



2012 Report

Regional Cities

Regional Cities Programme & Accessibility Programme

Contents

Introduction	3
Cork City	4
Cork County Council.....	14
Galway City	19
Galway County	23
Limerick City	24
Limerick County	24
Waterford City	25
Carlow County Council	26
Dublin Bus	26
Iarnród Éireann	27
National Transport Authority.....	29

Introduction

Funding of €12,192,730 was provided by the Department of Transport, Tourism & Sport during 2012 for the regional cities in relation to various traffic management, bus priority and sustainable transport projects under the Regional Cities Programme. The grant programme was managed by the National Transport Authority, on behalf of the Department.

The funds were distributed between seven Local Authorities, namely;

- Cork City Council
- Cork County Council
- Galway City Council
- Galway County Council
- Limerick City Council
- Limerick County Council
- Waterford City Council

Accessibility funding of €1,777,329 was provided by the Department of Transport, Tourism & Sport during 2012 for accessibility projects. This grant programme was also managed by the National Transport Authority.

The funds were distributed between the following:

- Carlow City Council
- Dublin Bus
- Iarnród Éireann
- National Transport Authority (Wheelchair Accessible Vehicles Scheme)

2012	Regional Cities Programme	Accessibility Programme
Local Authority	Total Spend 2012	Total Spend 2012
Cork City Council	€5,895,729	
Cork County Council	€1,208,561	
Galway City Council	€3,832,194	
Galway County Council	€289,541	
Limerick City Council	€30,084	
Limerick County Council	€295,621	
Waterford City Council	€641,000	
Carlow County Council		€2,091
Dublin Bus		€45,463
Iarnród Éireann		€1,461,759
National Transport Authority		€268,016
Total	€12,192,730	€1,777,329

This report will outline the sustainable transport measures implemented in each of the Local Authorities highlighting the specific projects that have received investment from the above allocations.

Cork City

The following paragraphs outline in brief how the funding of €5,895,729 was deployed to various projects in Cork City.

City Centre Movement Strategy

Investment: €153,125

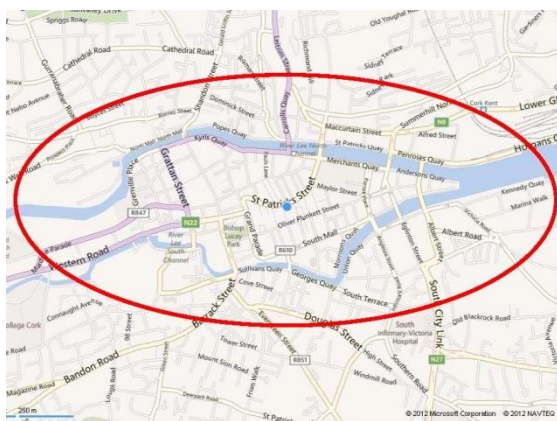
The City Centre Movement Strategy proposes to develop a new traffic management plan for Cork City Centre. The principle objectives are to:

- rationalise general traffic movement in the city centre;
- increase pedestrian accessibility and movement;
- improve journey times for buses; and
- provide an enhanced environment for pedestrians and cyclists.

The key principles of the City Centre Movement Strategy include:

- the re-location of road space on the city centre streets to ensure a more appropriate balance between the different transport modes serving the city; and
- the management of through traffic within the central city streets; this will act to improve the environment for public transport users, pedestrians and cyclists.

In 2012 the allocation allowed the development of the proposal to its current stage at Public Consultation.



City Centre Area

Parnell Place Improvement Scheme

Investment: €42,977

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. In 2012 the design has been developed.

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.



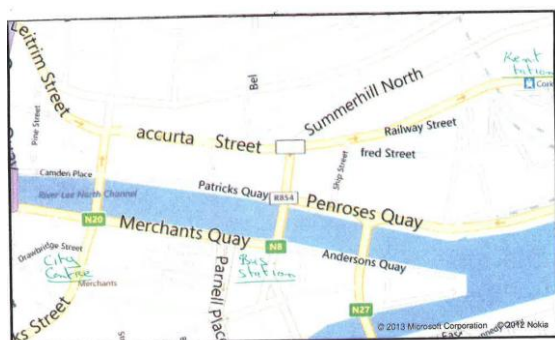
Public Consultation Drawing – Parnell Place

The design work was undertaken in 2012 and a significant amount of stakeholder consultation was required. Part 8 Planning was published in November 2012 and construction is scheduled to commence in May 2013.

Kent Station to City Centre Link

Investment: €59,110.

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. Some upgrading of public lighting was carried out in 2012. The implementation of this project will be coordinated with the City Centre Movement Strategy.



Extents of project: Penrose Quay, Merchants Quay and MacCurtain Street.

Patrick's Street Public Transport Scheme

Investment: €623,814

Patrick's Street Public Transport Scheme involves the restriction of St. Patrick's Street to buses and taxis and the full closure of Emmet Place during periods of the day by the use of automatic bollards, electronic variable message signs (VMS) and regulatory signage.

The objective is to improve pedestrian and the public transport environment in St. Patrick's Street and Emmet Place during key periods during the day.

