



National Transport Authority

Regional Cities Outturn Report
2015

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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.

2015 Financial Outturn:

2015 funding envelope

The Authority provided funding of **€12,034,350** in 2015 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 Iarnród Éireann and Bus Éireann. This compares with project funding of **€13,614,492** in 2014.

Contractual commitments 2015

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 34 projects carried forward into 2015 from previous years. The financial out turn from funding allocations for 2015, are presented below.

Breakdown by Agency

Total	Cork City	Cork County	Galway	Limerick	Waterford	Bus Eireann	Iarnrod Eireann
€12,034,350	€3,624,439	€1,404,021	€1,527,551	€483,209	€441,417	€1,980,422	€2,573,291

Table 4 Financial Outturn by City / Agency 2015

For 2015, 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 Éireann	Iarnród Éireann
Financial Outturn	€3,624,439	€1,404,021	€1,527,551	€483,209	€441,417	€1,980,422	€2,573,291
% of Total	30%	12%	13%	4%	4%	16%	21%

Table 5 2015 Financial Outturn breakdown by Agency¹

This compared with 2014, as follows:

Agency	Cork City Council	Cork County Council	Galway City Council	Limerick City & County Council	Waterford City & County Council	Bus Eireann	Iarnród Éireann
Financial Outturn	€3,812,797	1,094,279	1,275,972	2,361,316	1,782,350	811,544	2,476,234
% of Total	28%	8%	9%	17%	13%	6%	18%

Table 6 2013 Financial Outturn breakdown by Agency

Breakdown by scale of project ²

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.

Project Value	Under €500,000	between €0.5 million and €5 million	over €5 million
No. of projects			
Cork City	18	2	0
Cork County	11	1	0
Galway	13	1	0
Limerick	4	0	0
Waterford	8	0	0
Iarnród Éireann	0	1	0
Bus Eireann	0	2	0

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.

Total	54	7	0
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For comparison with 2014

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 5 2014 Breakdown by scale of project finance

Appendix A

2015 Programme Metrics Summary (Local Authorities)

	Total Number of Projects (Funding drawn down in 2015)	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	20	1054	4895	3754	16	5	6	34
Cork County Council	12	0	1554	1554	0	1	0	1
Galway City Council	14	0	1000	0	0	2	0	2
Limerick City and County Council	4	0	0	0	0	0	0	0
Waterford City and County Council	8	1200	1200	2077	3	0	0	1
Total	58	2254	8649	7385	19	8	6	38

Appendix B

List of Projects, by Local Authority, 2015

Cork City Council	2015 Grant Funding
Parnell Place Improvement Scheme	€451,993
Kent Station to City Centre Linkage Project (Phase 2)	€1,092,938
Cycle Route: UCC to City Centre	€516,143
Cycle Route 1a Douglas to City Centre	€171,731
Bike routes improvements + Churchfield Avenue (CCC/12/0022)	€21,790
Boreenamanna Road	€4,613
Skehard Road	€309,361
Tinkers Cross	€2,591
City Centre Movement Strategy (Phase 1&2) & (Phases 3, 4 & 5)	€164,169
Barrack Street -Phase 2	€50,000
Strategic Corridor Network - Concept Design	€206,353
Smarter Travel Support Project	€34,620
CASP Transport Model Update -Stage 2	€67,268
Cork City Bike Scheme	€41,115
Bus Surveys	€52,000
Thomas Davis Bridge	€8,718
Project 1 - SE Strategic Corridor: Mahon Point Bus Gate plus new access to Greenway	€2,952
Project 2 - SE Strategic Corridor: Skehard Road/ Church Road junction.	€183,883
Black Ash park and ride	€176,153
Hollyhill Access Road	€66,048
Total	€3,624,439

