

NTA Sustainable Transport Measures Grants
Regional Cities
Final Outturn Report 2014



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Background to Grant Programme:

As part of its remit to support the delivery of an integrated transport system, the Authority operates the Regional Cities Sustainable Transport Programme, on behalf of DTTaS through which funding is provided and determined on an annual basis, to local authorities in Cork, Galway, Limerick and Waterford cities and public transport agencies operating in those cities. The programme provides for the implementation of a broad range of sustainable transport projects.

The Regional Cities Programme's emphasis is on improving the transport offer to those choosing alternatives to the private car and providing the basis for a higher non-car mode share in the future, for a range of trip purposes. The funding has become an important driver of change in travel behaviour within each of the four cities.

With the collaboration of local authorities Bus Eireann and Iarnrod Eireann, and with support for projects through public consultation and planning processes, the programme is delivering significant proposals and actual infrastructural change, including:

- City Centre focused movement strategies;
- Bus Network Reviews;
- Cycle Network Plans;
- City Centre Traffic Management / Public Realm Improvement Schemes
- Sustainable Transport Corridor Studies;
- Improved public transport nodes and facilities for interchange;

And related to the above:

- Significant junction improvements;
- Bus, cycle and pedestrian infrastructure improvements;
- Improvements to traffic management in city centre and other locations
- Investment in improvements to rail and bus station facilities

The Regional Cities programme continues to fund important local projects supporting permeability, safety, access to schools and public transport.

Financial Outturn:

2014 funding envelope

The Authority provided funding of **€13,614,492** in 2014 to the various projects in the Regional Cities programme. This was allocated to projects, undertaken by the local authorities in Cork, Galway, Limerick and Waterford cities, as well as Iarnrod Eireann and Bus Eireann. This compares with project funding of **€11,314,920** in 2013.

Contractual commitments 2014

The introduction of the five year Regional Cities Programme (2013-2017) has allowed DTTaS, through the NTA, to commit to funding larger projects over a number of years. Under the Project Management Guidelines, where possible, these projects have been broken into discrete phases (design only, construction only, etc.), which has helped distribute funding costs into specific calendar years.

The multi-annual nature of the programme is now well-established, with 26 projects carried forward from 2013 into 2014. The financial out turn from funding allocations for 2014, are presented below.

Breakdown by Agency¹

Total	Cork City	Cork County	Galway	Limerick	Waterford	Bus Eireann	Iarnrod Eireann
€13,614,492	€3,812,797	€1,094,279	€1,275,972	€2,361,316	€1,782,350	€811,544	€2,476,234

Table 1 Financial Outturn by City 2014

Breakdown by scale of project²

The Project Management Guidelines (see below) identify project requirements commensurate with the scale of overall project cost, as referenced in the project application forms and project continuance forms submitted, 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.

¹ This excludes €34,351 allocated to the NTA for the implementation of Cycle Travel Planner in Regional Cities.

² Scale of project relates to the project costs, as derived from Project Application and Project Continuance forms submitted by the relevant agencies. In some cases, this extends across a number of individual project applications and can relate to individual schemes which both predate and will post date the current 5 year investment framework period.

Project Value	Under €500,000	between €0.5 million and €5 million	over €5 million
<i>No. of projects</i>			
Cork City	5	7	1
Cork County	11	2	0
Galway	17	2	
Limerick	6	1	1
Waterford	10	2	0
Iarnród Éireann	0	0	1
Bus Éireann	2	0	1
Total	51	14	4

Table 4 2014 Breakdown by scale of project finance

For comparison with 2013

Project Value	Under €500,000	between €0.5 million and €5 million	over €5 million
<i>No. of projects</i>			
Cork City	8	5	2
Cork County	11	1	0
Galway	15	3	0
Limerick	3	1	0
Waterford	4	1	0
Iarnród Éireann	0	0	1

Bus Eireann	2	0	0
Total	43	11	3

Table 5 2013 Breakdown by scale of project finance

For 2014, the breakdown of outturn by agency is shown in the table below.

