

Regional Cities Grants Final Outturn Report 2013



BOLTON STREET CAR PARK

VISITOR ATTRACTIONS

Attractions within

Attractions nearby



PLACES OF INTEREST

Places of interest within

Places of interest nearby

Places of interest further

Places of interest

Places of interest

Places of interest

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Údarás
Náisiúnta Iompair
National **Transport** Authority

Final Outturn Report 2013

Background to Grant Programme

Financial Outturn

Breakdown by Scheme Type

Breakdown by Scale of Project

Breakdown by County

NTA Administration:

Multi Annual Funding and Five Year Investment Frameworks

Projecting Reporting System (PRS)

Project Management Guidelines

Appendix A – Scheme Information from the 2013 Programme

Appendix B – List of Projects

Financial Outturn:

Breakdown by scheme type

The Authority has divided its Sustainable Transport Measures Grants into five broad sub-programmes. These are:

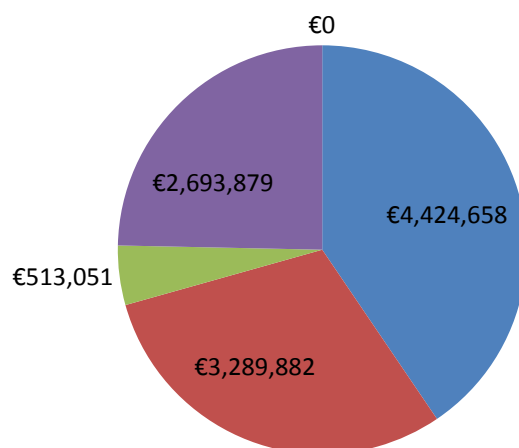
1. Cycling/Walking Programme, supporting physical improvements to tackle particular barriers to walking and cycling and to improve the walking and cycling environment;
2. Bus Network Programme, targeted at providing bus journey time savings, improvements to bus reliability throughout the whole bus network and passenger information/facilities;
3. Traffic Management Programme, targeted at appropriate schemes to improve the effectiveness of traffic movement in balance with other modes of transport;
4. Safety Programme, aimed at providing a safe travel environment for all road users, especially more vulnerable road users (pedestrians and cyclists); and
5. Other Projects (signage schemes, traffic studies, Intelligent Transport Systems, Goods-focused projects, etc.).

Total	Bus	Walking / Cycling	Traffic Management	Safety	Other
€10,921,470	€4,424,658	€3,289,882	€2,693,879	€0	€513,051
Percentage	40%	30%	25%	0%	5%

Table 1 Breakdown by scheme type 2013

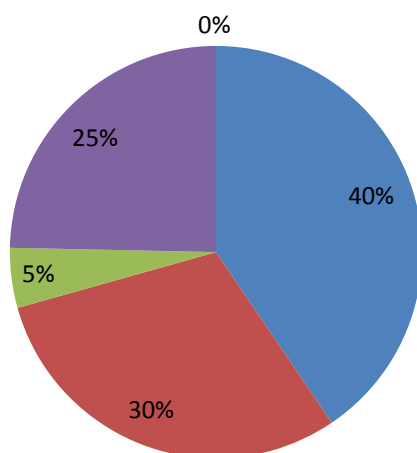
Financial Outturn by Scheme Type 2013

■ Bus ■ Walking/Cycling ■ Other ■ Traffic Management ■ Safety



Financial Outturn by Scheme Type 2013

■ Bus ■ Walking / Cycling ■ Other ■ Traffic Management ■ Safety



Breakdown by scale of project

The Project Management Guidelines (see below) identify project requirements commensurate with the scale of overall project cost, divided into three categories as follows; projects under €500,000; projects between €500,000 and €5 million; and projects between €5 million and €20 million. (Separate guidelines address projects greater than €20 million).

Project Value	Under €500,000	between €0.5 million and €5 million	over €5 million
No. of projects	59	8	0

Table 2 Breakdown by scale of project finance 2013

Breakdown by County

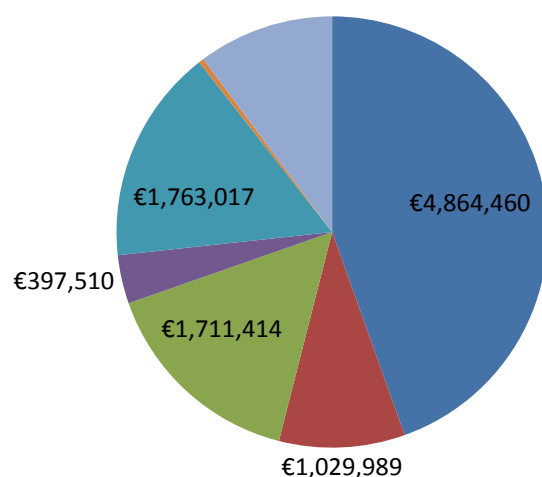
The breakdown of funding and outturn by county is shown in the table below.

County	Cork City Council (CCC)	Cork County Council (CCO)	Galway City Council (GCC)	Limerick City Council (LCC)	Limerick County Council (LCO)	Waterford City Council (WCC)	Bus Éireann (BE)
Outturn	€4,823,417	€1,029,989	€1,711,414	€1,763,017	€41,992	€1,113,088	€397,510
Percentage	45%	9%	16%	16%	>1%	5%	4%

Table 3 Financial Outturn by County 2013

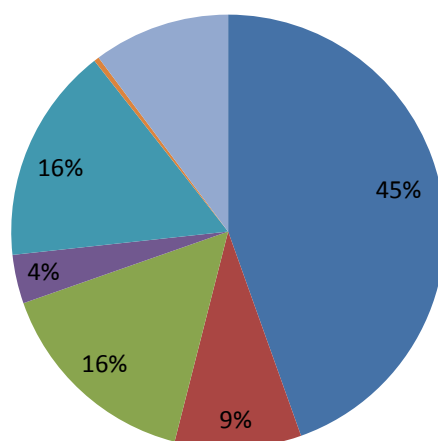
Financial Outturn by County 2013

■ CCC ■ CCO ■ GCC ■ BE ■ LCC ■ LCO ■ WCC



Financial Outturn by County 2013

■ CCC ■ CCO ■ GCC ■ BE ■ LCC ■ LCO ■ WCC



NTA Administration:

Multi-annual funding and 5 Year Investment Frameworks

In keeping with the national approach of planning expenditure on a multi-year basis for greater efficiency and effectiveness, the Authority has moved away from calendar-year-focused projects, towards a multi-annual programme. This move to multi-annual planning has helped reduce the historic pressure on funding provision that frequently occurs at year end.

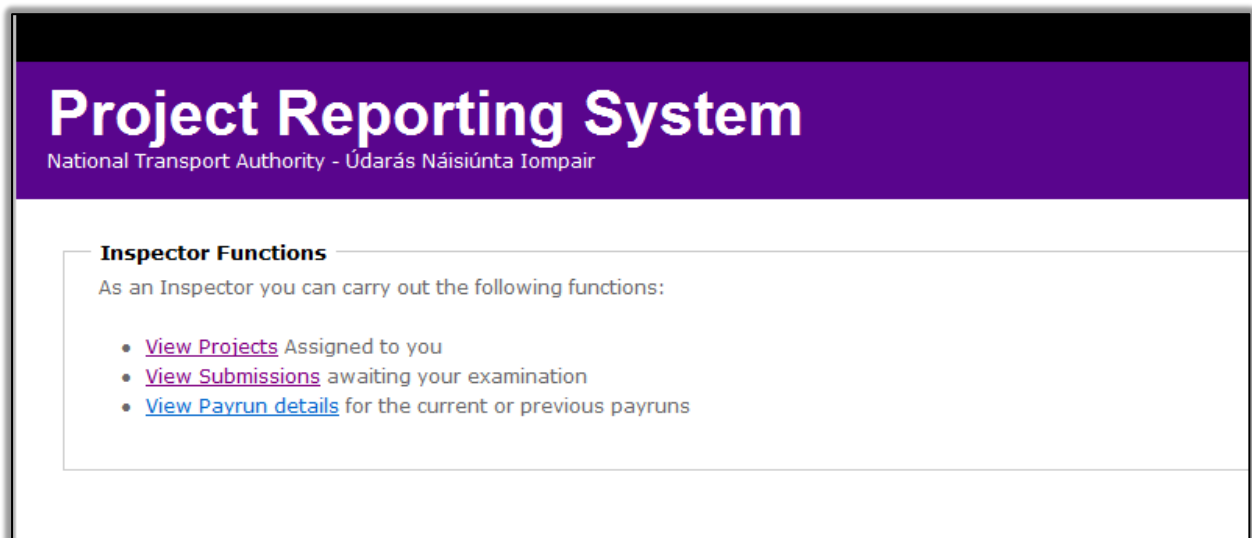
Multi-annual funding has also provided a more coherent basis on which to plan and implement projects. In 2012 the NTA produced 5-Year investment frameworks with Local Authorities. These frameworks help inform dialogue with the Local Authorities and guide the selection of projects to be funded within a particular year, under the STMG programme.

It is intended that these investment frameworks are `live` documents that will be revised and updated at regular intervals as new projects are identified, objectives are refined and particular priorities become evident. Accordingly, while they do provide an overall guiding framework, they are intended to be sufficiently flexible to accommodate developments and changes as they arise in each county.

2013 also saw the development of an Ex post Review reporting format for STMG projects. A trial project was reviewed by the NTA in 2013 with a view to rolling out extensive reviews on all completed 2013 schemes across the GDA.

Project Reporting System (PRS)

A Project Reporting System (PRS) was successfully implemented in the first part of 2012, based on the existing NRA system (with which local authorities are already familiar). This robust system allows for inter-agency payments to be claimed, reviewed and processed online, and provides management tools to oversee project expenditure progress.

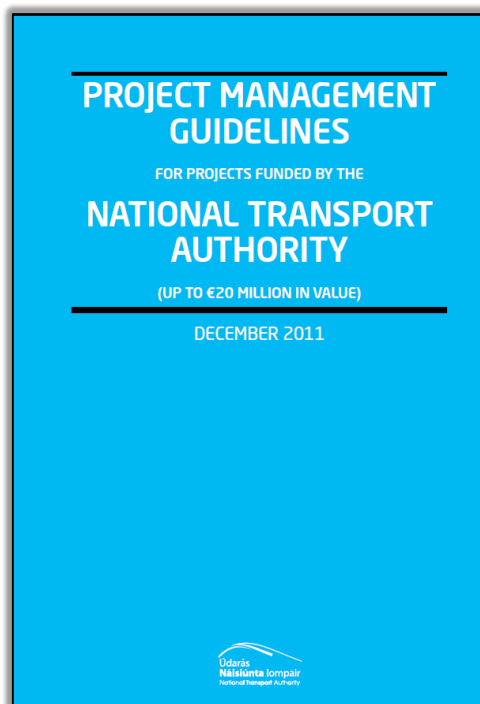


The Project Reporting System processed all NTA payments for 2013 funding year. This system streamlined the administration of the grants to the benefit of both those claiming funding and to the Authority itself.

An internal audit review carried in 2013 by RSM McClure Watters deemed the systems in place to manage the grant process within the NTA provides overall satisfactory assurance. This rating means that there is a robust system of risk management, control and governance in place. Slight improvements have been identified which will be addressed by the NTA on all projects on 2014.

Project Management Guidelines

In December 2011, the Authority introduced Project Management Guidelines for projects funded by the Authority. These Guidelines provide a framework for, and a phased approach to, the development, management and delivery of transport projects of all types funded by the National Transport Authority up to a capital value of €20 million.



The Guidelines have helped to achieve an appropriate consistency of approach across projects undertaken by agencies in receipt of grants, and to provide the Authority with the degree of transparency and certainty that is appropriate for a Sanctioning Authority accountable for decisions involving agencies' use of public funds.

In addition they allow for an appropriate level of reporting commensurate with risk and cost, as different procedures apply for projects less than €0.5m in value, for projects between €0.5m and €5m, and for projects between €5m and €20m.

Appendix A

Scheme Information from 2013 Programme

Cork City Council

Parnell Place Renewal Scheme

Investment 2013: €1,026,099. Total €2.5m

This project will deliver a revised road and footpath layout, introducing cycle lanes and rationalising traffic movements to provide a safer environment and improve the overall street layout, as well as an improved and safer traffic layout.

The project proposes to deliver improved integration between taxi, bus and bicycle. Also, the project will deliver safer pedestrian movement and better linkage to the central city area, with an associated improvement to the public realm adjacent to the main bus station.

Part 8 planning and tender documents were completed in 2013. Construction commenced in August 2013 and is due for completion in mid 2014.



Parnell Place prior to commencement of improvement works



Completed improvement works along Parnell Place

Kent Station to City Centre Link

Investment 2013: €50,594. Total €3.5m

This project proposes to create a quality cycle and pedestrian link between Kent Station, the Bus Station and Cork City Centre as well as addressing the bus linkages between these three locations.

The works will include footpath upgrades, the provision of cycling facilities, bus lane and bus priority improvements, as well as junction upgrades and public lighting improvements. The implementation of this project is being coordinated with the City Centre Movement Strategy.

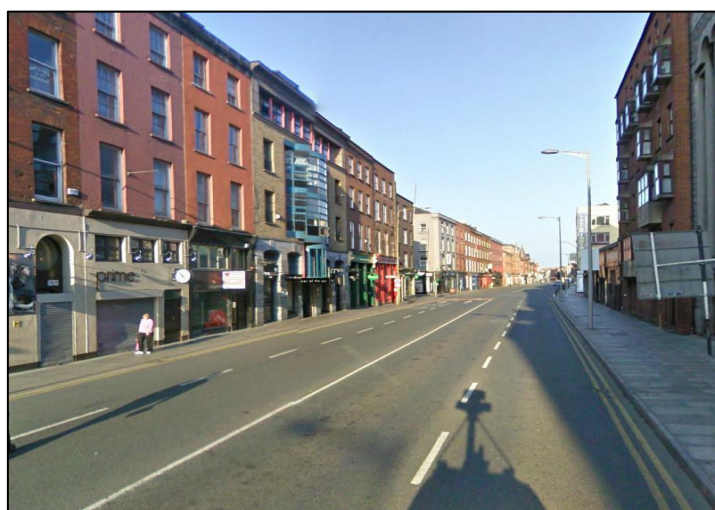
Section 38 public consultation and tender documents were completed in 2013. Tenders were received and construction on Phase 1 (of 2) is planned to take place in 2014.

Cycle Route: UCC to City Centre

Investment 2013: €996,354. Total €2.6m

The objective of the Cork Cycle Network strategy is to promote cycling as a sustainable mode of transport by providing a direct, safe and coherent infrastructure to encourage a modal shift from modes of private transport. Forming part of the City Centre Movement Strategy, the UCC to City Centre project will provide dedicated cycle infrastructure and improved pedestrian facilities along the direct corridor between University College Cork and the Cork City Centre. In 2011 the combined student/staff population of UCC was in excess of 21,000 and, therefore, the potential for cycle growth is considerable.

The development of the project design was progressed in 2012 with Section 38 public consultation being carried out in late 2012/ early 2013 and tender documents completed in 2013. Construction commenced in August 2013 and is due for completion in mid 2014.



UCC to City Centre Route prior to improvements



New cycle lane (nearside) and contra flow cycle track on the far side



Contra flow cycle track on left on one way street

Hollyhill Development Access Road

Investment 2013: Nil (Contribution of €600,000 to the overall scheme was made in 2012.)
Total €2.8m

The allocated contribution to the development of the new Hollyhill Access Road helped provide an 850 metre new carriageway including the construction of two new priority junctions to facilitate the expansion of industrial activities to the area.

The new roadway includes cycle lanes and new footpaths for accessibility to planned development and integration with existing infrastructure.

Preliminary design and Part 8 planning were completed during the first half of 2012. Construction commenced in September 2012 and was substantially completed in May 2013.



Green Route Junction Improvements

Investment; €39,200

The initial design of each of the four schemes is completed.

Detailed design and Part VIII planning permission is being prepared for the first scheme at Thomas Davis Bridge and this process will be completed in 2014.

The Thomas Davis Bridge section will go to construction in 2014 and the other schemes will follow with detailed design.

Enhanced Pedestrian Environment adjacent to St. Patrick's Schools.

Investment: €100,000

This project provided the tender documents and detailed design and construction of walking infrastructure improvement works in the vicinity of the St Patrick's school complex, Gardener's hill. This project will be completed in 2014.



Green Route Asset Management

Investment 2013: €76,500

This scheme was undertaken to implement a regime which would ensure the continued successful operation of the Green Route by reinforcing the traffic signage already in place.

Ballincollig Green Route

Investment 2013: €95,935

The project commenced on site in 2008 and was finalised in 2012. It provides a bus priority scheme from the satellite town of Ballincollig to Cork City Centre. It also includes a 5 kilometre cycleway.

2012 saw the conclusion of the construction stage and the completion of the traffic management systems associated with the Quality Bus Corridor.

The prominent objective of the scheme has been to significantly enhance the effectiveness, efficiency and quality of public transport and to encourage a modal shift away from private transport.

Construction of further measures on the Curraheen River Cycleway was completed in 2013.



Cycle Route: Douglas to City Centre

Investment 2013: €712,518. Total incl. 2011 & 2012 is €1.9m

The objective of the Cork Cycle Network strategy is to promote cycling as a sustainable mode of transport by providing a direct, safe and coherent infrastructure to encourage a modal shift from modes of private transport. The Cycle Network is being implemented in accordance with the National Cycle Manual. Commenced in 2011, this first phase of the strategy provides dedicated cycle lanes and improved pedestrian facilities on the routes between Douglas and Cork City Centre. In addition it provides traffic calming measures, improvements to footways and other related measures.

The project provides 6.4Km of dedicated cycle lanes on a 9Km route. The affected roads include:- South Mall, Union Quay, Anglesea St, Infirmary Road, Southern Rd, Douglas Rd, South Douglas Rd, Langford Row, Summerhill South, Curragh Rd and Kinsale Road.

Section 38 planning for the scheme was approved in November 2011. Construction commenced in November 2011 and was substantially completed in July 2013.



Cycle Route: Ballyvolane to City Centre

Investment 2013: €39,456

Ballyvolane is a highly populated, developing suburb, approximately three kilometres to the north of Cork City Centre. It is within 15 to 20 minutes cycle time from the city centre. The scheme will provide dedicated cycle lanes, improved pedestrian facilities and improved bus facilities and priority where feasible, along the corridor.

Phase 1 of the scheme provides a significant upgrade to the North Ring Road / Ballyhooly Road junction and the southern approach road thereto (see drawing). Part 8 planning was completed for Phase 1 in 2013. The 2013 allocation also has progressed detailed design work.

Boreenmanna Road Improvement Scheme

Investment 2013: €29,387 (overall cost incl. 2011/2012 is €0.7m)

The scheme provides pedestrian facilities at what was a dangerous location, where there were no footpaths on either side of the road adjacent to the junction with Crab Lane. The carriageway was widened to allow the introduction of a cycle lane and a new footpath and a pedestrian crossing has also been provided. The overall result is a significantly safer environment for pedestrians, cyclists and general traffic.

The Part 8 planning process was carried out in late 2010/ early 2011 prior to detailed design and tender documents. Construction commenced in November 2011 and was substantially completed in October 2012. The 2013 grant completed the financing of the scheme.

Skehard Road Improvement Scheme

Investment 2013: €197,901. Total incl. 2012 is €1.7m

This project replaced a sub-standard roundabout with a traffic signal controlled junction at the junction of Skehard Road and Well Road. The project has delivered safe pedestrian crossing points including the realignment of the carriageway, provision of a bus lane, cycle lanes, footways, and other associated works such as signage and road markings. The original layout consisted of a narrow section of road with a roundabout at one end and a footpath on one side only.

The overall result is a significantly safer environment for pedestrians, cyclists and with the introduction of bus priority infrastructure along the direct transport corridor between Mahon and the City Centre.

The Part 8 planning process was carried out during the first half of 2011 prior to detailed design and tender documents. Construction commenced in May 2012 and substantial completion of the scheme was achieved in January 2013.

Tinker's Cross Junction Realignment

Investment 2013: €67,742

The current North Ring Rd. connects the N8 (Dublin) with the N20 (Limerick). This proposed project is located on the North Ring Road where it dissects the Old Youghal Road in a staggered junction arrangement. Congestion is an issue at this location which is unfriendly for all modes of travel.

The objective of the project is to enhance the traffic management at this location. The scheme will improve pedestrian and cycle facilities, introduce a bus lane on the northern approach and provide upgraded traffic signals and public lighting. Part 8 planning and detailed design was carried out in 2013.

City Centre Movement Strategy – Assessment of Brian Boru bridge proposals

Investment 2013: €23,000

The objective of the project was to access the alternate traffic management plans for Brian Boru Bridge and Brian Boru Street to include possible introduction of cycle lanes. Report is completed and construction will be carried out as part of the Kent Station to City Centre link project in 2014.



City Centre Movement Strategy - Coach parking review for Cork City Centre

Investment 2013: €14,000

The objective of the Coach parking review project is to review use of existing coach parking in St Patrick's Quay and to identify appropriate coach stops and parking facilities for coach tour organisers, hotel drop offs and privately operated scheduled bus services.

The review has taken into consideration the proposed changes recommended in the City Centre Movement Strategy. Any proposed works will form part of the relevant phase of the City centre Movement Strategy.

Development of Regional Transport Model Phase 1

Investment: €88,500

The objective of the Regional Transport Model is to extend coverage of the CASP transport model to include all of Cork City, Cork County and Kerry.

Phase 1 of the project involves the zone system development and the road network development. Further development phases will follow on thereafter.

The new regional model will be consistent in approach methodology and software platforms as the other regional models being developed. The completed model will result in the obtaining of up-to-date state-of-the-art transportation assessment tool for the south West Region which will have superior public transport, demand modelling and highway assessment capabilities.

Model is due for completion in late 2014/ early 2015.

Kyrl's Quay Realignment

Investment 2013: €160,326. Total incl. 2012 is €0.9m

Kyrl's Quay is located in the city centre island on the southern bank of the River Lee's north channel. It extends from Cornmarket Street in the east to North Main Street in the west. The scope of the scheme, with a total area of approximately 7,000 square metres, consisted of the widening and reconstruction of carriageway and footways and the inclusion of cycle lanes in both directions. This has significantly enhanced the pedestrian facility.

The provision of cycle lanes together with pedestrian crossing facilities along desire lines, enhances the sustainable transport infrastructure at this city centre location, and substantially improves pedestrian and cyclist safety. The cycle provisions will be incorporated into the links between UCC and the City Centre being provided under a separate scheme.

The project also includes burying overhead ESB cables, the installation of new public lighting, traffic signals, road markings & signage and tree planting.

The Part 8 planning process for the combined Cornmarket Street/ Kyrl's Quay scheme was carried out during the first half of 2009 and the scheme was developed in three phases via three consecutive contracts. Construction on the third phase, Kyrl's Quay, commenced in May 2012 was substantially completed in December 2012. The 2013 grant completed the financing of the scheme.

Barrack Street Renewal Phase 2

Investment 2013: €650,000 contribution to the scheme (overall cost estimated at €1.02m)

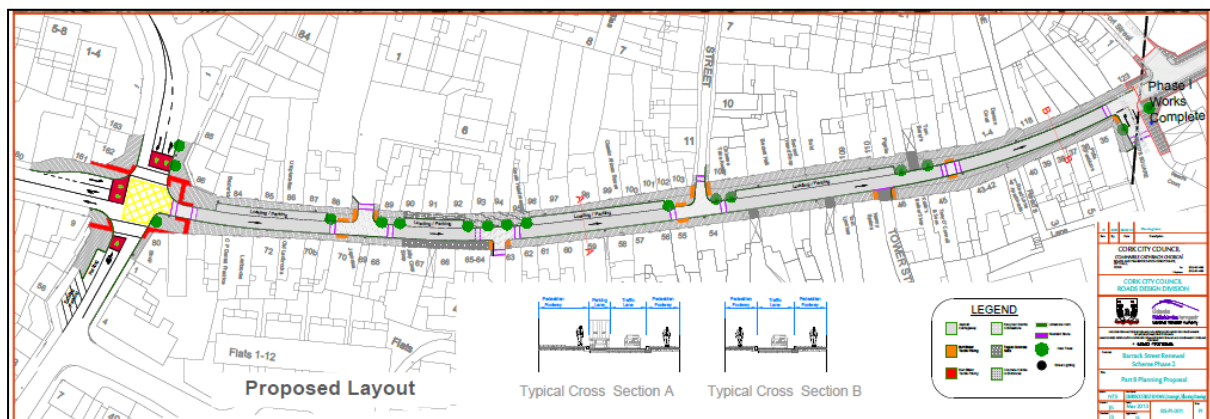
Barrack Street is one of the oldest and most historic parts of Cork City. It is narrow, traffic dominated and the streetscape has suffered from underinvestment over a number of years. The first phase of the streetscape renewal (Reeds Square to Cove St) was completed in early 2013, transforming the eastern end of the street via the introduction of a one-way inbound traffic system. This enabled footways to be widened and upgraded and other pedestrian facilities have also been provided.