Cork County Council	2015 Grant Funding
Carrigaline Green Route - Phase 1	€17,397
Carrigaline Green Route - Phase 2	€519,963
Douglas Village Sustainable Transport Network	€30,958
Metropolitan Cycle Strategy Implementation - Ballybrack Valley Cycle Track Phase 1.	€39,990
Douglas Sustainable Transport Interventions - Cycle and Pedestrian Links at N40 Bridge	€416,473
Douglas Sustainable Transport Interventions - Traffic Calming on Old Carrigaline Road	€52,301
Cork Metropolitan Cycle Network	€83,861
Douglas Community Park Shared Use Path	€13,654
Tramore Valley N40 Overbridge	€59,676
Donnybrook Crossing & Bus Stop Provision	€46,089
South Douglas Road/ Tramore Valley Cycle Link	€94,787
2012 Schemes Legacy	€28,872
Total	€1,404,021

Galway City Council	2015 Grant Funding
Variable Message and Parking Guidance Signs (Phase 3)	€937,826
Eyre Square Pedestrian Crossings	€83,220
Tour / Commuter Bus Parking	€10,252
Bus Stop Upgrades	€56,684
Cycle Signage	€9,880
Cycle Parking	€17,809
Pedestrian Improvements	€105,998
Threadneedle Road Cycleway	€64,649
Tuam Road/Joyce Road junction improvement and Bus prioritisation scheme	€30,393
Bearna Greenway	€77,081
Old Seamus Quirke/Newcastle Roads Bus/Cycle corridor	€20,246
Tuam Road Bus Corridor project	€86,632
Behavioural Change Support Measures	€16,172
Transport Plan for City Centre	€10,709
Total	€1,527,551

Limerick City and County Council	2015 Grant Funding
Southern Green Route - Phase 1	€365,482
Railway Station Access - Parnell and Davis Street	€58,878
Limerick Metropolitan Cycle Network Plan	€28,311
Limerick City Bikes	€30,538
Total	€483,209

Waterford City and County Council	2015 Grant Funding
WIT to Waterford City Centre	€17,872
Dunmore Road (Maypark Lane to Island Lane) Green Route	€7,995
Vincent White Road Upgrade	€288,976
Outer Ring Road combined cycle/footpath	€20,940
City Centre Scheme	€54,378
Bus Stops/ Turnaround Facility	€12,752
HGV Management	€11,717
Pedestrian/ cycle permeability improvements	€26,787
Total	€441,417

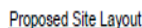
Iarnrod Éireann	2015 Grant Funding
Kent Station, Cork City (Design and Planning by Irish Rail)	€2,573,291
Total	€2,573,291

Bus Éireann	2015 Grant Funding
Colbert Station and Plaza, Limerick	€1,382,308
Bus Éireann Bus Shelter Programme (Stimulus Programme)	€598,114
Total	€1,980,422

Case Studies from 2015 Programme

Kent Station to City Centre Link, Phase 2

The works included footpath upgrades, the provision of cycle facilities, bus lane/ bus priority improvements and public lighting improvements. These were focused on linkages to and from the new southern access to Kent rail station for bus, pedestrians and cyclists.



Galway City Council:

Threadneedle Road Cycleway

This scheme was implemented to provide safer cycling facilities in the vicinity of two major secondary schools (St Endas and Salerno). The project provided an uphill cycle lane and improved crossing facilities adjacent to the school entrances. The scheme also tackled the issue of on pavement parking by parents waiting to pick up children which restricted pedestrian movement.



Limerick City and County Council

Limerick Metropolitan Cycle Network Plan

This plan was prepared in order to give strategic direction to future investment in cycle infrastructure throughout the Limerick Metropolitan Area. The study was undertaken by ARUP in conjunction with the Smarter Travel Office in Limerick and with the NTA. In order to devise the network an analysis of travel demand was undertaken as a means of identifying the significant origins and destinations in the city. This analysis showed that the main attractors, in addition to the city centre were as follows:

- University of Limerick;
- Raheen Business Park;
- Limerick Institute of Technology;

To reflect these trip demands, the network as shown below emerged:

