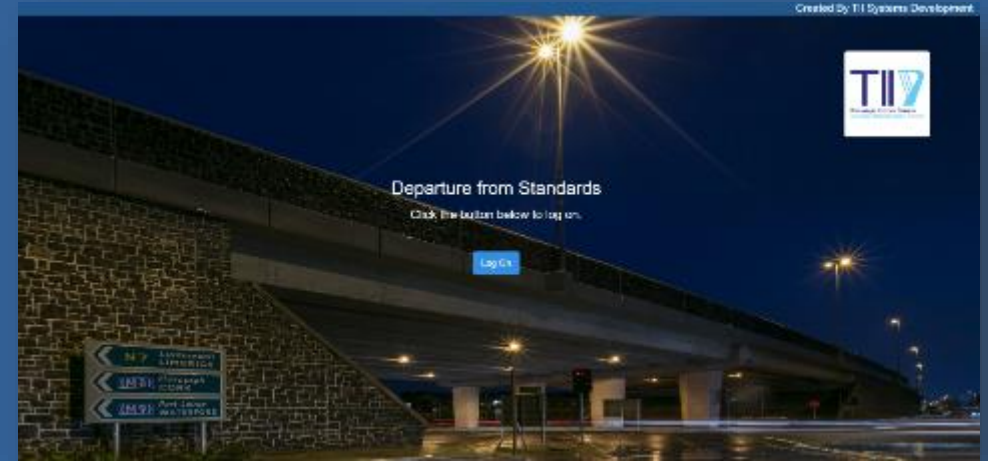
- A submission to the TII Departures Portal will be required for all schemes on National Roads (DN-GEO-03030)
- Queries: infodeps:@tii.ie



Project Approval Guidelines

Phase 4 Statutory Process

- Section 38 (5) of the Roads Act states that ‘Traffic calming measures shall not be provided or removed in respect of a national road without the prior consent of the National Roads Authority
- In accordance with the provisions of the Planning and Development Act 2000 (as amended) TII is a Statutory Consultee for development impacting National Roads



Quality Audits & Road Safety Audits

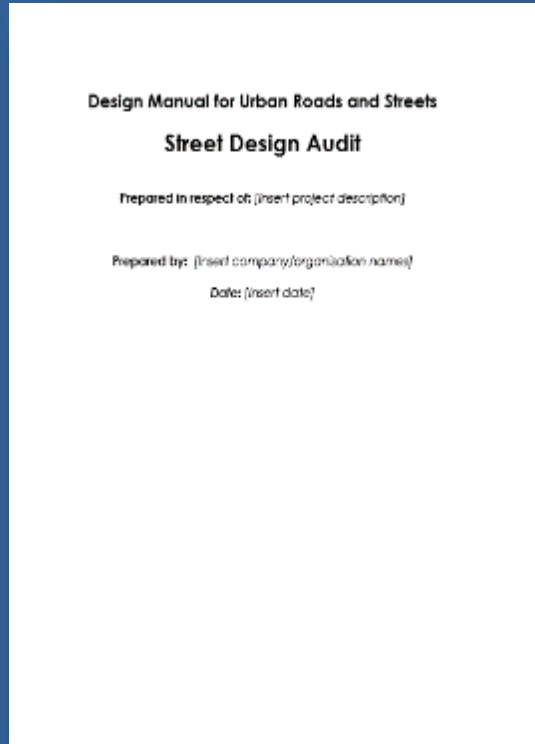
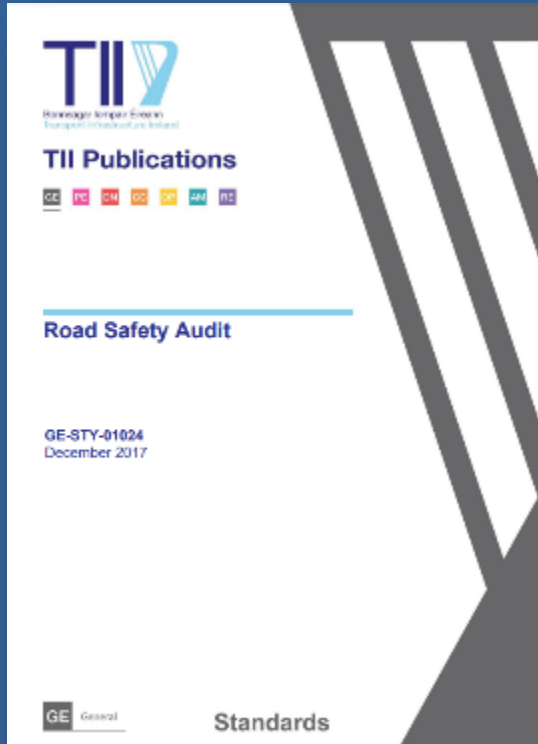


