



Project
Ireland 2040

Building Ireland's
Future



Údarás Náisiúnta Iompair
National Transport Authority

2019

Annual Report

Sustainable Transport Measures Grants



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Background To Grant Programme

Since 2010, as part of its remit to support the delivery of an integrated transport system, the Authority has operated a Sustainable Transport Measures Grants (STMG) programme providing funding to local authorities, public transport bodies and other agencies for the implementation of various projects contributing to the Authority’s remit within the Greater Dublin Area.

In 2017, the Authority merged the STMG Programme (previously dedicated to the Greater Dublin Area) with the Regional Cities Grant (supporting projects in Cork, Limerick, Galway and Waterford) into one overall STMG fund, delivered through the Transport Development Division of the Authority.

The combined STMG Programme aims to improve the transport offer for those choosing alternatives to the private car. The funding has become an important driver of change within urban centres across the country. With the collaboration of the local authorities, other state agencies and support through public and stakeholder consultation, the programme is delivering significant infrastructural change, including:

- **Bridges**
- **Bus infrastructure improvements**
- **Cycle Corridors**
- **Significant junction improvements**
- **Pedestrian and cyclist friendly roundabouts**
- **City Centre Traffic Management changes**

The STMG programme continues to fund important local projects supporting pedestrian and cyclist permeability, safety, access to schools and public transport.

In late 2019, the NTA established a “Cycle Design Office” to expand the design and delivery of cycling infrastructure under Action 91 of the Climate Action Plan. The Cycle Design Office will progress selected projects through from project inception to detailed design, enabling a greater throughput of construction tenders for new cycle facilities.

Cycle Network Projects

Greater Dublin Area

In April 2014, the Authority’s Board approved the Cycle Network Plan for the Greater Dublin Area. This plan was developed with the seven GDA local authorities in order to provide a framework for investment in significant cycle infrastructure projects across the region, both within individual counties and across administrative boundaries.

The STMG Programme is now the primary source of funding for the delivery of priority routes within that cycle network.

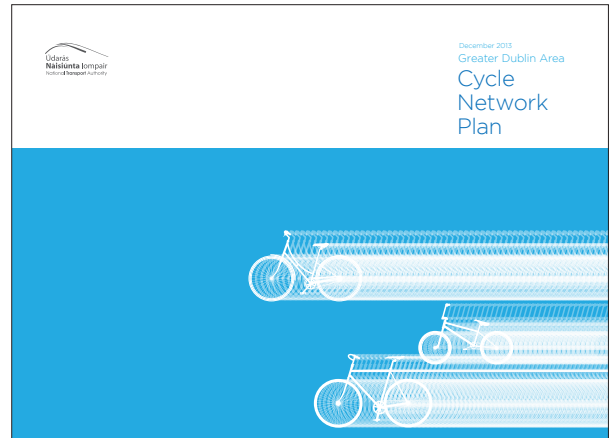


Figure 1 Cycle Network Plan

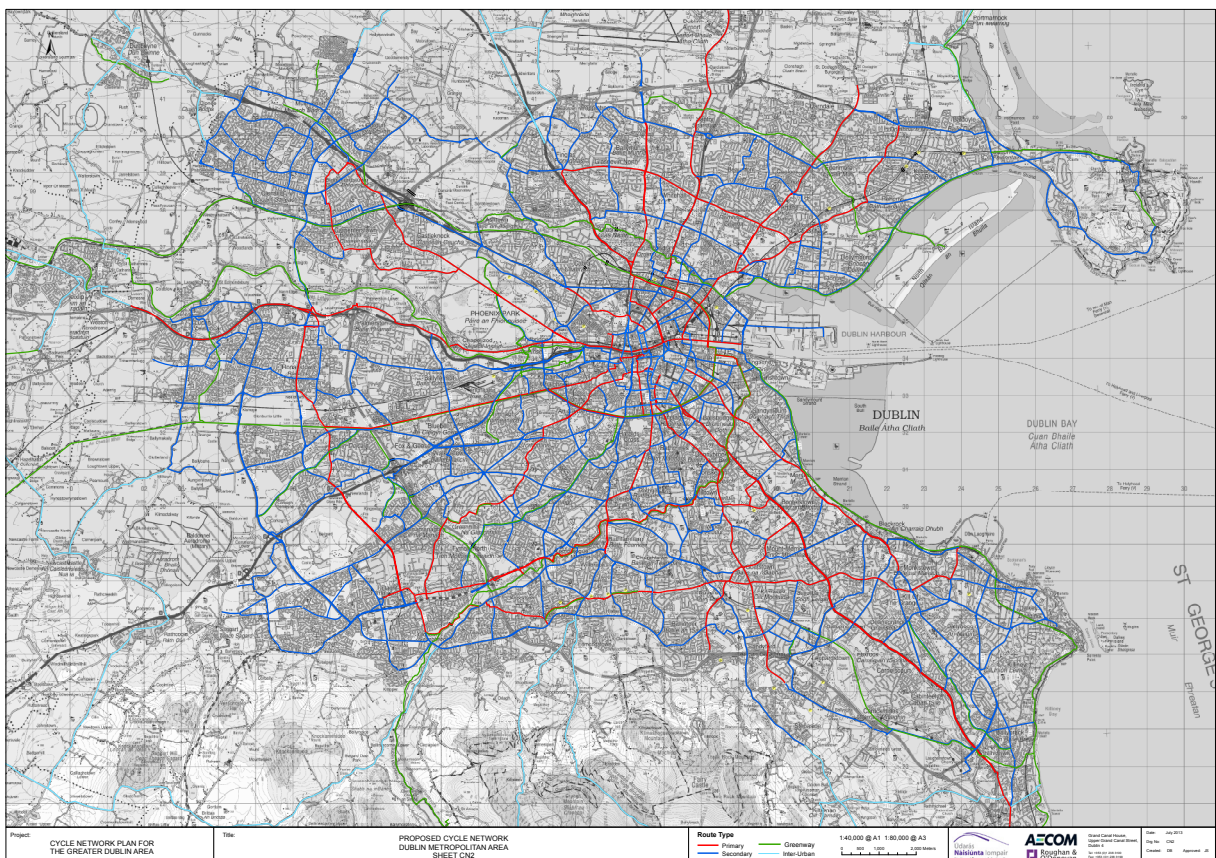


Figure 2 Cycle Network Plan for the Greater Dublin Area

In 2019, a number of regional strategic cycle routes were progressed under the programme by the Authority with the involvement of multiple local authorities.

East Coast Trail (formerly S2S Route)

The development of this greenway route will deliver a key part of the cycle network, linking large populations to employment and educational opportunities, and will also promote Dublin Bay as a recreational destination.

- **Baldoyle to Portmarnock**

Fingal County Council began construction of a 1.8km long cycle and pedestrian route between the towns of Baldoyle and Portmarnock through the Racecourse Park in 2019. This section of the East Coast Trail will officially open in 2020.

- **Malahide to Donabate (Broadmeadow Way)**

Fingal County Council has applied to An Bord Pleanála for planning permission to progress the Malahide to Donabate section of the East Coast Trail, including a new pedestrian and cycle link across the Malahide Estuary. A decision from An Bord Pleanála is due during the first half of 2020.

- **East Wall Road to Merrion Gates**

Dublin City Council is progressing the design of the East Coast Trail in separate sections, namely from East Wall Road to the Point Junction; a new pedestrian and cycle bridge across the Liffey upstream of the existing east Link (Tom Clarke) Bridge; and the section from Sean Moore Park to the Merrion Gates area. These projects are at feasibility / preliminary design stage.

A new cycle connection from the East Link Bridge to Poolbeg is included in plans under BusConnects.

Carrigtohill to Bury's Bridge (Dunkettle)

Cork County Council have prepared a preliminary design for this scheme and will progress the scheme through the Part 8 process in 2020. The route will provide a segregated greenway connecting from Carrigtohill along the former N25 (now the L3004) to Little Island Rail Station and on to Bury's Bridge, with the option to connect to the proposed cycle path from Dunkettle Road to the Tivoli Roundabout.

Royal Canal Greenway

This project is a key element of the Dublin-Galway National Cycle Route, running through Dublin City, Fingal County and Kildare County Council areas.

In 2019, Phase 2, (the section between Sherriff Street Upper and North Strand Road) commenced construction, a distance of 720m. This section will be completed in early 2020, and will include a new bridge, ramps, underpass and linear park.