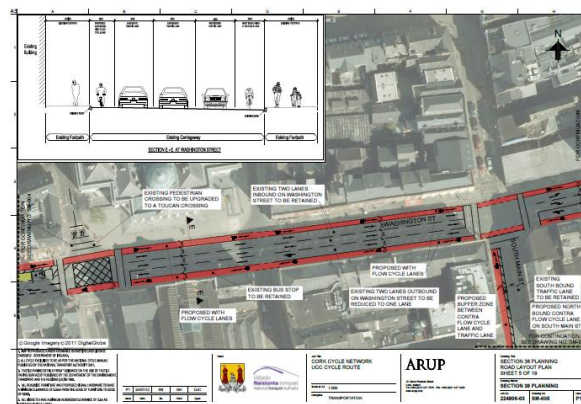


VMS on Washington Street, approaching St. Patrick's Street

Cycle Route; UCC to City Centre

Investment: €42,066

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.



Proposal for Western Road section

The development of the project design was progressed in 2012 and the proposal is now at public consultation. Construction work is scheduled to commence in June 2013, pending the public consultation outcome.

Hollyhill Development Access Road

Investment: €600,000 – (contribution to an overall scheme costing €2.6m)

The allocated contribution to the development of the Hollyhill Access Road is providing 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 will include cycle lanes and new footpaths for accessibility to planned development and integration with existing infrastructure.

Construction should be completed in April 2013.



Proposed Hollyhill Access Road

Green Route Junction Improvements

Investment; €102,094

The scheme develops the objective of the CASP strategy to promote Public Transport as a

sustainable mode of transport and to encourage a modal shift from modes of private transport.

The allocation has introduced signage and road marking improvements which will facilitate safer speeds and more efficient journey times for Public Transport. The project has significantly improved safety for pedestrian and cyclist movement.

Ballincollig Green Route Completion

Investment: €278,665.

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.



Ballincollig Green Route

Douglas to City Centre Cycle Route

Investment: €724,920 in 2012 (overall cost incl. 2011 is €1.125m)

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

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.

A photograph showing a paved area made of reddish-brown interlocking bricks. In the foreground, there is a dark asphalt road with a white dashed line. A concrete curb separates the road from the brick-paved area. In the background, there is a building with a stone wall and a blue car parked on the right. Two blue and white striped poles are visible on the left side of the brick area.

Ballyvolane to City Centre Cycle Route

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.

The diagram illustrates a proposed road improvement project at a junction. Key elements include:

- New Left Turn Lane**: Indicated at the top left and middle right of the junction.
- Existing Property Line**: Shown near the top center.
- New Right Turn Lane**: Located at the top right.
- TESCO SITE**: A large green area at the top right.
- Existing Road Edge**: Marked along the top right boundary.
- New Left Turn Lane**: Another instance at the bottom right.
- New Footpath 3m wide** and **new cycle way 2m wide**: Proposed along the central vertical road.
- Remove hedge plants and build up to allow tributary drainage**: A note pointing to a specific area on the central road.
- New Road Wall 2m high**: Located on the left side of the central road.
- New Left Turn Lane**: Another instance on the lower left.
- New Footpath 1m wide**: Located at the bottom left.
- Dangerous bend, to be improved as a result of proposed measures**: A note pointing to a section of the central road.
- Other Labels**: "CATHOLIC AVENUE", "LAUREL", "M10 Motorway", "New Road", "Old Road", "Hedge", "Boundary", "Proposed", "Existing", "Property", "Line", "Edge", "Lane", "Footpath", "Cycle Way", "Road Wall", "Bend", "Measures".

Page 7

Bike Parking Facilities in Cork Schools and Suburbs

Investment: €200,885

This project delivered approximately 350 stands (i.e. 700 cycle parking spaces) at a number of suburban locations, identified following an audit of all current facilities and existing locations. The infrastructure has been implemented in accordance with the National Cycle Manual and the Cork City Development Plan.



Bike racks at Musgrave Park

The project is expected to have a impact on travel modes on local trips to suburban nodes, in particular neighbourhood centres, libraries, tourist and heritage attractions, parks and open spaces, resulting in a reduced demand for car parking and reduced levels of congestion.

In addition, covered bike parking has been provided at 10 no. schools (7 primary and 3 secondary). Requests had been made by a number of schools for the provision for bicycle parking at schools due to the lack of suitable facilities and following the provision of safer cycling training programmes in the schools. It is expected that facilitation and promotion of cycling to school will encourage modal shift resulting in a reduced demand for car parking and reduced levels of congestion around schools especially at morning and evening peaks.

Pedestrian Crossings & Cycle-Track Improvements

Investment: €11,103

This allocation provided for the development of designs to provide pedestrian crossing facilities at two locations, namely, Churchfield Road and Ringmahon Road (at the junction of Delwood Estate). There is a demand for the provision of crossing facilities along the desire line at these two locations where there is no provision currently. This project can be implemented in 2013.

This allocation also provided for the design and project preparation for the relocation of 3 public lighting columns currently located in the middle of the inbound cycle track on Skehard Road between the junctions of Church Road and Blackrock Avenue.



PL Pole in the middle of cycle track on Skehard Rd.

Walking Strategy

Investment: €29,028

The objective of the Walking Strategy project is to identify a walking network of routes within Cork City neighbourhoods and the development of a 5 year implementation plan for the development of improved connectivity for pedestrians between localised destinations and origins with the provision of safer and more direct walking infrastructure.

Boreenmanna Rd Improvement Scheme

Investment: €265,046 in 2012 (overall cost incl. 2011 is €700,000).

Metrics: 225 m road & cycle lane

265m of new pathway provided

1 new signalised pedestrian crossing

This scheme commenced in 2011 and was completed in 2012. It now 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 has been 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.



Boreenmanna Road facing east

Skehard Rd.

Investment: €1,428,034 in 2012

Metrics: 440m of new roadway

900m of new footpath

400m of bus lane

480m cycle lane

2 signalised junctions

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. Substantial completion of the scheme will be in February 2013.



Skehard Road facing west toward Well Road Junction

Tinker's Cross Junction Realignment

Investment: €1,538 in 2012 (overall cost is currently estimated at €0.9m)

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.



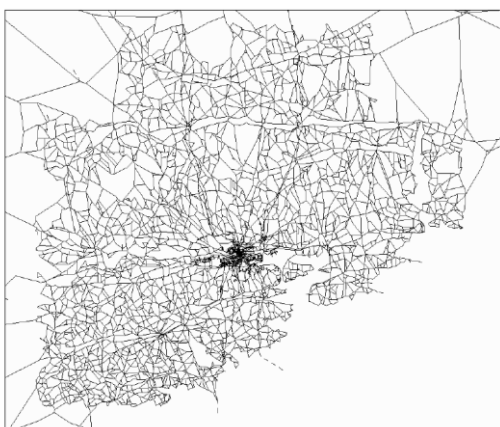
Draft junction realignment proposal at Tinker's Cross

CASP Transport Model Upgrade

Investment: €133,557

The current Cork Area Transport Model was developed in 2008 using data from the 2006 Census. The 2011 Census transportation outputs became available in 2012 and will provide a more detailed and accurate representation of travel patterns within the Cork Region. It is intended to update the transport model to reflect current data sources and ensure its continued applicability for use in land use and transportation planning.

In 2012 Stage 1 of a two stage project was delivered which established the installation of an up to date transportation assessment tool for the Cork Region which will have superior public transport, demand modelling and highway assessment capabilities.



Area of CASP Transport Model

Pedestrian Counters

Investment: €48,276

Pedestrian counting facilities have been installed at three additional key locations, including Emmet Place, in the city centre to measure pedestrian volumes and footfall. This will allow better foundation and guidance for Traffic Management Strategies which are under development. This final element of the project has delivered the installation of a complete circuit of pedestrian counting facilities around the city centre

Bus Stop Improvements

Investment; €79,883

This project implemented the upgrade of one of the busiest city centre bus stops, located on the South Mall.

Existing footpaths were extended and regraded and 2 new bus shelters were installed where there were none previously. A new bus bay was constructed to facilitate both stops. RTPI signs were repositioned to suit new shelters. Public Lighting in the vicinity of the stops was upgraded to provide a significantly improved environment for bus passengers.



South Mall Route 216 New shelters and upgrade

Dynamic Warning Signs

Investment: €109,752

The project is part of an integrated approach to bring about a modal shift to more sustainable travel modes, in particular walking and cycling, for the journey to school. Reduced speed limits of 30 kph have been introduced in the vicinity of seven selected schools participating in the EU Smiles Project as a pilot project.

The project involved the installation of 12 no. dynamic speed limit warning signs on the approaches to the schools at the following locations:

- Nagle Community College – at Ringmahon Rd and Skehard Road;
- Scoil Barra Naofa (Boys and Girls) Primary School at Beaumont Drive;
- Sundays Well Primary School – at Blarney Road;
- St Brendans Girls Primary and St Marks Boys Primary – at Glen Avenue; and
- North Monastery – at Sunvalley Drive/North Monastery Road.

Speed surveys have been carried out in advance of the signs and will be repeated over 2013 to ascertain their effectiveness.



Speed Limit Warning Sign at Beaumont Drive

Green Route Bus Pinch Point Project

Investment; €49,621

Delay areas were identified by bus performance surveys and prioritised by the evaluation group. This project provided a means of improving Bus speeds by implementing better traffic controls.

This allocation provided improvements for traffic management at the following locations:

South Douglas Road

This project delivered the installation of new traffic management systems in the vicinity of the Community School on Douglas Road South. This new infrastructure provided a connected traffic management system between adjacent junction signals to allow more efficient management of the signalisation and to better provide for all modes of traffic, including pedestrian crossing facilities.

Dennehy's Cross

Upgrade to the traffic light controller to improve the traffic management and reduce elements of congestion experienced at this location.

Kyrl's Quay Realignment

Investment: €727,987 in 2012

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.

Construction was completed in December 2012.



Kyril's Quay – facing east

interchange that facilitates the enhanced integration of all sustainable and public transport modes on one site at Kent Station.

The project, when implemented, will provide a high quality public transport alternative to the private car. A new Kent Interchange should promote a modal shift away from the private motor car, increasing accessibility and enhancing the existing sustainable and public transport infrastructure.

Work on the project during 2012 focused primarily on the development and assessment of options for the delivery of the objectives of the project. The Steering Group, including the National Transport Authority and Cork City Council has identified a preferred design from those options which will now go through a cost optimisation process.

Kent Station Upgrade (Irish Rail Allocation)

Investment; €133,879

The aim of this project is to further enhance and develop the existing facilities at Kent Station. This includes significantly improving accessibility between Kent Station, the bus station and the City Centre. Equally, this project will aim to develop an

Cork City Council	
Regional Cities Programme	
Schemes:	2012 Grant Amount:
City Centre Movement Strategy	€153,125
Parnell Place Improvement Scheme	€42,977
Kent Station to City Centre Link	€59,110
Patrick Street Public Transport scheme	€623,814
Cycle Route; UCC to City Centre	€42,066
Hollyhill Development Access Road	€600,000
Green Route Junction Improvements	€102,094
Ballingcollig Green Route Completion	€278,665
Douglas to City Centre Cycle Route	€724,920
Ballyvolane to City Centre Cycle Route	€50,369
Bike Parking Facilities in Cork Schools & Suburbs	€200,885
Pedestrian Crossing & Cycle Route Improvements	€11,103
Walking Strategy	€29,028
Boreenmanna Road Improvement Scheme	€265,046
Skehard Road	€1,428,034
Tinker's Cross	€1,538
CASP transport Model Upgrade	€133,557
Pedestrian Counters	€48,276
Bus Stop Improvements	€79,883
Dynamic Warning Signs	€109,752
Green Route Bus Pinch Point Project	€49,621
Kyrl's Quay Realignment	€727,987
Kent Station Upgrade (Irishrail allocation)	€133,879
Total	€5,895,729

Cork County Council

A total of €1,208,561 was invested in the design and implementation of sustainable transport projects in Cork County in 2012. This investment has successfully delivered significant improvements for pedestrians, cyclists and users of public transport in the core metropolitan area of the Cork County region.

The following paragraphs outline in brief how the total sum was deployed to various projects to enhance the sustainable infrastructure at key locations.

Carrigaline Green Route

Investment: €448,678

Metrics: 300m bus lane
 300m cycle lanes
 2 No. Pedestrian Crossings
 1 No. Bus Stop Upgrades
 1000m of improved footpaths

Maryborough Hill is the remaining section of the Carrigaline Green Route, which currently provides 2 regular Bus Eireann services between Cork City centre and the Douglas environs. It is also the main corridor between Douglas Village and the Grange - Frankfield residential areas of south Douglas.

This road is subject to heavy commuter traffic to Douglas Village, schools and employment destinations and previously provided a very unfriendly alternative to pedestrians and cyclists, with no public transport priority.

The objective of this project is to rationalise the available carriageway width to introduce sustainable transport infrastructure to support the promotion of sustainable transport choices including bus priority, pedestrian and cycle movements and a safer environment.

The project is a key element of the Cork Area Strategic Plan.

This allocation substantially completes phase 1 of 2 for the Maryborough Hill section of the Carrigaline Green Route, the outstanding section is proposed for 2013 implementation.



Photo; Maryborough Hill facing north- Bus lane under construction

Glanmire Schools Access Project

Investment; €76,374

Metrics: 160m new footpath
 1 no. raised table
 1no. pedestrian crossing
 1no. improved school pedestrian access

This objective of this project was to improve pedestrian access and connectivity to 2no. schools within heavily populated areas of Metropolitan Cork, namely:

- St Joseph's National School, Glanmire
- Scoil Oilibheir, Ballyvolane

St Joseph's National School: This project was divided into 3no. separate phases. All three phases were developed to preliminary design stage, with Phase 1 subsequently continuing to detailed design and construction. Phase 1 involved upgrading the footpath network from the village centre to the school in order to provide a good quality and continuous pedestrian facility. It also provides connectivity from the large residential areas to the school. The objective is to facilitate a modal shift to walking to school and consequent reduction in traffic. The next phase of the scheme is proposed to be implemented in 2013.



Photo: New footpath to St Joseph's School

Scoil Oilibheir National School; The objective of this scheme was to provide a safe pedestrian facility outside an unused entrance to the school, to allow the school to develop and open this alternative access. As a consequence of this, a reduction in walking times to the school from the large residential areas to the north of the school has been achieved. A pedestrian crossing near this entrance has also been upgraded to encourage a modal shift to walking, for children and parents travelling to the school.



Photo: New concrete concourse and railing at Scoil Oilibheir to allow use of gate as entrance

Crosshaven Upper Schools Access Project

Investment; €70,586

Metrics: 500m upgraded footpath
 3no. upgraded crossing points
 Crosshaven is an old coastal village situated in Cork harbour, approximately 18km from Cork City centre. The village is served by a network of

narrow roads, many of which have a steep topography. There are 4no. schools in the area, all of which are located on the one road (known locally as the Upper Road). Footpaths along this road were generally in a poor condition. Furthermore, because of the narrowness of the road, traffic would often mount the footpath to pass each other.

The objective of the scheme was to provide a high quality footpath, with a proper kerb height, to provide a safer access and connectivity to the schools and consequently encourage a modal shift to walking for both children and parents. The increased kerb height would also prevent vehicles from trying to mount the footpath. Pedestrian crossing points to the new footpath were also upgraded.



Photo: New raised footpath along Upper Road, Crosshaven.

Passage West and Rochestown School Access Project

Investment: €100,684

Metrics: 100m new footpath.
 400m upgraded footpath.
 1 no. new pedestrian crossing.
 3 no. junction crossing Improvements.

Passage West and Rochestown are large urban conurbations located southeast of Cork City. This project was divided into 2no. separate schemes to provide improved pedestrian access to schools in the areas.

Passage West: In the last few years new schools have been built in Passage to service the town and its environs. The new schools are located south of one of the main residential area and the objective was to provide better connectivity for children and parents living in this area.



Photo: New footpath link in Passage to serve new schools

Rochestown Road: Rochestown Collage is a large secondary school located on Monastery Road. While there was an existing footpath serving the school, there was a section missing on an acute bend on Monastery Road. The objective of the scheme was to provide pedestrian facilities at this missing section, thus providing a safe walking route to the school.



Photo: New footpath on bend on Monastery Road, Rochestown

Cooney's Lane Junction Upgrade

Investment: €28,936

Metrics: 150m new footpath

1 new controlled pedestrian crossing

In the Grange Area of Douglas and more specifically an area known locally as Cooney's Lane, works were previously to provide traffic calming in the vicinity of Cooney's Lane. To properly complete this area and improve safe access to schools some additional works were required.