Agency	Cork City Council	Cork County Council	Galway City Council	Limerick City & County Council	Waterford City & County Council	Bus Eireann	Iarnrod Eireann
Financial Outturn	€3,812,797	1,094,279	1,275,972	2,361,316	1,782,350	811,544	2,476,234
100%	28.0	8.0	9.4	17.3	13.1	6.0	18.2

Table 7 2014 Financial Outturn breakdown by Agency³

This compared with 2013, as follows:

Agency	Cork City Council	Cork County Council	Galway City Council	Limerick City & County Council	Waterford City & County Council	Bus Eireann	Iarnrod Eireann
Financial Outturn	4,864,460	1,029,989	1,595,407	1,805,009	1,113,088	397,510	509,457
100%	43.0	9.1	14.1	16.0	9.8	3.5	4.5

Table 8 2013 Financial Outturn breakdown by Agency

For 2014, the outturn by programme, was as follows:

	Bus Network	Integration/ Support	Other	Safety	Traffic Management	Walking / Cycling	⁴Total
Expenditure	4,059,716	1,158,949	3,181,273	11,977	2,324,021	2,878,556	13,614,492
% of Total expenditure	29.74	8.74	23.31	0.09	17.03	21.09	100

⁴ This includes expenditure of €34,351 by the NTA on the expansion of the Cycle Journey Planner to include the regional cities.

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 to 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 five-year investment frameworks with Local Authorities. These frameworks continued to inform dialogue with the Local Authorities and guide the selection of projects to be funded within a particular year, under the Regional Cities programme.

These five-year investment frameworks are `live` documents that will be revised and updated as required, 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.

Project Reporting System (PRS)

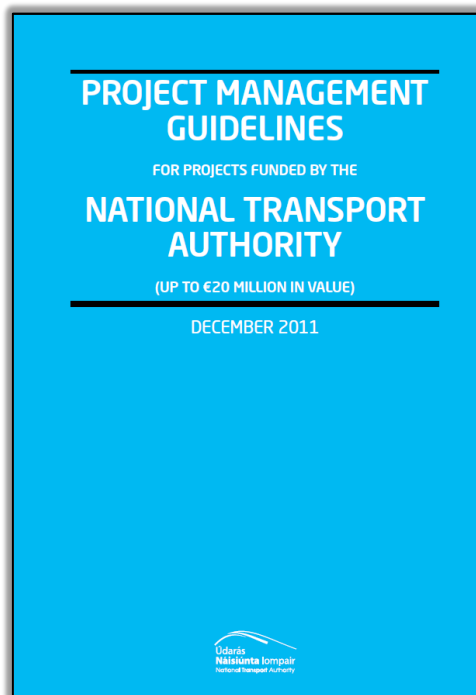
A Project Reporting System (PRS), which was successfully implemented in the first part of 2012, continues to provide a dependable system for inter-agency payments to be claimed, reviewed and processed online, and provides management tools to oversee project expenditure progress.

The PRS processed all Authority payments for the 2014 funding year. This system streamlined the administration of the grants to the benefit of both those claiming funding and to the Authority itself.

Minor improvements to the system, arising from a 2013 internal audit carried out by RSM McClure, were implemented in 2014 to enhance the operation of the system. In 2014, an Authority-wide review of the PRS was undertaken.

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

2014 Programme Metrics Summary

	Total Number of Projects (Funding drawn down in 2014)	Bus Lanes [new or amended] (M)	Cycle Lane [new or amended] (M)	Footpath (M)	Junctions Treated (No.)	Bus stops Treated (No.)	Toucan Crossing (No.)	Pedestrian crossings (No.)
Cork City Council	11	1412	10834	8312	18	7	10	46
Cork County Council	9	0	810	1140	2	2	0	3
Galway City Council	18		270			7		16
Limerick City and County Council		1,200			2			4
Waterford City and County Council	12	460	460	140	3	0	0	1
Totals	50	3072	12374	9592	25	16	10	70

Additional relevant metrics:

Galway City Council:

- 1 no. new bridge constructed, with cycle track and footpaths constructed at the approaches to the bridge.
- Pedestrian footpaths augmented with dished kerbs at 16. No crossing points.