The Phase 2 Scheme extends this design approach westwards over the full length of Barrack Street.

The proposed scope of the work includes the reconstruction of the carriageway, construction of new footways, the installation of new public lighting, lining, signing, ducting, tree planting and drainage improvements. Limited rationalisation of existing underground services and undergrounding of the overhead electricity network are being carried out in conjunction with Utility Companies during the progress of the works.

The project aims to improve the public realm, rationalise traffic and parking lanes and provide enhanced pedestrian facilities.

The Part 8 planning process for Phase 2 was carried out during the first half of 2013 prior to detailed design and tender documents with construction due to commence in February 2014.



Behavioural Change Project – Schools and Workplace Travel Plans

Total spend in 2013: €21,440

This project seeks to bring about, over time, a modal shift to more sustainable travel. This project seeks to bring about, over time, a modal shift to more sustainable travel (walking, cycling, and public transport) on the journey to school and to the workplace.

Scope: Engaging with schools and workplaces to raise awareness of and promote sustainable travel modes and development of school and workplace travel plans.

Purpose: Create modal shift to more sustainable travel modes in line with Smarter Travel policies

Expected Benefits: Reduction of traffic congestion at schools and workplaces, reduction of emissions, increase in active travel, healthier workforce and students

In schools a number of measures are undertaken including education and awareness programmes, advice and assistance on school travel plans, promotion of cycle to school, bike maintenance classes, cycle training, bike parking, promotion of walking, Park and Stride, public transport and carpooling among students and staff

A similar programme is undertaken in relation to workplaces.

During 2013, the schools that had participated in the Smiles Project were contacted and offered support to encourage continuation of the successes achieved in that project. This included the further development and implementation of their school travel plans and a continuation of promoting sustainable travel.

In addition, a number of new primary and secondary schools were identified and engaged with, in particular in the Douglas and Gardiners Hill areas, with varying degrees of commitment.

Businesses ranging in size between 80 and 250 employees have been approached and to date just one has committed to changing their travel habits, and to reduce car use.

The Behavioural Change Project is one that involves a change of mind-set and a continued programme of engagement with schools and workplaces will bring about a modal shift over time.

Cycling & Walking Strategy - Improved Facilities

Investment 2013: €210,000

This scheme sought to provide improved pedestrian facilities on Churchfield Avenue and Ringmahon Road to facilitate safer pedestrian access to local services and the public transport network. The work included the construction of build outs, the provision of pedestrian crossings and the enhancement of personal security by improving public lighting at both locations.

This project was completed in 2013.

Cork County Council

Carrigaline Green Route Phase 1

Investment 2013: €309,171.43

This project involved the provision of bus priority and active travel measures on Maryborough Hill in Douglas as part of the Carrigaline Green Route. Works carried out in 2013 comprised construction of Green Route 680m in length, incorporating 300m bus lane, 560 uphill cycle lane, 180m downhill cycle lane and footpaths for full length. Maryborough Hill is one of the major approaches to Douglas village as is in the study area for Douglas Land Use and Transportation Study approved in July 2013.

Glanmire Schools Access Project

Investment 2013: €12,721.70

In previous years, investment by NTA in the provision of improved pedestrian facilities associated with St Joseph's primary school, Riverstown, Glanmire have been well received locally. However, some important gaps in the pedestrian network remain and these need to be filled so as to have a satisfactory local schools access network. During 2013 Design and Contract Docs for construction of a pedestrian footpath link 100m in length was prepared and is ready to go to construction.

Cooney's Lane Junction Upgrade

Investment 2013: €1,172.20

This is a schools access network project which aims to deal with a residual linkage problem following the provision of improved pedestrian facilities in previous years.

The design of a school related pedestrian footpath link 50m in length was undertaken. This project is awaiting a land acquisition before proceeding to construction stage.

Cogan's Corner

Investment 2013: €15,132.29

Cogan's Corner in Carrigaline is priority junction in the centre of Carrigaline Town, at the southern end of Main st. Pedestrian movements in this area are hindered by the lack of adequate pedestrian facilities particular crossing facilities. The area is on the pedestrian route to school for many residents of the southern part of Carrigaline. Part 8 Permission has been achieved for the upgrade of pedestrian facilities incorporating 2 no. push button pedestrian crossings. During 2013 the design and contract documentation for provision of 2 no. pedestrian crossings has been completed.

Crosshaven Schools Access

Investment 2013: €6,536.49

Crosshaven Village is located in Metropolitan Cork and is characterised by steep topography and narrow streets. Consequently, the local pedestrian schools access facilities are limited. Following on from investment in the network in previous years, in 2013 the design of an additional 80m length of improved pedestrian linkage was completed.

Passage West

Investment 2013: €61,745.00

New schools have recently been provided at Maulbaun in Passage West, in Metropolitan Cork. The linkage between some of the new and old housing estates with the new schools area is deficient. In 2013 construction of improved school access incorporating footpath improvements on “The Back Road” (see image below) and the provision of a push-button pedestrian crossing on the Regional Road, R610 were completed.



Little Island junction Upgrade

Investment 2013: €99,500.87

Little Island is located next to the N25 National Primary Road and is a regionally important area for some large scale logistics and transport operations. Much of the Heavy Goods traffic associated with these developments traverse the original road network in the area and through the village area. Consequently the village and associate residential areas are heavily dominated by this traffic which is exacerbated by the poor quality of the existing pedestrian infrastructure, particularly on the routes to the local primary school. Pedestrian facilities and signalisation have been provided at the Ballytrasna junction so as to provide improved pedestrian safety in the area. Works undertaken in 2013 comprised the completion of junction signalisation at Ballytrasna junctions in the provision of controlled pedestrian crossing facilities. This was the completion of works which commenced in 2012.

Carrigaline Green Route Phase 2

Investment 2013: €186,643.10

This project involved the provision of bus priority and active travel measures on Maryborough Hill in Douglas as part of the Carrigaline Green Route. Works commenced on Phase 2 in 2013 and will be completed in 2014. The work comprises the construction of Green Route 270m in length, including 225m uphill cycle lane, and 150 m long retaining wall and footpaths along full length. When this Phase has been completed, the bus priority measures on Maryborough will have been completed.

DLUTS Sustainable transport Network

Investment 2013: €119,283.05

Douglas Land Use and Transportation Study (DLUTS) is a strategy for the sustainable growth of the Douglas, Grange, Donnybrook and Rochestown areas in Metropolitan Cork up to 2013. The current project focuses on the sustainable travel interventions recommended in the DLUTS for Douglas Village. Works include cycle connectivity, re-allocation of road-space, improved bus priority, 30 kph speed limit and other complementary measures. In 2013 the preliminary design of sustainable travel interventions for Douglas Village as recommended in the Douglas LUTS and broken in 14 work packages was completed.

Douglas East West Link

Investment 2013: €67,180.24

One of the key recommendations of the Douglas Land Use and Transportation Study was the provision of an East-West Link bridge over the Ballybrack Valley so as to give a high quality east-west link to as to remove much of this traffic from the village centre area. In 2013 the preliminary design of a 90m span road bridge to link Grange Road to Carrigaline Road, Douglas was completed.

Bus Stop Upgrade at Monswood

Investment 2013: €48,657.22

Construction of accessible bus stop on Clarke's Hill, Rochestown on the no. 216 bus route to serve a significant housing area.