This project provided a controlled pedestrian crossing at Cooney's Lane, uncontrolled pedestrian crossings where required, upgrading the lining and tactile paving at existing junctions, all of which will improve pedestrian safety for the children and pedestrians in general.

Cogan's Corner, Carrigaline

Investment: €103,107

Metrics: 500m new footpath

Improved crossing points at junction

Carrigaline is one of the largest metropolitan towns in Cork county, located 10km south east of Cork City.

In 2009, Cork County Council constructed a cycle network through the northern areas of Carrigaline town to link residential areas to the schools, which are mainly in the northern side of the town, and the town centre. The south side of the town also has a substantial residential area and the Carrigaline Local Area Plan 2011 highlighted the need to improve permeability throughout Carrigaline.

The objective of this scheme was to improve pedestrian safety and connectivity to these areas. The scheme was divided into 3no. separate projects;

- Footpath improvements at Piper's Cross

- Footpath and Junction improvements at Foster's Cross
- Junction improvements at Cogan's Corner.

Detailed design and construction of the works at Piper's Cross and Foster's Cross were completed in 2012. Detailed design for the works at Cogan's Corner will be completed in 2013. It is hoped to proceed to construction of the Cogan's Corner element in the near future, subject to funding.



Photo: New footpath at Piper's Cross



Photo: New footpaths at Foster's Cross

Bus Stop Upgrades

Investment: €63,702

Metrics: Upgrade of 3no. bus stops
80m of footpath
3 hard standing platforms

This scheme is a low cost retro engineering solution for bus stops at Broadale, Maryborough Hill and at the Maritime College in Ringaskiddy.

The Broadale location included the provision of two bus stops, connecting footpaths and uncontrolled crossing points in an urban area with large housing estates located nearby. The bus stop upgrade adjacent to the Maritime College delivered a new hardstand and bus waiting area where there was none.



Photo: New bus stops and footpaths at Broadale



Photo: New bus stop at Maritime College, Ringaskiddy

Little Island Junction Upgrades

Investment: €278,730

Metrics: Fully signalised Junction
300m new footpath
Improved junction layout

Little Island is a large, high density employment centre within the Cork Metropolitan Area. Cork County Council undertook an assessment of junctions for traffic movements and pedestrian/cycle movements in Little Island in 2007 and published its findings in 2009.

Improvements to pedestrian facilities were identified as a key requirement at seven of these junctions. This project involves the implementation of the findings at one of the busiest junctions in Little Island (R623 – Ballytrasna Road). The project will provide safe pedestrian access and permeability through the junction via a fully signalised junction and construction of footpath links. It will provide connectivity between, industrial, commercial and residential areas, as well as improving access to the nearby suburban rail line. 70% of the works were completed in 2012. The project is due for completion in Q1, 2013.



Photo: On-going works at R623/Ballytrasna Road, Little Island.

Cycle Strategy

Investment; €37,764

The objective of this project is to develop a cycle strategy for Metropolitan Cork which would outline the measures required to achieve the mode share targets set out in Smarter Travel. Particular reference was made to continuity with cycle networks in the City area. All recommendations were to be in accordance with the requirements of the NTA's "National Cycle Manual". Specific and separate plans for leisure cycling and for cycling as a mode of transport were being developed. Linkages with "Greenways" developed on the Passage West rail route and on the West Cork Railway route were investigated. The strategy would also identify short, medium and long term objectives which will have to be achieved if the desired cycling mode

share targets are to be achieved.

Cork County Council	
Regional Cities Programme	
Schemes:	2012 Grant Amount:
Carrigaline Green Route	€448,678
Glanmire Schools Access Project	€76,374
Crosshaven Upper Schools Access Project	€70,586
Passage West & Rochestown School Access Project	€100,684
Cooney's Lane Junction Upgrade	€28,936
Cogan's Corner, Carrigaline	€103,107
Bus Stop Upgrades	€63,702
Little Island Junction Upgrades	€278,730
Cycle Strategy	€37,764
Total	€1,208,561

Galway City

A total grant of €3,832,194 was invested in the construction and implementation of sustainable transport measures in Galway City in 2012 through the Regional Cities Programme. The investment has delivered major improvements to the pedestrian, cyclist and public transport networks in the city. The projects were managed by the Galway Transportation Unit (GTU), which as part of Galway City Council is tasked with implementing schemes funded under this programme.

The following paragraphs outline in brief how the total sum was deployed to various projects

Bishop O'Donnell/Seamus Quirke Road Improvement Scheme

Investment: €2,536,018

The scheme commenced on site in September 2010 and was completed in June 2012. It comprises of a new road configuration to include 1.6km of bus lane in each direction along with 1.6km of cycle track in each direction inclusive of three new “left-to-go-right” dedicated turning facilities for cyclists. The scheme includes the upgrade/installation of 8 bus stops, the upgrade/construction of 5 pedestrian facilities and the upgrade of 4 signalised junctions. The scheme significantly promotes sustainable transport through greater use of public transport, cycling and walking facilities.



Bishop O'Donnell/Seamus Quirke Road

Galway City Urban Traffic Management and Control Centre (UTMC)

Investment: €400,000

This project implemented central traffic monitoring and control system linking and co-ordinating traffic signals. The system operates from a Control Room at City Hall, College Road from where the SPOT-UTOPIA Traffic Control System is used to manage all the signalised junctions on the N6, Bishop O'Donnell/Seamus Quirke Corridor Road, the Dublin Road Bus Corridor and on several other key junctions. In addition, the monitoring of the Council's electronic street equipment and VMS/Parking Guidance System is carried out here. As well as bringing benefits to overall traffic management in the city, the system can facilitate the provision of bus priority at traffic signals, as well as the provision of greater priority to walking and cycling.