Appendix B

Case Studies from 2014 Programme

Cork City Council:

- Context for Investment - City Centre Movement Strategy
 - Parnell Place Renewal Project
 - Kent Station to City Centre Link
 - UCC to City Centre Cycle Route

Cork County Council:

- Carrigaline Green Route, Phases 1 and 2
- Ballybrack Valley Cycle Route, Phase 1

Galway City Council:

- Eglinton Canal Bridge
- Ballinacurra Road Bus Priority (Southern Green Route Phase 1)

Limerick City and County Council:

- Ballinacurra Road Bus Priority (Southern Green Route Phase 1)
- New cycle facilities at Baggot estate to rear of Ballinacurra Road

Waterford City and County Council:

- R680 South Quays Green Route Phases 1C and 1D
- Pedestrian Improvements at Desire Lines

Cork City Council

Context for Investment - City Centre Movement Strategy (CCMS) Phases 1 and 2

Cork City Council adopted the CCMS on 25 March 2013. This is the principal transportation strategy for the City Centre for the next 5 years, with the objective of providing a substantially improved environment for pedestrians, cyclists, buses and general traffic and commercial activity. It will facilitate sustainable transportation projects to be undertaken in a planned order. The broad level objectives of the strategy can be categorised under economic, safety, environmental, integration and accessibility and social inclusion. The CCMS included proposals for a primary cycle network in the city centre which is also of key relevance to the Public Bike Scheme, introduced in 2014:

- Phased implementation of measures identified in the CCMS
- Works are part of new traffic management plan for the city centre
- Delivery of improved environment for walking, cycling and bus
- Framework for subsequent investment and prioritisation

Cork City Council has been working on the delivery of several projects which emerged from this strategy, one of which is on Parnell Place and a second is the Cycle Route: UCC to City Centre, as outlined below.

Implementation of the study's recommendations are to be carried out over the next three years, with Phases 1 and 2 (St Patrick's Street and Grenville Place) being progressed in 2014.

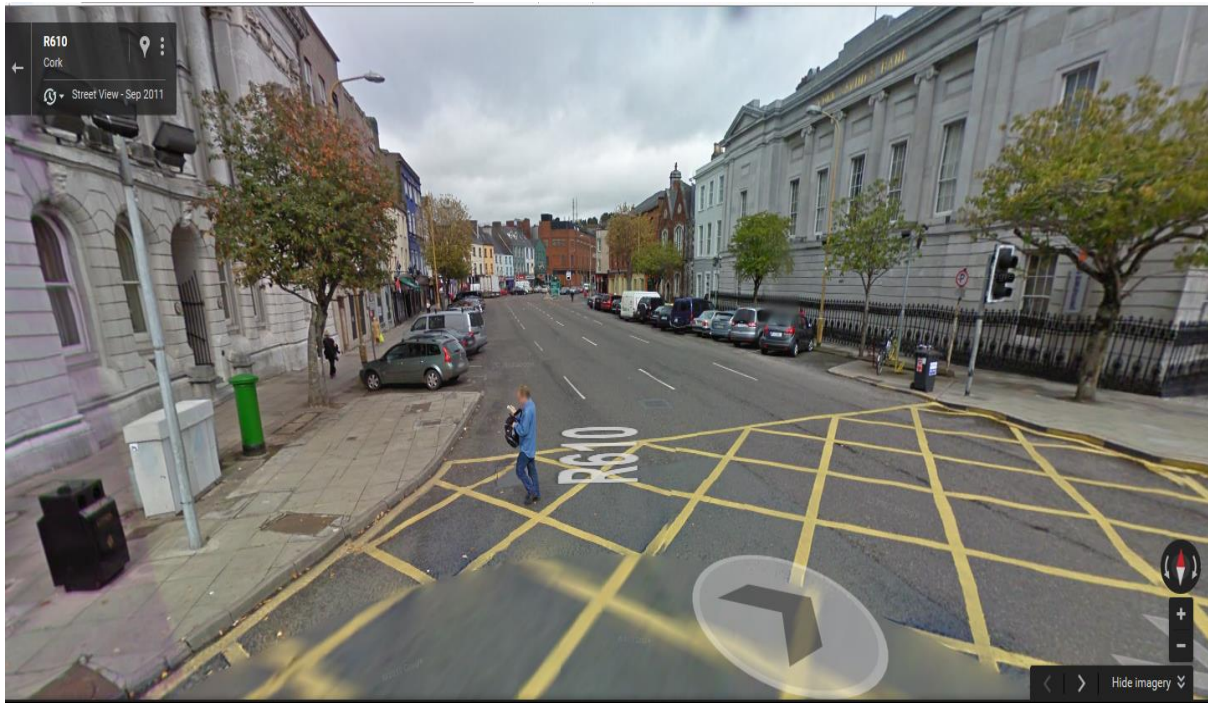
Parnell Place Renewal Project

This project is located at a busy city centre area adjacent to the main bus station. The project received permission to proceed at the Ordinary City Council meeting of February 11th 2013.