Table A - Road Safety (RS) and Quality Audit (QA) Stages

Type and Complexity of Scheme	Stage F	Stage 1	Stage 2	Stage 3	Stage 4
Schemes/Works with estimated Construction Cost greater than €0.5m incl. VAT	RS and QA*	RS and QA	RS and QA	RS	RS
Schemes/Works with estimated Construction Cost less than €0.5m incl. VAT		RS and QA		RS	

* To be carried out at the discretion of the Local Authority depending on the complexity and specific situation in each case.

Zebra Crossing Trials



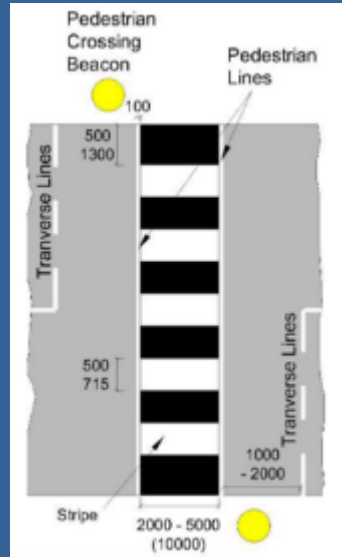
Zebra Crossing Pilot

- Current Zebra Crossing standard requires electricity connections. This restricts possible locations and has programme implications.
- Ongoing power requirements and maintenance have environmental and financial costs.
- Need for more ‘controlled’ crossing locations to supplement existing signalised crossings at junctions.
- NTA Cycling Design Office (CDO) tasked with carrying out review of international experience and recommending potential alternative layout for Zebra Crossings.



Zebra Crossing Elements

Flashing (Belisha) Beacons + Stripes
 Used mainly in Ireland, UK and New Zealand



Pedestrian Crossing Information Sign + Stripes

Used in most of Continental Europe (e.g. Netherlands, France, Germany, Austria, Italy)



Pedestrian Crossing Warning Sign + Stripes

Used in USA and Australia



Potential New Zebra Crossing Layout

- Mandatory zebra road markings as existing.
- Optional Belisha Beacons or Zebra Crossing Traffic Sign similar to European examples.
- Fluorescent border on sign to increase visibility.



Zebra Crossing Pilot - Trial Sites

- 4 sites in Dun Laoghaire-Rathdown County Council Area.

- 4 sites in Limerick City and County Council.



Zebra Crossing Pilot - Indicative Programme

- Agree trial sites and monitoring methodology – Complete
- Pre-pilot surveys – Complete
- Detailed Design and Construction Tender – Complete
- Legislation Amendments – September 2022
- Construction works – October 2022
- 9-month Pilot – November to July 2023
- Post-pilot surveys – April/May 2023
- Assessment and reporting – Summer 2023



Materials



Coloured Surfacing

- The NTA has a number of contractors trialling colour asphalt mixes.
- Trial shown in photo includes:
 - Two different colouring approaches – one with 3% iron oxide powder (purple) and one with 3% iron oxide (pellets).
 - Both SMA/10 - also contain 15% RAP (recycled asphalt pavement) and 5% waste plastic (finely shredded).
Polymer modified bitumen, no cellulose fibres.
- PMS providing technical support.



Precast Kerbing

- The NTA is in discussions with a number of suppliers on providing various types of precast kerbing, either importing, or manufacturing locally.
 - Dutch entrance kerb;
 - Concrete dividing kerbs; and
 - Forgiving kerbs.



County Cycle Plans

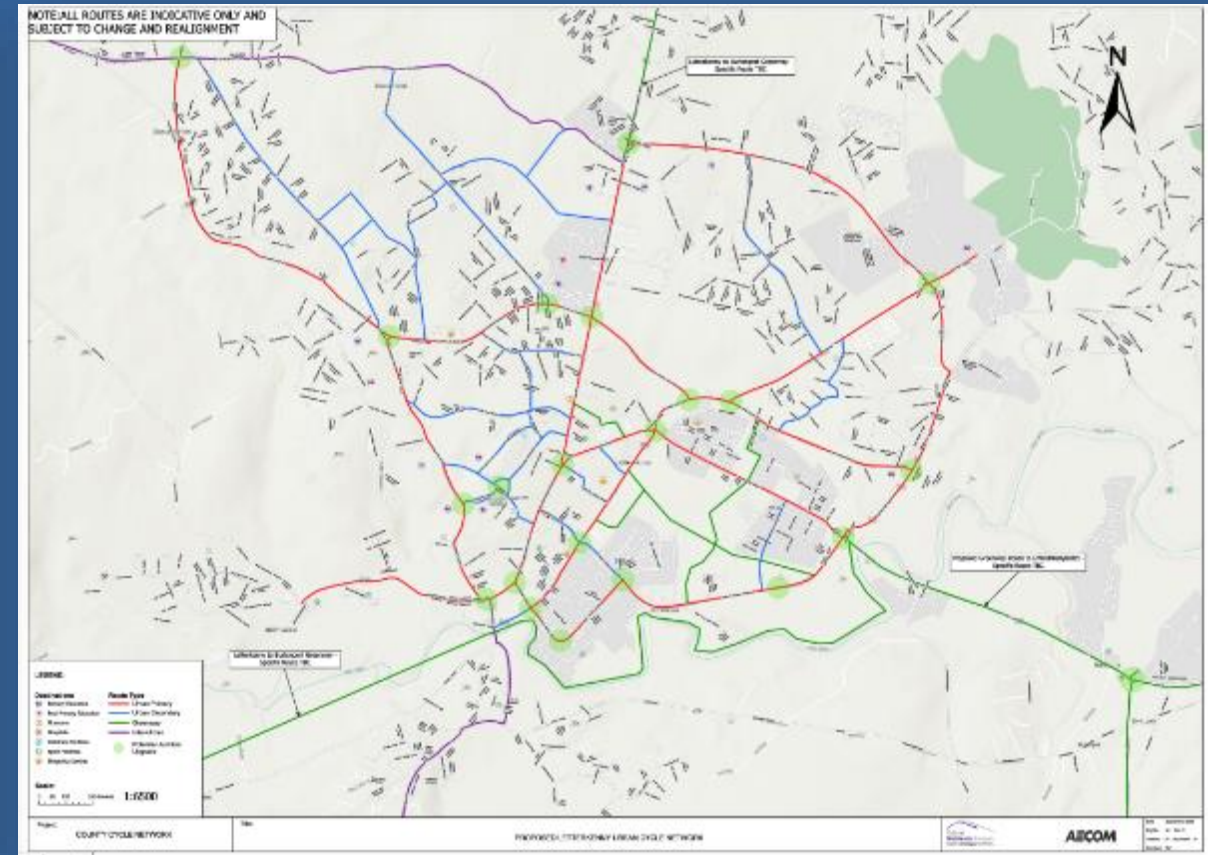


Completed



- Requirement of National Sustainable Mobility Policy, Core Action No. 28
- County Cycle Network (CCN) Plans are intended to form a comprehensive cycle network for all cycle user types across each county in Ireland and to develop on from the cycle network proposed for the counties in the Greater Dublin Area (GDA).
- Includes county wide plans that link urban areas, and also urban plans for all towns above a population of 5,000.
- Draft Plans to be published for public consultation in October 2022.