Galway Urban Traffic Management and Control

Wellpark Road/Connolly Avenue Junction Improvements

Investment:

A total of €200,437 was invested in the construction of upgrades to the Wellpark Road/Connolly Avenue junction in 2012. It allowed for the widening of approaches to provide right turn lanes, pedestrian facilities and also for the linking of the junction to the UTMC. The scheme is due for completion in early 2013.



Wellpark Road/Connolly Avenue Junction (Under

Footpath Widening at Bridge Street

Investment: €28,250

In 2012 this project saw the development of the design and tender documents for footpath widening on Bridge Street. The scheme will involve widening the footpath on the southern side of Bridge Street from its junction with Cross Street to its junction with Dominick Street. It includes for the reallocation of road space in favour of pedestrians and the rationalisation of the two taxi ranks. The scheme will also include enhancements to existing pedestrian crossings, as well as improving safety at the junctions at either end for pedestrians and motorists. Cycle parking facilities will also be upgraded as part of the scheme.

Salmon Weir Crossing Study

Investment: €11,150

The study examined options for the improvement of bus, cycling and pedestrian movement at the Salmon Weir Bridge. Particular emphasis was placed on recognising its critical traffic function. Options being examined as part of the study include 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.

Cycle Parking

Investment: €54,411

This project delivered enhanced cycle parking facilities at six schools in Galway City. All the schools are participants in An Taisce's Green Schools programme and the scheme was delivered in conjunction with that programme. The scheme assists in encouraging a modal shift towards cycling.



Cycle Parking at Claddagh National School

Improvements to Bus Routes

Investment: €148,259

This project implemented a schedule of works for improvements in public bus services in Galway City. This schedule included the re-alignment of the Headford Road/Tirellan Heights junction to allow its use by buses in both directions, the marking of bus stops throughout the City and the provision of additional bus shelters.



Headford Road/Tirellan Heights Junction



New Bus-Stop on Castlepark Road

Variable Messaging Scheme and Parking Guidance Management Scheme - Phase 2

Investment: €10,000

This project delivered Phase 2 of the Variable Messaging Scheme and Parking Guidance Management System in 2012. This enabled the completion of preliminary design and the development of tender documents for issue in 2013. The second phase of the scheme includes for the provision of Parking Guidance signs for the primary parking facilities in Galway City. The signs will allow the dissemination of information to drivers on car parking availability, traffic incidents, journey times and other information which can be used to influence driver behaviour and allow them make informed decisions, resulting in less congestion and better use of resources.



Variable Messaging Scheme Signs

Pedestrian Crossings

Investment: €96,945

Four pedestrian crossing facilities across the city. The pedestrian crossings were installed on Parkmore Road, Claddagh Quay and two on Grattan Road. These crossings have significantly improved pedestrian safety in the Parkmore and Claddagh/Salthill areas.



Pedestrian Crossing at Parkmore

Wayfinding Scheme

Investment: €10,000

The 'Wayfinding Scheme' will allow the development of a strategy for the installation of signage and information boards to improve pedestrian movement in Galway. Tenders were received prior to year end 2012, with a view to awarding in early 2013.

Dangan Greenway

Investment: €40,180

The scheme forms part of the Galway to Clifden Cycle Route and will serve to extend the existing section between Galway Cathedral and the Bio-Chemistry building via the Michael O'Shaughnessey Bridge, which has been delivered by the Galway Transportation Unit and NUI Galway, to NUI Galway playing fields. The initial design of the scheme and establishment of the full delivery process will be completed in 2013.

CCTV Cameras at Junction

Investment: €97,587

The project provided the installation of CCTV cameras at four key junctions. The scheme provided cameras at junctions on the Dublin Road and Bishop O'Donnell/Seamus Quirke Road Bus Corridors. Each junction is linked directly to the UTMC at City Hall. The scheme allows operators in the UTMC to observe in real-time, traffic movements and to assess and evaluate any necessary interventions for the efficient control and management of the network. CCTV cameras are to be installed at a further 12 junctions in 2013.



***CCTV Camera and
display of images in
Galway Urban Traffic
Management and
Control Centre***



Rahoon Road Bus Lane

Investment: €183,687

A total of €183,687 was invested in the construction of a bus lane and cycle lane on the Rahoon Road in the west of Galway City. The works are due for completion in early 2013 and will include 350m of inbound bus lane and an outbound cycle lane. Both the bus and cycle lane will link directly to the recently completed bus and cycle lanes on Seamus Quirke/Bishop O'Donnell Road.



Rahoon Road (Under Construction)

Merlin Transport Corridor

Investment: €5,000

A grant of €5,000 was provided for the commissioning of a study to assess the potential of various alternatives for this corridor.

Monivea Road Bus Lanes

Investment: €10,000

A grant of €10,000 was invested in developing a design for two new sections of bus and cycle lanes on the Monivea Road between Moneenageisha Cross and Connolly Avenue.