This project has delivered 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.

Part 8 planning and tender documents were completed in 2013. Construction commenced in August 2013 and was completed in the second half of 2014.



Before



After

Kent Station to City Centre Link

In complement with the above scheme, this project proposed 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 included 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 was coordinated with the proposed implementation of the City Centre Movement Strategy.

Section 38 public consultation and tender documents were completed in 2013. Tenders were received and construction commenced on Phase 1 (of 2), in early 2014. This was completed in early 2015.



Before



After

City Centre Cycle Network – UCC to City Centre

A critical part of Cork City's emerging cycle network has involved the completion of route linking the campus of University College Cork (UCC) and the City Centre. Outbound, this comprises a shared bus and cycle corridor and in-bound, a contraflow cycle lane on the most direct route (Lancaster Quay).

The pictures below, show the UCC Gates area (the main pedestrian and cycle entrance from Western Road), before and after the scheme's implementation.



Before



After

Cork County Council

Context for Investment - Douglas Village Sustainable Transport Network

In 2014, investment was primarily focusing investment in Douglas and its environs. The 2012 Douglas Land Use and Transportation Study has provided a platform for a phased introduction of a traffic movement strategy for Douglas Village (and area). Design is currently being carried out with the first phase due to be implemented this year. Phase 1 will focus on improved Pedestrian/Cycle/Bus/Traffic junction arrangements in the southern vicinity of the two N40 underpasses connecting Douglas (and its environs), with the routes to city centre.

Carrigaline Green Route Phases 2

The final phase of this bus priority project, involves the completion of a missing link along the Maryborough Hill section of the route. Construction commenced in November 2013 and was completed in 2014.

Key Elements

- Completion of a Key Section of Green Route (Maryborough Hill).
- Previous layout was sub-standard for bus, cycling and pedestrian provision
- Provide for widening of the road and construction of new footpaths and bus lanes.
- Includes new signalised junction at Maryborough Avenue.
- Commenced in 2013 expected completion in 2014.



Before



After

Metropolitan Cycle Strategy Implementation - Ballybrack Valley Cycle Track Phase 1

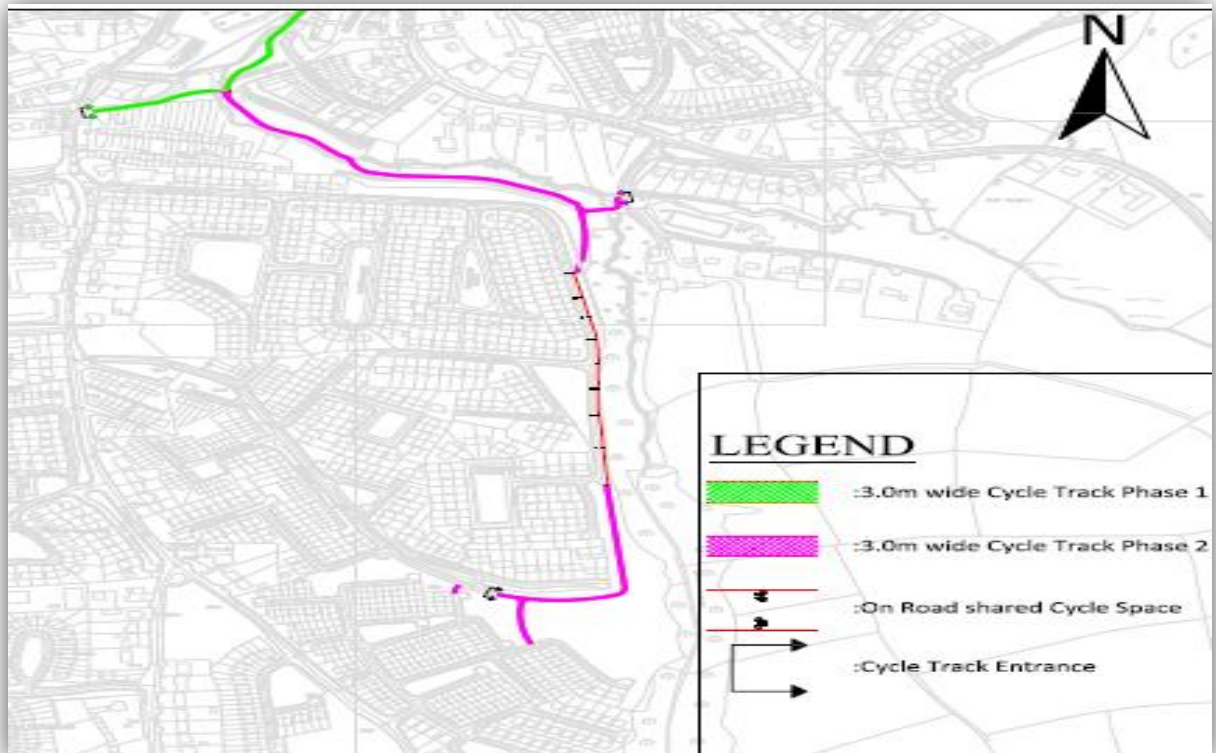
Construction of 1st Phase of scheme, comprised a 3m wide off road two way cycle track. Construction commenced late 2013 and is now complete.