Completed



Cycle Manual

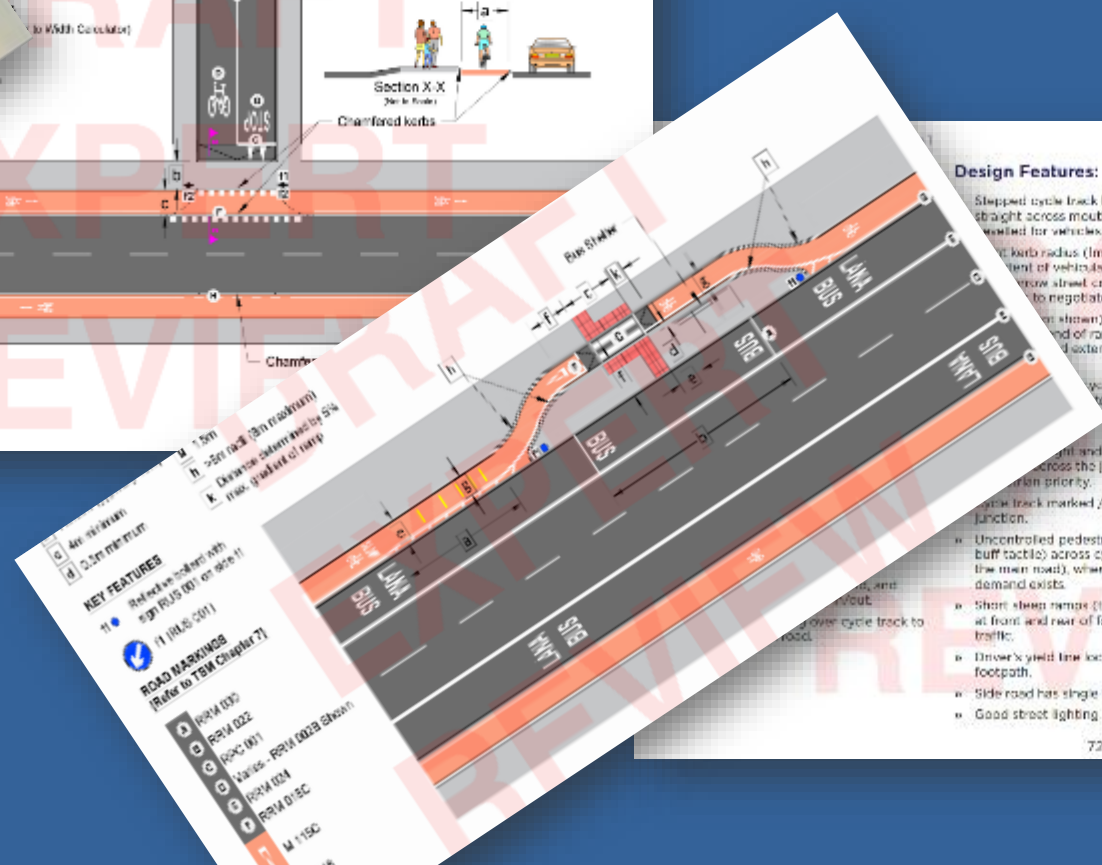
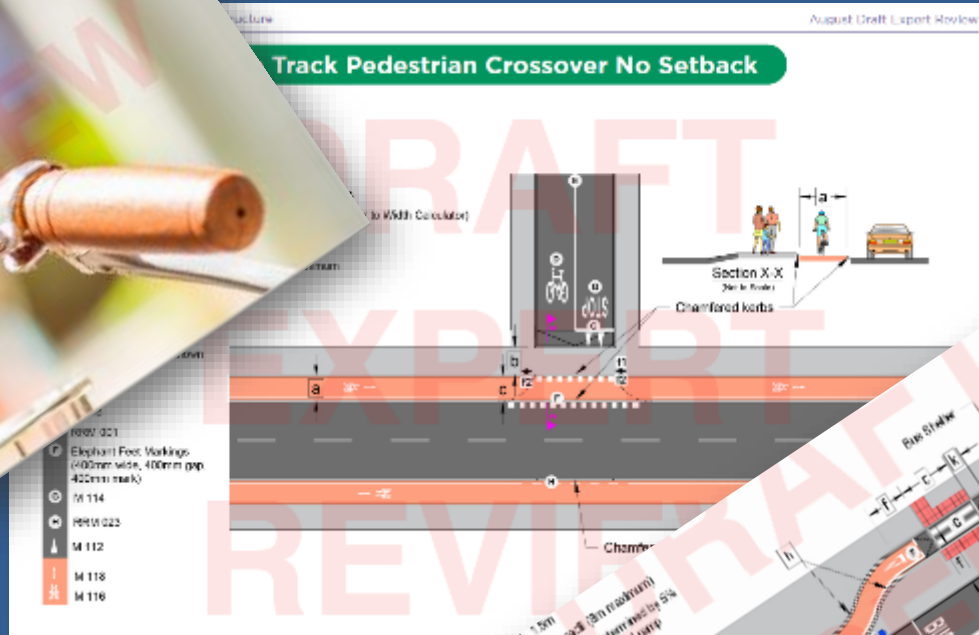