Galway City Council	
Regional Cities Programme	
Schemes:	2012 Grant Amount:
Bishop O'Donnell/Seamus Quirke Road Improvement Scheme	€2,536,018
Urban Traffic Management and control Centre	€400,000
Wellpark Road/Connolly Avenue Junction Improvements	€200,437
Footpath Widening at Bridge Street	€28,250
Salmon Weir Crossing Study	€11,150
Cycle Parking	€54,411
Improvements to Bus Routes	€148,259
VMS and PGMS – Phase 2	€10,000
Pedestrian Crossings	€96,945
Wayfinding Scheme	€10,000
Dangan Greenway	€40,180
CCTV Cameras at Junctions	€97,857
Rahoon Road Bus Lane	€183,687
Merlin Transport Corridor	€5,000
Monivea Road Bus Lanes	€10,000
Total	€3,832,194

Galway County

N17 Bus Corridor, Claregalway

Investment: €289,541

The scheme comprises of a total of 3.42km of bus corridor carried out in two contracts. The 1.8km northern contract was completed in May 2009 and the southern contract was completed in August 2008. This payment related to further outstanding contractual issues which had been resolved between the council and the relevant contractor in delivering the bus corridor to the north and south of Claregalway.

Galway County Council	
Regional Cities Programme	
Schemes:	2012 Grant Amount:
N17 Bus Corridor, Claregalway	€289,541
Total	€289,541

Limerick City

Southern Green Route Phase 1

Investment: €30,084

In 2012, this project delivered completion of the detailed design stage, the preparation of the tender documents and the accommodation works of the proposed inbound bus lane on the Ballinacurra Road between Ballinacurra Creek and Punches Cross. Tendering for the scheme was undertaken in late 2012 and construction is expected to commence by the end of the first quarter of 2013. The primary objective of the project is to significantly enhance the effectiveness, efficiency and quality of public transport along this corridor and to encourage a modal shift away from private transport.

Limerick City Council	
Regional Cities Programme	
Schemes: Southern Green Route Phase 1	2012 Grant Amount: €30,084
Total	€30,084

Limerick County

R445 Dublin Road Green Route Phase 2

Investment: €295,621

This project delivered the construction of the 1km of bus lane, cycle lane and footpath along the R445 between Annacotty Roundabout and Cappamore Junction. The scheme is complete. Funding in 2012 related to additional costs associated with the construction of the scheme. The scheme promotes the use of public transport, cycling and walking.



R445 Dublin Road Green Route Phase 2

Limerick County Council	
Regional Cities Programme	
Schemes: R445 Dublin Road Green Route Phase 2	2012 Grant Amount: €295,621
Total	€295,621

Waterford City

A total of €641,000 was invested in the construction and implementation of sustainable transport measures in Waterford City in 2012. The investment has successfully delivered significant improvements for pedestrians, cyclists and users of public transport in the city region.

South Quays Green Route

Investment: €569,000

The South Quays Green Route aims to return the multifunctional streets to the people through the implementation of an inclusive, safe and highly accessible streetscape environment that connects spaces with permeable linkages which enhance pedestrian, cyclist and public transport accessibility in parallel to retaining sustainable mobility levels that support the commercial, social and cultural vitality of the city centre.

The scheme highlights include the rededication of road space, from a 4-lane road to a 2-lane road with dedicated bicycle and bus lanes. The reduction in road width coupled with the provision of high quality paving gives a much improved pedestrian realm. The inclusion of a central median has improved safety for all road users, particularly pedestrians wishing to cross the road.



South Quays Green Route – Widened Footpath

Phases 1A and 1B, from Colbeck Street to Keizer Street were completed in 2012.

Construction of Phase 1C, which will extend the scheme to Barronstrand Street and which will include the upgrade of the Rice Bridge Quays junction upgrade, is due to commence on site in early 2013 and it is scheduled to be completed in 2013, subject to funding.

Wayfinding Signage

Investment: €72,000

In 2012 this project delivered the fabrication of 'Wayfinding Signage'. Erection of these signs is due to commence and be completed in 2013. These signs will provide citizens and visitors to the city of Waterford with valuable information to assist and enhance their experience in navigating their way to key destinations around the city and its environs.

Waterford City Council	
Regional Cities Programme	
Schemes:	2012 Grant Amount:
South Quays Green Route.	€569,000
Wayfinding Signage	€72,000
Total	€641,000

Carlow County Council

The following paragraphs outline in brief how the funding of €2,091 was deployed by Carlow County Council in 2012.

Royal Oak Village Bus Stop – Accessibility

Investment: €2,091

A grant payment of €2,091 was made available to Carlow County Council with respect of an accessible bus stop on the L71059 at the Royal Oak Village, Baginbstown, Co Carlow.

The works consisted of the refurbishment of existing Bus Stop located on the L71059 to improve safety, repair damaged panels, repair damaged lighting and repaint the bus shelter.

Carlow County Council	
Accessibility Programme	
Schemes:	2012 Grant Amount:
Royal Oak Village Bus Stop	€2,091
Total	€2,091

Dublin Bus

The following paragraphs outline in brief how the funding of €45,463 was deployed by Dublin Bus in 2012.

Travel Assistance programme and Bus Pole ID Project – Accessibility

Investment: €45,463

A grant payment of €45,463 was made available to Dublin Bus in 2012 for the Travel Assistance Programme and Bus Pole ID Project.

The travel assistance scheme helps people with disabilities to travel independently on public transport. When a person wishing to use the scheme contacts Dublin Bus, they arrange for a travel assistance to access their needs, research their journey and travel with them until they are comfortable travelling on their own.

An assistant is available to accompany individuals the first few times they travel and give advice on planning a journey using Dublin bus, the DART or the Luas.

The Travel Assistance Scheme is free and is for people aged 18 or over and can be used from Monday to Friday between 08:00hrs and 18:00hrs.

The Travel Assistance Scheme is based on the Buddy Scheme in London. It is envisaged that the scheme will operate on an on-going basis to provide training or retraining for people who need it.