Key Elements

- Completion of an important transport link between large residential areas and Douglas Village and onwards to city centre.
- Provides safer facilities for cyclists at prioritised locations in the Douglas and Donnybrook area.
- Provides a safe off-road link to a number of primary and secondary schools in a heavily trafficked area



After completion



Scheme Drawing

Galway City Council

Eglinton Canal Bridge.

This Project received €750,000 funding during 2014. A new bridge has been constructed from Fisheries Field across the Eglinton Canal into the NUIG campus. The bridge provides a link between the city centre and the University for cyclists and pedestrians, which is less circuitous than the other routes that exist. The bridge, together with the pedestrian and cycle paths extending from either end of it, form a vital part of the City Centre to Dangan Greenway. The Greenway will provide for pedestrian and cycle movement from the city suburbs of Newcastle and Dangan, through the NUIG campus where it comprehensively links all areas of the campus, and onwards into the City Centre.



View from Fisheries Field towards NUIG Campus



View from NUIG Campus

Limerick City and County Council

- Ballinacurra Road Bus Priority (Southern Green Route Phase 1)
- New cycle facilities at Baggot estate to rear of Ballinacurra Road

Ballinacurra Road Bus Priority (Southern Green Route Phase 1)

This project comprised the construction of an inbound bus lane and street improvement measures from the former Limerick City boundary at Ballinacurra Creek on the Ballinacurra Road to its junction with the Childers Road and further footpath, public lighting and traffic signals upgrades from Childers Road to Punches Cross. Improvements to accesses to the rear of properties at Greenpark Villas were also carried out, as well as upgraded cycle and pedestrian facilities at the Baggot estate.

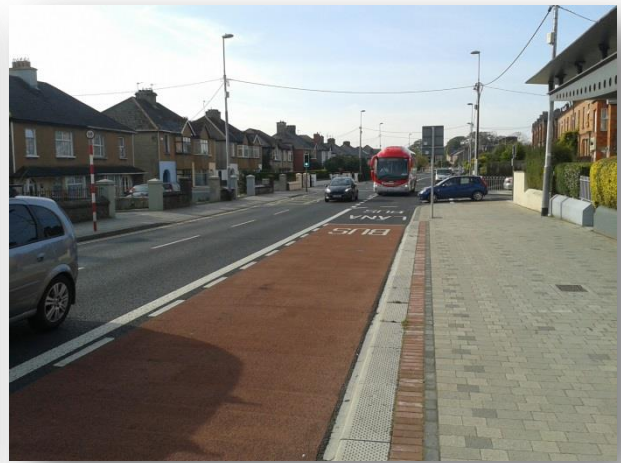
The proposed works form part of the Limerick City Southern Green Route, and connect with previous scheme carried out by Limerick County Council on St Nessan's Road in Raheen. This project is phase 1 of a 2-phase project to complete the Green Route from Raheen to the City Centre. Phase 2 will bring the Green Route from Punches Cross to the City Centre along O'Connell Avenue.