Ballybrack Cycle Track

Investment 2013: €102,244.61

One of the key recommendations of the Douglas Land Use and Transportation Study was the provision of a off-road cycle route linking Donnybrook and Carrigaline Road housing areas to Douglas Village and from there to Cork City Centre. In 2013 construction commenced on phase 1 of this project, comprising 700m long shared pedestrian and cycle track at Ballybrack Valley. It is envisaged that this will, when fully completed, be a well-used route to school both locally and into the City area.



Skibbereen Accessible Bus stops

Investment 2013: €4,575.60

The Design and Contract Documentation was completed for the provision of 2no. Accessible bus stops for Skibbereen town, West Cork. It is intended that the stops will be provided at Market Street and at North Street, Skibbereen.

Galway City Council

Wellpark Road \ Connolly Avenue Junction Improvements

2013 Investment: €75,000

Total Investment: €275,437

Completion of junction improvement scheme. This junction is a key link in the development of a bus lane on the Monivea Road. Currently this route has very limited traffic lanes with limited pedestrian facilities. The upgraded junction includes additional turning lanes, pedestrian facilities and CCTV monitoring and has provided reduced journey times for public transport in and out of the city. The new junction and approaches also provide better facilities for cyclists and pedestrians through the junction.

Footpath Widening at Bridge Street

2013 Investment: €161,082

Total Investment: €186,332

This project widened the existing footpath on the southern side of Bridge Street between its Cross Street junction and Dominick Street Lower junction. It involved the removal of sections of the existing footpath and the provision of a new widened footpath and the resurfacing of the road surface. A new improved taxi rank was included in the project. Upgraded pedestrian crossing facilities provide improved connectivity for pedestrian between City Centre and Dominick Street & Mill Street



Bridge Street Prior to upgrade Works



Bridge Street after upgrade works

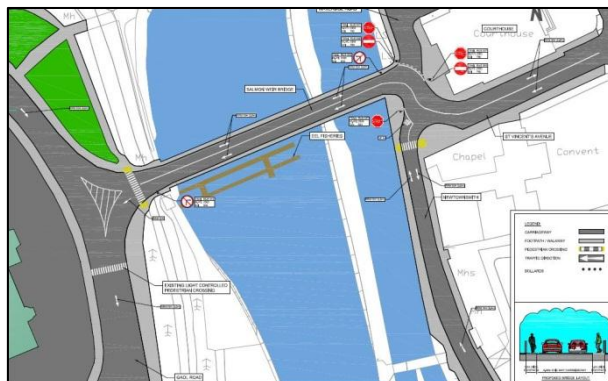
Salmon Weir Crossing Study

2013 Investment: €22,097

Total Investment: €33,247

The study examined options for the improvement of bus, cycling and pedestrian movement at the Salmon Weir Bridge. Options examined as part of the study included conversion to one way traffic flow, signal controlled shuttle traffic running and the restriction of the bridge's use to pedestrian, cyclist and public transport only. The study

found that while improvements could be made to traffic flows at the bridge, the knock on effects to the rest of the network would be unacceptable.



Variable Message and Parking Guidance Signs (Phase 2)

2013 Investment: €5,490

Total Investment: €5,490

Continued roll-out of car parking guidance and Variable Message System (VMS) in Galway City, integrated with the Urban Traffic Management Centre (UTMC) system. This phase involves linking the car parks across the city to the UTMC. This phase will be completed in 2014



Wayfinding Scheme

2013 Investment: €43,035

Total Investment: €122,140

Project to deliver a system of signage and information boards in key areas of the City (Canal Walks, Salthill Promenade, etc.) as identified in the Draft Walking and Cycling Strategy. The system has been designed to take account of the medieval nature of the City Centre. The scheme is due to go for planning approval in early 2014.

NUI Galway to Fisheries Field Greenway

2013 Investment: €2,460

Total Investment: €42,640

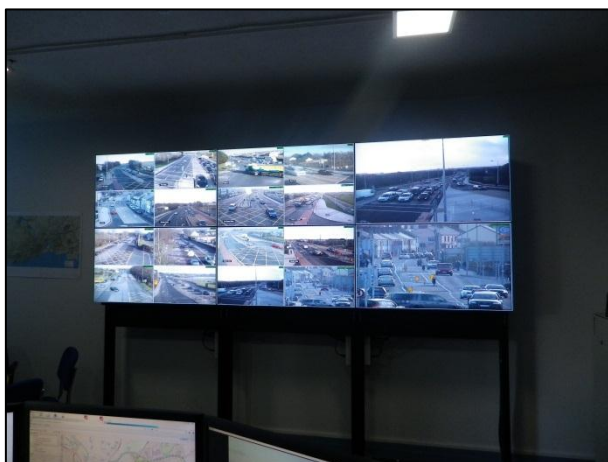
Completion of design of Greenway from the NUI Galway / Kingfisher Gym (N6 Underpass) to Galway Cathedral on University Road, forming part of the Galway to Clifden Cycle route. The route in its entirety passes through NUI Galway grounds. At the southern end it would link to Michael O'Shaughnessy Bridge and Fisheries Field Greenway, which in-turn link to Galway City Centre. When constructed, the scheme will improve pedestrian and cyclist safety by providing a high quality pedestrian \ cyclist route, segregated from motorised vehicles and providing a direct route from Galway City Centre through NUI Galway. The route will provide a more attractive route option from the exiting road network. It will also form part of EuroVelo Route 1.

CCTV Cameras at Junctions

2013 Investment: €30,370

Total Investment: €30,370

Continued roll-out of CCTV cameras at junctions on key intersections throughout the City, which facilitate better traffic management through better monitoring of the network. The works will also include extending communications back to UTMC system.



Rahoon Road Bus Lane

2013 Investment: €584,477

Total Investment: €768,164

Completion of project. The scheme provides 300 metres of bus lane in the inbound direction and the provision of a dedicated cycle lane for a distance of 500 metres on the outbound direction, with reallocation of existing space and alterations to existing footpaths so as to provide the bus lane, cycle lanes and new footpaths. The scheme integrates bus lane and cycle facilities into the recently completed bus and cycle facilities on the Seamus Quirke Road.



Monivea Road Bus Lane

2013 Investment: €19,807

Total Investment: €29,807

Completion of design work on the project. Further implementation of the scheme is to be considered under the Bus and Cycle Network Demand Assessment and Prioritisation scheme. The proposed bus lanes are on the approach to the upgraded Wellpark Road/Connolly Avenue junction in the outbound direction and on the approach to the Wellpark/Moneenageisha Road junction in the inbound direction.

Bus and Cycle Network Demand Assessment and Prioritisation

2013 Investment: €86,648

Total Investment: €86,648

AECOM consultants were contracted to carry out a bus and cycle network assessment of Galway City and environs, defining the networks with identification of the key improvements required to deliver those networks. The study will also address the prioritisation of schemes for subsequent implementation.

Variable Message and Parking Guidance Signs (Phase 3)

2013 Investment: €13,472

Total Investment: €13,472

ARUP's have been contracted to develop a detailed for the specification and locating of the Variable Message and Parking Guidance Signs. This design is expected to be completed in early 2014.

Coach-Bus Station Link

2013 Investment: €186,802 Total Investment: €186,802

The project upgraded pedestrian facilities along approximately 70 metres of roadway between Fairgreen Road and Ceannt Station. This has improved connectivity between Ceannt Station (Iarnród Éireann and Bus Éireann services) and Galway Coach Station (City Link, Go-Bus, etc.) for pedestrians and public transport users. A 60 metre Taxi Bay was constructed at the eastern end of the Ceannt Station access road, to replace a 25m rank that was removed as part of the station development. The project has restricted through traffic at Ceannt Station to Bus Éireann Express-way Services only. The scheme also delivered a design for the provision of cycle lanes and upgraded pedestrian facilities on Fairgreen Road.