The project also allows for the printing of information leaflets. Dublin Bus advertises the scheme through the Irish Wheelchair Association and they distribute information leaflets explaining the scheme to disabilities organisations, hospitals and other relevant organisations.

The Bus Pole ID Project related to the provision of braille and number identification plates on Dublin Bus poles.

Dublin Bus	
Accessibility Programme	
Schemes:	2012 Grant Amount:
Travel Assistance Programme & Bus Pole ID project	€45,463
Total	€45,463

Iarnród Éireann

The following paragraphs outline in brief how the funding of €1,461,759 was deployed to various projects by Iarnród Éireann in 2012 with respect to several accessibility projects.

Rush & Lusk Rail Station – Accessibility

Investment: €36,193

The primary project objective was to render the station accessible to mobility and visually impaired customers. The works included the provision of a new footbridge with lifts, accessible car park works and station building works.



Before Works – Existing Step Access to Bridge



After upgrade – New Footbridge and Lift Shafts



After Works – New Footbridge and Platform Upgrade

A total of €36,193 was funded in 2012 with respect to retention and snagging following completion of new footbridge with lifts, which were substantially delivered in 2011

Drogheda & Dundalk Stations - Accessibility

Investment: (€90,037) - credit

The project included the provision of accessible car park works, station building works, electrical and telecom works, improvements to station booking offices, waiting rooms, station seating, accessible toilet facilities, platforms surface works, minor modifications to the existing lifts and the installation of tactile strips as required.

The funds credited to the project in 2012 arose from a transfer of costs (apportioned) for telecoms infrastructure from this project to the Laytown & Balbriggan Project.

Sallins Rail Station - Accessibility

Investment: €522,971

The works included the completion of a new fully accessible footbridge with ramps at Sallins Station in 2012. A total of €522,971 was funded for these works in 2012.

Newbridge Station - Accessibility

Investment: €120,875

The expenditure for this project in 2012 related to the final snagging and retention payments following substantial completion of the project in 2011 of a new footbridge complete with lift shaft on the 'up –platform' side and ramp on the 'down-platform' side.

Feasibility, Design & Tender Preparation for Accessibility Study for various routes- Accessibility

Investment: €144,871

Iarnród Éireann commenced a feasibility study for accessibility works for all the remaining stations (53 no.) on the following routes:

Dublin – Wexford	Mallow	– Tralee
Dublin – Waterford	Limerick	– Ennis
Dublin – Sligo	Manulla Jct	– Ballina
Dublin – Westport		

The objective of the audit was to provide a full cost assessment of the works required at each station to make them fully accessible for “people with mobility and sensory impairments”. This is a broad definition and includes those people who have traditionally been considered as “disabled”, but also elderly people and passengers travelling with children or luggage, all of which can make travelling by train difficult.

The audit was required to assess all aspects of the travel experience to, from and in the station and boarding and alighting from the train. It was required to include the “hard” issues such as door widths, surfaces, and access to platforms, ticket offices and toilets and the soft issues such as the quality of audio announcements and the provision of information.

Also, account had to be taken of current Irish legislation, especially Building Regulations, but international best practice was also required to be included.

Charleville Station Accessibility Works

Investment: €27,905

Planning and design works for new lift shafts to be fitted to existing footbridge at Charleville Station in Cork were undertaken in 2012.

When completed, the overall project at Charleville Station will consist of the following:

- The provision of 2 no. new lifts to the existing footbridge;
- The upgrade of the existing footbridge;
- The upgrade of lighting and telecommunication facilities;
- The re-surfacing of platforms and installation of tactile strips.

Greystones Station Accessibility Works

Investment: €698,981

The scheme is located at Greystones DART Station, Church Road, Greystones, Co Wicklow.

The project includes provision of access lifts and linking them to the existing station footbridge, Bridge No. 153, which connects Platform-1 (Northbound platform) to Platform-2 (Southbound platform), thereby providing improved access for persons of reduced mobility.

Substantial completion of new lift shafts and lifts connected to the existing station footbridge was achieved in 2012, thus facilitating full accessibility at Greystones Station.

Iarnród Éireann	
Accessibility Programme	
Schemes:	2012 Grant Amount:
Rush & Lusk Rail Station Accessibility.	€36,193
Drogheda & Dundalk Stations Accessibility.	(€90,037)cr
Sallins Rail Station Accessibility.	€522,971
Newbridge Station Accessibility	€120,875
Feasibility, Design & Tender Preparation for Accessibility Study for various routes- Accessibility	€144,871
Charleville Station Accessibility Works	€27,905
Greystones Station Accessibility Works	€698,981
Total	€1,461,759

National Transport Authority

The following paragraphs outline in brief how the funding of €268,016 was deployed by the National Transport Authority in 2012.

Wheelchair Accessible Vehicles Scheme

Investment: €268,016

In 2012, the NTA provided grants totalling to 15 applicants for the conversion of new vehicles to wheelchair accessible taxis.

A total of 58 applicants applied, with 53 for new vehicles and 5 for converted vehicles. From these, 17 applicants were rejected and 26 applications were withdrawn.



Wheelchair Accessible Taxi

“Free disability awareness training” was provided to applicants by Meath Rural Transport, who had been awarded the tender for this training. In total, training was provided to 52 applicants who completed an exam at the end of the training. All applicants passed the course.

National Transport Authority	
Accessibility Programme	
Schemes:	2012 Grant Amount:
Wheelchair Accessible Vehicles Scheme	€268,016
Total	€268,016