Progress Update



- Draft content currently being reviewed by international expert group (Dutch, Danish, UK input);
- Submission of draft version to Department of Transport (and Transport Infrastructure Ireland) shortly;
- Stakeholder consultation on draft final version Q4 2022;
- Legislative Changes will be required; and
- Training Programme by NTA for LA teams, agencies and consultancies to be developed fro H1 2023.

Progress Update



Design Features:

- Stepped cycle track kerb continues straight across mouth of junction, but is beveled for vehicles to ramp over.
- Kerb radius (1m to 3m, determined by extent of vehicular ramp) together with narrow street cross section requires vehicles to negotiate the corner slowly.
- Reflective material (as shown) with reflective material end of ramp to guide drivers.
- Extend of side road crossover.

Dimensions Notes

- Local mixed streets – kerb-to-kerb street width 5m to 5.5m (see DMURS 4.4.1).
- Parking restricted for at least 15m approaching junction, providing clear intervisibility between cyclists and turning drivers.
- Maximum extent of vehicular ramp along main road between bollards = 12m.

Design Features:

- Cycle track on the outside of the side road – to allow for a clear path out of the side road.
- Light and material remain consistent across the junction to provide clear priority.
- Cycle track marked / coloured through junction.
- Uncontrolled pedestrian crossing (dish, buff tactile) across cycle track (to cross the main road), where such pedestrian demand exists.
- Short sleep ramps (typically 15) provided at front and rear of footpath for vehicular traffic.
- Driver's yield line located at rear of the footpath.
- Side road has single lane approach.
- Good street lighting at crossover.

Progress Update



with Parallel Crossings



Key features:

- | | |
|---|--|
| <ol style="list-style-type: none">1. Cycle track 60mm below footpath level2. Cyclists yield to pedestrians here3. Raised pedestrian zebra crossing4. Cyclists ramping down here5. Protected waiting and passing cyclists area 60mm below footpath level here6. Protected kerb island / build-out with potential SUDS feature7. Gentle ramp from road level to protected waiting and passing cyclists area | <ol style="list-style-type: none">8. Ramp down to road level and cyclist stop line9. Dedicated cyclist crossing with elephants footprints10. Pedestrian refuge area11. Overrun area with roughened surface and 50mm kerbface12. Waiting turning vehicle area (5m)13. SUDS / public realm greening opportunities14. Ramp down to cycle track level from raised zebra crossing |
|---|--|

Dodder Greenway



Thank You for your attention.