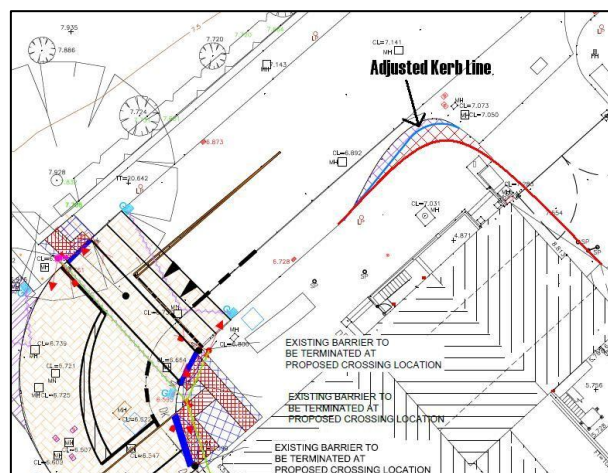


Eyre Square Pedestrian Crossings

2013 Investment: €16,356

Total Investment: €16,356

Designs have been developed to upgrade pedestrian facilities at the junctions of Eyre Square South/Forster Street and Eyre Square South/Victoria Place, thus improving the pedestrian connectivity between Ceannt Station (Iarnród Éireann & Bus Éireann – Express way Services) and Eyre Square (Bus Éireann – City Services) for pedestrian and public transport users.



Hospital Cycle Parking

2013 Investment: €34,737

Total Investment: €34,737

High quality covered and uncovered bike parking has been provided at Galway's 3 public hospitals. (University Hospital Galway-Galway City, Merlin Park Hospital-Galway City & Portiuncula Hospital-Ballinasloe).

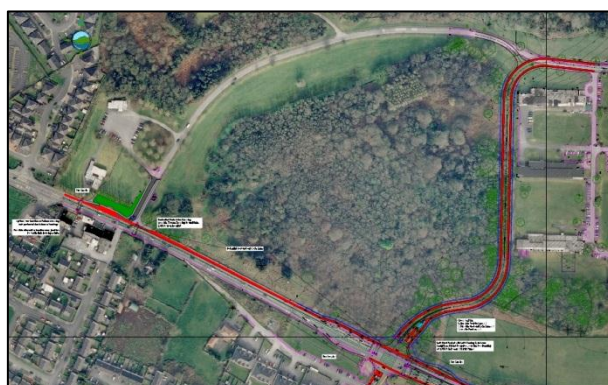


Merlin Park Hospital Bus Access

2013 Investment: €41,792

Total Investment: €41,792

Tobin's were contracted to design a new junction and access road to improve access/egress for buses and to provide on-road cycleway. The route is approximately 450 metres long commencing at Dublin Road/Galway Crystal junction and finishing at Merlin Park Hospital. This project will provide safe and controlled access/egress for Merlin Park Hospital for all road users and will link directly to the existing Dublin Road bus lane. The new junction will be linked to the UTM system and will reduce delays for buses exiting Merlin Park (currently served by Bus Éireann Route 402). The scheme will also deliver improved pedestrian & bus facilities at the existing entrance which will be closed to all but traffic except buses.



2013 Investment: €24,311

Total Investment: €24,311

RPS carried out a study to examine sites to increase access for Tour Buses in Galway City Centre, in particular evaluating options to increase parking facilities. The recommendations of the report are to be implemented in 2014.



Wolfe Tone Feasibility Study

2013 Investment: €25,295

Total Investment: €25,295

Study to examine options for the management of bus, cycling, pedestrian & vehicular movements at this river crossing location, should it be closed or weight restrictions be applied. Options to be considered are one way traffic flow, signal controlled shuttle traffic running, etc.



Bus Network

2013 Investment: €32,774

Total Investment: €32,774

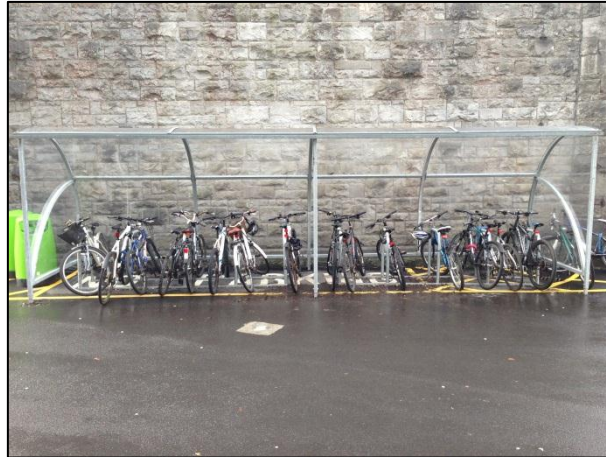
Survey works were conducted on 4 key routes identified in the Bus and Cycle Network Demand Assessment and Prioritisation project so as to enable these schemes to be rapidly advanced in 2014.

Cycle Parking

2013 Investment: €24,097

Total Investment: €24,097

Cycle parking was installed and upgraded at various locations in the City, including Salthill and City Hall.



Pedestrian Improvements

2013 Investment: €10,000

Total Investment: €10,000

Design was completed for Pedestrian Crossing upgrades on Salthill Road and Western Distributor Road.

Transport Model Update

2013 Investment: €5,000

Total Investment: €5,000

Updating and upgrading the Galway City Transport Model.

Dangan Greenway

2013 Investment: €15,387

Total Investment: €15,387

Survey works were conducted on the route for the greenway to enable this scheme to be advanced in 2014. The route forms part of the National Cycle Network from Galway to Clifden and EuroVelo 2. The route in its entirety passes through NUI Galway grounds. The scheme will improve pedestrian and cyclist safety by providing a high quality pedestrian/cyclist route, segregated from motorised vehicles. It will be a direct route from Galway City Centre through NUI Galway. The route will provide a more attractive route

option from the exiting road network, which will lead to the transfer of pedestrian/cyclists from other routes.

Galway Airport Park & Ride

2013 Investment: €132,255 Total Investment: €132,255

A Pilot Park & Ride commuter service was operated from the former Galway Airport site as a trial to assess the viability for a permanent Park & Ride facility. The service operated for 5 months, initially on a 15 min frequency and then later on a 30 min frequency. Uptake was extremely poor, averaging at fewer than 4 cars per day. The operation was cancelled 1 month early due to the poor uptake.



Tour Bus Parking at Ceannt Station

2013 Investment: €49,565 Total Investment: €49,565

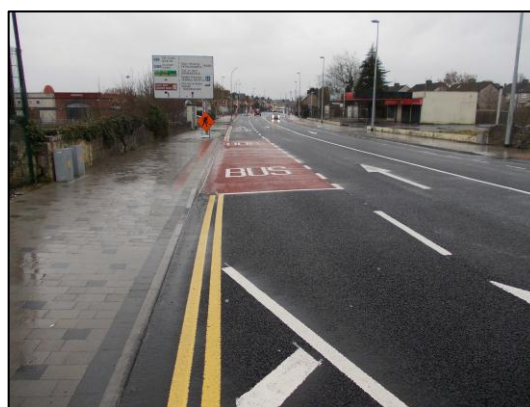
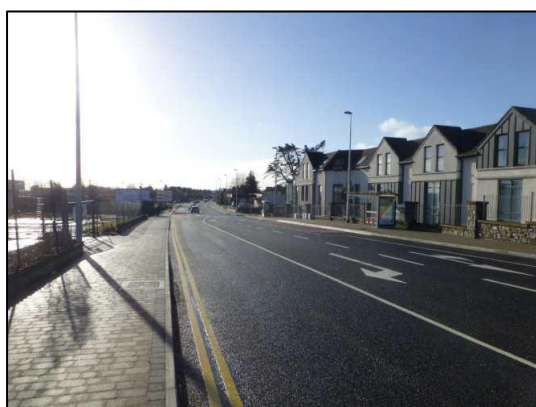
Temporary Tour Bus Parking was provided on CIÉ lands at the rear of Ceannt Station. This facility provides parking for a dozen tour buses, but does not currently permit allow pick-up/set-down of passengers.

Limerick City Council

Limerick Southern Green Route Phase 1

2013 Investment: €1,626,713

The Limerick Southern Green Route, Ballinacurra Road scheme is a continuation of public transport investment in sustainable transport measures along the southern route corridor towards Limerick City centre from Dooradoyle. Phase 1 of the scheme is currently under construction and due for completion in early March 2014. The scheme will join the existing bus priority measures along St Nessel's Road, the commercial centres around the Crescent Shopping Centre and Mid- Western Regional Hospital to the City Centre by providing a high quality public transport corridor along Ballinacurra Road.