Before



After



Baggot Estate to the rear of Ballincurra Road



Waterford City and County Council:

- R680 South Quays Green Route Phases 1C and 1D
- Pedestrian Improvements at Desire Lines

R680 South Quays Green Route Phases 1C and 1D

Removal of two traffic lanes from the South Quays in Waterford City Centre. Construction of bus lanes, bus stops, cycle lanes, pedestrian crossings and footpaths. New traffic management arrangements including two roundabouts. The results of the scheme have been enhanced safety and an improvement in the facilities for pedestrians, cyclists and bus users, including the mobility impaired. The following photographs demonstrate the impact of the scheme.



Before



After

Pedestrian Improvements at Desire Lines – Ballybeg Drive



Before



After

Cork Road Ashe Road Junction



Before



After

Appendix C

List of Projects

List of Projects, by Agency, 2014

Cork City Council	2014 Grant Funding
Ballincollig Green Route – Phase 2 Phase 3	13,783
Boreenamanna Road	11,977
Bus Route Improvements	22,146
CASP Transport Model Update	162,606
City Centre Movement Strategy (Phase 1&2)&(Phases 3, 4 & 5)	438,445
Cycle Route: UCC to City Centre	1,154,932
Kent Station to City Centre Linkage Project (Phase 1)	522,286
Parnell Place Improvement Scheme	1,298,284
Skehard Road	32,094
Smarter Travel Support Project	39,498
Strategic Network Corridor Studies	116,746
Total	€3,812,797

Cork County Council	2014 Grant Funding
Bus Stops Legacy 2011	12,206
Carrigaline Green Route - Phase 2	678,717
Cork Metropolitan Cycle Network	14,703
Crosshaven Schools Access Project	9,525
Douglas Sustainable Transport Interventions – Cycle and Pedestrian Links at N40 bridge	15,047
Douglas Sustainable Transport Interventions – Traffic Calming on Old Carrigaline Road	90,999
Douglas Village Sustainable Transport Network	38,261
Little Island Cross Junction Upgrade	16,822
Metropolitan Cycle Strategy Implementation – Ballybrack Valley Cycle Track Phase 1	217,999
Bus Stop – 2011 Legacy Payments	12,206
Total	€1,094,279

Galway City Council	2014 Grant Funding
Access improvement Study - Parkmore Industrial Estate	26,199
Bearna Greenway	68,491
Behavioural Change Support Measures	21,081
Bus Stop Upgrades	18,287
Cycle Parking	5,000
Cycle Signage	13,109
Eglinton Canal Bridge	725,000
Eyre Square Pedestrian Crossings	16,854
Fairgreen Road Cycleway /Pedestrian Facilities Scheme	10,732
Merlin Park Hospital Bus Access	23,938
Old Seamus Quirke/Newcastle Roads Bus/Cycle corridor	33,717
Pedestrian Improvements	107,102
Threadneedle Road Cycleway	76,191
Tour / Commuter Bus Parking	27,767
Tuam Road Bus Corridor project	15,000
Tuam Road/Joyce Road junction improvement and Bus prioritisation scheme	25,475
Variable Message and Parking Guidance Signs (Phase 3)	62,029
Total	€1,275,972

Limerick City and County Council	2014 Grant Funding
Southern Green Route Phase 1	2,082,669
Limerick Metropolitan Movement Strategy	100,000
Railway Station Access - Parnell and Davis Street to Part VIII	40,122
Pedestrian Facilities Upgrade	91,625
LIT/MI to City Centre Cycle Corridor to Part VIII	36,900
Christmas Park and Ride	10,000
Total	€2,361,316

Waterford City and County Council	2014 Grant Funding
Cycle Parking Facilities, Waterford	9,948
Desire Line Footpaths, Waterford	27,823
Dunmore Road (Maypark Lane to Island Lane) Green Route	27,319
Outer Ring Road combined cycle/footpath	10,953
Penrose Lane/ Anne Street Raised Junction	22,401
R680 South Quays Green Route (Phase 1D – Barronstrand to Rice Bridge)	1,301,580
South Quays Green Route (Phase 1C)	323,296
Wayfinding Signage - Waterford	19,123
WIT Bicycle Parking Enhancement	26,328
WIT to Waterford City Centre	13,579
Total	€1,782,350

Iarnrod Eireann	2014 Grant Funding
Kent Station, Cork City (Design and Planning by Irish Rail)	€1,839,571
ITS Phase 3 - LEAP National Rollout, Enabling Works & Cork Commuter Development	€636,663
Total	€2,476,234