Upgrade of Major City Centre Bus Stops

2013 Investment: €104,153

1) Arthurs Quay

This bus stop is a busy inner city bus stop adjacent to the Tourist Information Centre, Arthurs Quay Shopping Centre and a taxi rank. The bus stop is used by private bus operator JJ Kavanagh & Sons as well as Bus Eireann, with routes to Shannon Airport, Dublin Airport and Limerick City bus route 301 to Shannon Banks and Westbury in County Clare. The works involved the following:

- The extension of the existing bus bay from 50m to approximately 100m;
- The installation of Kassel bus kerbs;
- The improvement of the drainage infrastructure within the new bus bay;
- The reconstruction and widening of the existing footpath from 1.8m to 4.4m and the removal of a low stone walled planter and 6 mature trees;
- The installation of tactile paving and tramlines;
- Delineation of the bus bay and relocated pedestrian crossing;
- The upgrading of pedestrian crossing signals, signage and public lighting;
- The installation of a new bus shelter.

2) LIT Mayorstone Bus Stop

The existing bus stop at the Caherdavin Roundabout with the main access to LIT is the main Bus Eireann Limerick City service for LIT Students. The upgrade works involved the following:

- The extension of the existing bus bay from 20m to approximately 40m;
- The installation of 20m of Kassel bus kerbs;
- The upgrading of the public lighting in the vicinity of the bus stop;
- The reconstruction and widening of the existing footpath from 1.2m to 2.1m;
- The installation of new paving;
- The installation of a new bus shelter.

Limerick County Council

R445 Dublin Road Green Route Phase 2

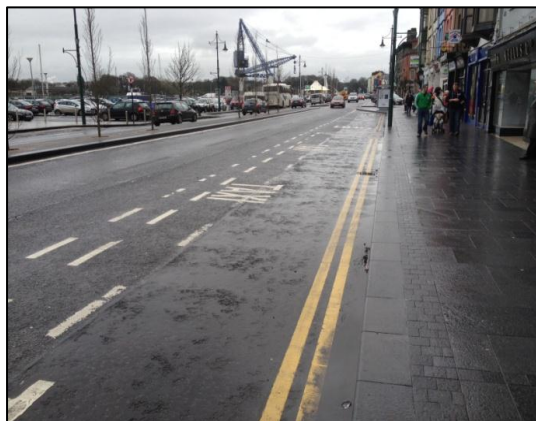
2013 Investment: €41,992

This scheme is complete and involved construction of 1km of bus lane, cycle lane and footpath along the R445 between Annacotty Roundabout and Cappamore Junction, including upgrades to all bus stops. Funding in 2013 related to the release of retention to the contractor and erection of a short section of safety barrier.

Waterford City Council

The Quay – Green Route

Investment: €755,712



Green Route, The Quay, (prior to installation of cycle path) Green Route, The Quay, (prior to cycle path installation)

Phase 1c of the R680 Green Route is an integral part in the delivery of Green Routes in Waterford City that have as their core objectives the improvement and provision of infrastructure to facilitate sustainable transport measures including bus priority measures, cycle networks and facilities and improvements to pedestrian facilities and safety.

Phase 1c introduces on-road cycle lanes between Colbeck Street and Barronstrand Street, priority bus measures and bus stops along the South Quays, improved pedestrian infrastructure including signalised junction enhancements at three of the City's most important junctions, and pedestrian crossings and facilities for the mobility impaired throughout the scheme.

Phase 1c incorporates leftover elements of both Phases 1a and 1b (the contractor of which went into voluntary liquidation earlier this year).

When completed, Phase 1c will deliver the following:

- The reduction in road width from the existing four-lane carriageway to a revised cross section of one carriageway in each direction coupled with cycle lanes and/or combined bus and cycle lane.
- The reduced road width will be complemented by the installation of a central median and high quality paving and landscaping to provide a much improved pedestrian realm.
- 1040 metres of delineated on-road cycle lane
- 155 metres of delineated combined bus/cycle lane
- New bus shelters with real-time passenger information facilities

- Improvements in pedestrian infrastructure through the provision of high-quality footpaths
- Road markings and signage throughout
- Upgrading of traffic signals and pedestrian crossing facilities at the following junctions:
 - The junction of The Mall and Lombard Street.
 - The junction of Merchant's Quay, Grattan Quay, Bridge Street and Rice Bridge
 - The junction of Barronstrand Street and Meagher's Quay

It is anticipated that the overall scheme and specifically the current phase will present a transformation of Waterford's Quayside into a much safer and sustainable environment for all road users.

Way finding Signage

Investment: €26,300

The introduction of new way finding signage consists of combination (map) panels and fingerpost signs to help people to get around the City with ease. The Waterford City Wayfinding Scheme extends out to all commuter locations such as the train station, bus station and car parks located within the City Centre.

The finger posts and maps (internally LED illuminated) will guide persons to points of local interest, such as the Viking Triangle, Reginalds Tower, Museums and Tourist Information Office. Scheme consists of 16 fingerpost signs (with 78 number finger panels) and 5 combination (map panels) structures which are illuminated and also carry finger post directional signs.



Finger Post on the Mall, Viking Triangle park



Combination Panel located at Bolton Street car

Real Time Passenger Information Signs

Investment: €5,500 (excluding NTA funding of signs/poles etc.)

Real Time Passenger Information signs were installed in Waterford City for the first time in 2013. A total of ten signs were designated, nine for within the City boundary and one in Tramore Town at the Bus Eireann Terminus. Positioned at the most used stops, these signs have proved invaluable to public transport users as guidance as to services available, their frequency and waiting times.

They also have the added benefit of giving a strong impression that public transport is being invested in and keeping pace with modern technology.



RTPI signs outside WIT College St Campus in Waterford City, and Ballybricken Green.



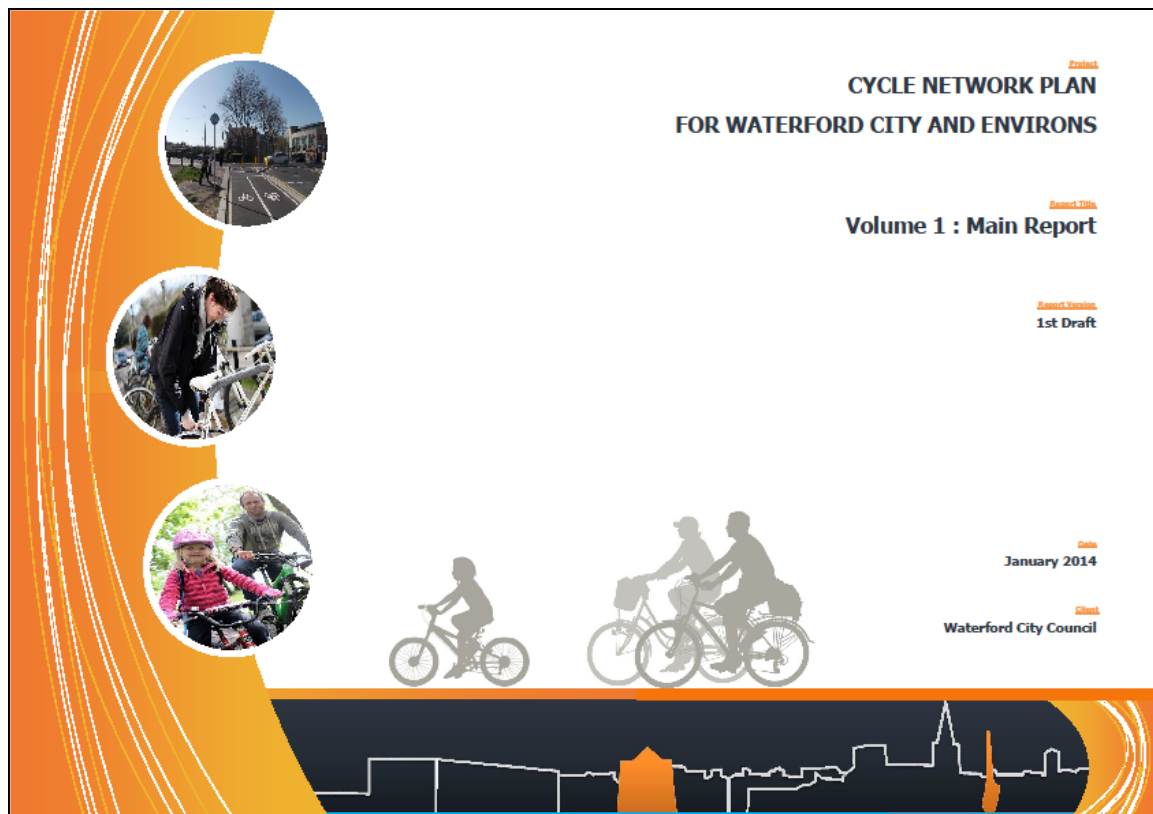
RTPI sign on the Cork Road (R680).

City Centre Cycle Network

Investment: €30,205

In 2013 Waterford City Council tendered for the compilation of Cycle Strategy for the entire City. The consultants DBFL were awarded the contract and the strategy is due to be finalised in early 2014.

The outline for the strategy was to investigate movements in the City, compile analysis regarding distances and the percentage of users whom could cycle to work with ease. Brief was also to record existing cycle paths and outline future direction with proposed routes.



Bus Stop Improvement Works

Investment: €35,826

In late 2013 an application was submitted by Waterford City Council to the NTA requesting funding for upgrading of existing bus facilities together with the construction of new bus bay/stops. Two new bus bays were constructed, one at Knockhouse for Bus Eireann with the other being the terminus for Kavanaghs at Knock



New Bus Bay / Stop on Knockboy Road (incorporating lane narrowing traffic calming, awaiting new shelter).

Bus facilities in the form of concrete waiting/set down areas were provided at a number of locations, namely 3 locations on the Carrickphierish Road and 2 locations on the Cork Road. The highly used bus stop on Browns Road was completely revamped with new surfacing and power supply to shelter. The lead-in taper at a bus bay in Ballybeg was also altered to allow easy access for long wheelbase buses.

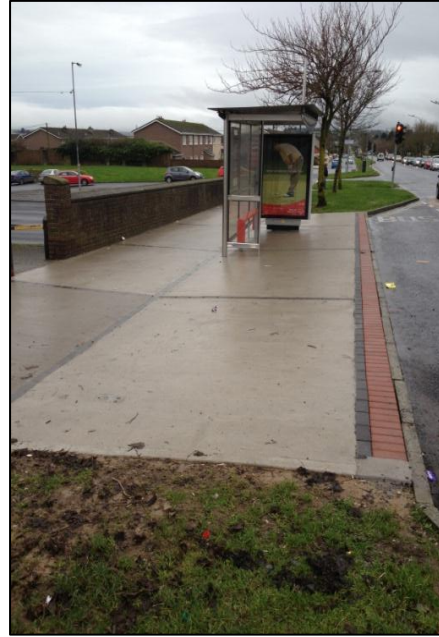
New, enhanced or additional road lining was also applied at various locations around the City.



Example of upgraded bus stop on Carrickphierish Road



Browns Road Bus Stop Before



Browns Barn Bus Stop After



Appendix B

List of Projects

Cork City Council Projects 2013

Item	Project Name	Funding Claimed 2013 (€)
CCC/12/0003	Parnell Place Improvement Scheme	1,026,099
CCC/12/0004	Kent Station to City Centre Linkage Project	50,594
CCC/12/0006	Cycle Route: UCC to City Centre	996,354
CCC/12/0008	Green Route Junction Improvement Scheme	9,533
CCC/12/0013	Green Route Improvements (Asset Management)	77,731
CCC/12/0015	Ballinacollig Green Route - Phase 2 & 3	95,935
CCC/12/0016	Douglas to City Centre Cycle Corridor	712,518
CCC/12/0017	Ballyvolane to City Centre Corridor	39,456
CCC/12/0020	Pedestrian & Cycle Route improvements	207,875
CCC/12/0025	Boreenmanna Road	29,387
CCC/12/0026	Skehard Road	197,901
CCC/12/0027	Tinkers Cross	67,742
CCC/12/0030	Provision of Automatic Traffic Counters	23,358
CCC/13/0001	City Centre Movement Strategy	260,387
CCC/13/0002	Strategic Network	119,283
CCC/13/0003	Barrack Street - Phase 2	650,000
CCC/13/0006	Bus Routes -Improvements	22,878
CCC/13/0007	Walking Strategy	93,638
CCC/13/0008	Smarter Travel Support Project	21,438
CCC/13/0009	CASP Transport Model Update - Stage 2	121,310

Total: € 4,823,417

Cork County Council Projects 2013

Item	Project Name	Funding Claimed 2013 (€)
CCO/12/0001	Carrigaline Green Route - Phase 1	309,171
CCO/12/0002	Glanmire School Access Project	12,723
CCO/12/0003	Cooney's Lane Junction Upgrade	1,172
CCO/12/0004	Cogan's Corner, Carrigaline	15,134
CCO/12/0005	Crosshaven Upper Schools	6,536
CCO/12/0006	Passage West Schools Access Project	61,745
CCO/12/0010	Little Island Junction Upgrades	99,501
CCO/13/0001	Carrigaline Green Route - Phase 2	186,643
CCO/13/0002	Douglas Village - Sustainable Transport Network	119,283
CCO/13/0003	Douglas East West Link	67,179
CCO/13/0004	Bus Stop Upgrade	48,658
CCO/13/0005	Metropolitan Cycle Strategy Implementation	102,244

Total: €1,029,989

Galway City Council Projects 2013

Item	Project Name	Funding Claimed 2013 (€)
GCC/12/0003	Wellpark Road / Connolly Avenue Junction Improvements	75,000
GCC/12/0004	Footpath Widening at Bridge Street	161,082
GCC/12/0005	Salmon Weir Crossing Study	22,097
GCC/12/0008	Variable Message and Parking Guidance Signs (Phase 2)	5,490
GCC/12/0010	Wayfinding Scheme	112,140
GCC/12/0011	NUI Galway to Fisheries Field Greenway	2,460
GCC/13/0003	Dangan Greenway	15,387
GCC/12/0012	CCTV Cameras at Junctions	30,370
GCC/12/0013	Rahoon Road Bus Lane	584,477
GCC/12/0015	Monivea Road Bus Lanes	19,807
GCC/13/0001	Bus and Cycle Network Demand Assessment and Prioritisation	86,648
GCC/13/0002	Variable Message and Parking Guidance Signs (Phase 3)	13,472
GCC/13/0004	Coach-Bus Station Link	186,802
GCC/13/0005	Eyre Square Pedestrian Crossings	16,356
GCC/13/0006	Hospital Cycle Parking	34,737
GCC/13/0007	Merlin Park Hospital Bus Access	41,792
GCC/13/0008	Tour Bus Parking Study	24,311
GCC/13/0009	Wolfe Tone Feasibility Study	25,295
GCC/13/0010	Bus Network	32,774
GCC/13/0014	Cycle Parking	24,097
GCC/13/0015	Pedestrian Improvements	10,000
GCC/13/0016	Transport Model Update	5,000
GCC/13/0017	Galway Airport Park and Ride	132,255
GCC/13/0018	Ceannt Station - Tour Bus Parking	49,565

Total: €1,711,414

Limerick City Council Projects 2013

Item	Project Name	Funding Claimed 2013 (€)
LCC/12/0001	Southern Green Route Phase 1	1,626,713
LCC/11/0013	Installation of Variable Message Signs and Parking Guidance System Signs	32,151
LCC/13/0001	Limerick City Bus Stops	104,153

Total: € 1,763,017

Limerick County Council Projects 2013

Item	Project Name	Funding Claimed 2013 (€)
LCO/12/0001	R445 Dublin Road Green Route Phase 2	41,992

Total: €41,992

Waterford City Council Projects 2013

Item	Project Name	Funding Claimed 2013 (€)
WDCC/12/000 2	R680 South Quays Green Route (Phase 1C - Keizer Street to Barronstrand Street)	755,712
WDCC/12/000 3	Wayfinding Signage	26,300
WDCC/13/000 1	Development of Waterford City Cycle Network	30,205
WDCC/13/000 2	Bus Stop Improvement Works	35,826
WDCC/13/000 3	R680 South Quays Green Route	265,045

Total €1,113,088