Bus Eireann	2014 Grant Funding
Colbert Station and Plaza, Limerick	€400,000
<i>Galway Bus Station Project, Phase 1</i>	<i>€175,582</i>
<i>Galway Bus Station Project, Phase 2</i>	<i>€235,962</i>
Total	€811,544

List of Projects, by Programme, 2014

Bus Network

Cork City Council	68,023
Ballincollig Green Route - Phase 2 & 3	13,783
Bus Route improvements	22,146
Skehard Road	32,094
Cork County Council	678,717
Carrigaline Green Route - Phase 2	678,717
Galway City Council	95,467
Bus Stop Upgrades	18,287
Merlin Park Hospital Bus Access	23,938
Tour / Commuter Bus Parking	27,767
Tuam Road/Joyce Road junction improvement and Bus prioritisation scheme	25,475
Limerick City and County Council	2,082,669
Southern Green Route - Phase 1	2,082,669
Waterford City and County Council	323,296
South Quays Green Route - Phase 1C	323,296
Bus Eireann	811,544
Colbert Station and Plaza Limerick	400,000
Galway Bus Station Project Phase 1	175,582
Galway Bus Station Project Phase 2	235,962
Bus Network (Total)	4,059,716

Integration / Support

Cork City Council	522,286
Kent Station to City Centre Linkage Project (Phase 1)	522,286
Iarnoid Eireann	636,663
ITS Phase 3 - LEAP National Rollout, Enabling Works & Cork Commuter Development	636,663
Integration / Support (Total)	1,158,949

Other

Limerick City and County Council	40,122
Railway Station Access - Parnell and Davis Street	40,122
Waterford City and County Council	1,301,580
R680 South Quays Green Route (Phase 1D - Barronstrand to Rice Bridge)	1,301,580
Iarnoid Eireann	1,839,571
Kent Station, Cork City (Design and Planning by Irish Rail)	1,839,571
Other (Total)	3,181,273

Safety

Cork City Council	11,977
Boreenamanna Road	11,977

Traffic Management

Cork City Council	2,016,081
CASP Transport Model Update -Stage 2	162,606
City Centre Movement Strategy (Phase 1&2) & (Phases 3, 4 & 5)	438,445
Parnell Place Improvement Scheme	1,298,284
Strategic Network	116,746
Cork County Council	59,992
Bus Stops Legacy 2011	12,206
Crosshaven Schools Access Project	9,525
Douglas Village Sustainable Transport Network	38,261
Galway City Council	88,228
Access improvement Study - Parkmore Industrial Estate	26,199
Variable Message and Parking Guidance Signs (Phase 3)	62,029
Limerick City and County Council	110,000
Limerick City Christmas Park & Ride	10,000
Limerick Metropolitan Movement Strategy	100,000
Waterford City and County Council	49,720
Dunmore Road (Maypark Lane to Island Lane) Green Route	27,319
Penrose Lane/Anne Street Raised Junction	22,401
Total	2,324,021

Walking / Cycling

Cork City Council	1,194,430
Cycle Route: UCC to City Centre	1,154,932
Smarter Travel Support Project	39,498

Cork County Council	355,570
Cork Metropolitan Cycle Network	14,703
Douglas Sustainable Transport Interventions - Cycle and Pedestrian Links at N40 Bridge	15,047
Douglas Sustainable Transport Interventions - Traffic Calming on Old Carrigaline Road	90,999
Little Island Cross Junction Upgrade	16,822
Metropolitan Cycle Strategy Implementation - Ballybrack Valley Cycle Track Phase 1.	217,999

Galway City Council	1,092,277
Bearna Greenway	68,491
Behavioural Change Support Measures	21,081
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Pedestrian Improvements	107,102
Threadneedle Road Cycleway	76,191
Tuam Road Bus Corridor project	15,000

Limerick City and County Council	128,525
LIT/MI to City Centre Cycle Corridor	36,900
Pedestrian Facilities upgrade	91,625

Waterford City and County Council	107,754
Cycle Parking Facilities Waterford	9,948
Desire Line Footpaths Waterford	27,823
Outer Ring Road combined cycle/footpath	10,953
Wayfinding Signage - Waterford	19,123
WIT Bicycle Parking Enhancement	26,328
WIT to Waterford City Centre	13,579

Total	2,878,556
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Grand Total	13,614,492
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