Phase 3, the section from Newcomen Bridge on North Strand Road is currently at detailed design and will progress to construction in 2020.

Phase 4, the section from Ashtown (Dublin City Council boundary) to Cross Gunns Bridge, is also at detailed design and will progress to construction in 2020.

The section in Fingal County Council, which extends from the border with Kildare County Council to Castleknock is progressing through optioneering and is expected to progress to detailed design at the end of 2020.

The section in Kildare County Council, which extends from Maynooth to the boundary of Fingal currently has Part 8 planning and will commence construction in 2020.

Dodder Greenway

The development of this greenway route presents a significant opportunity to enhance the cycling offer in the region, connecting the south Docklands in Dublin City, via Dun Laoghaire-Rathdown County Council at Milltown, to Tallaght in South Dublin and onwards to Bohernabreena.

In 2019 South Dublin County Council completed the detailed design for their section of the greenway, which comprises 17km of walking and cycling route along the river Dodder. Invitations to tender for the construction of three bridges along the route were issued, which will be constructed during 2020. A contractors' framework was established for the entire project.

Dublin City Council in cooperation with Dún Laoghaire Rathdown County Council are developing an emerging preferred route for the Dodder Greenway through their respective administrative areas and will advance to preliminary design in 2020.

Detailed design and tender documents were completed for the Dodder Flood Alleviation works to include for the provision of a high quality pedestrian and cyclist greenway linking Donnybrook Road and Herbert Park. This section of the scheme will be constructed during 2020.

Bilberry to Waterford City Centre Greenway Link

Waterford City and County Council have progressed the Bilberry to Waterford City Centre Greenway Link through the Part 8 process during 2019 and will progress the scheme to construction in 2020. The scheme consists of extending the existing greenway from the Greenway car park at Bilberry, to the Clock Tower on Merchants Quay and involves construction of an approximate 4m wide cycle and pedestrian corridor along Bilberry Road, Grattan Quay and Merchants Quay, to the proposed South Quay Plaza, Waterford.

Regional Cities

Cork Cycle Network Plan

The Cork City Metropolitan Area Cycle Network Plan was updated in January 2017. The development of the Plan has been driven by a need to respond to national targets for sustainable transport as set out in Smarter Travel, A New Transport Policy for Ireland 2009-2020.

Two key priorities of the Cycle Network Plan are as follows;

- Designating a coherent network of east-west and north-south cycle routes across the area which will provide access to all major trip generators; and
- Access priority was established to support proposed modal shift targets. First priority will be given to employment areas and third level education followed by schools.

Galway Cycle Network Plan

The Galway Metropolitan Area Cycle Network Plan was published as part of the Galway Transport Strategy in August 2016. The study sets out a proposal for city-wide high quality cycle networks in the area while taking into account existing infrastructure, previous proposals and travel desire lines. The network plan demonstrates an integrated and phased approach to development of cycle networks.

Limerick Metropolitan Cycle Network Study

The Limerick Metropolitan Cycle Network Study was carried out in 2015. The study aimed to identify a contiguous series of cycle routes which will provide for the five needs of cyclists i.e. a safe, coherent, direct, attractive and comfortable network of connected primary, secondary and feeder routes. By undertaking the Cycle Network Study, it became easier to direct and prioritise investment in cycle infrastructure in the Limerick Metropolitan Area.

Waterford City Cycle Network Plan

The Waterford Cycle Network Plan was published in June 2014. The Cycle Network Plan identified and assessed the existing cycling infrastructure in the Waterford environs and outlined a proposal for an urban cycle network that incorporates primary, secondary and feeder routes.

Key 2019 Projects

Cork City Council

- Mary Elmes Bridge
- Sarsfield Road Improvement Scheme

Cork County Council

- South Douglas Road Link to Tramore Valley Park

Dublin City Council

- VeloCity Dublin 2019
- Dublin Docklands Pedestrian and Cycling Bridge

Dun Laoghaire Rathdown County Council

- Sandyford to Clonskeagh Cycle Route – UCD Section

Fingal County Council

- Malahide “School Streets” Pilot Scheme

Galway City Council

- Cycle Parking Galway City

Limerick City Council

- Parnell St to Wickham Street via Roches Street, Limerick

South Dublin County Council

- Bawnogue Permeability Project, Clondalkin



Mary Elmes Bridge



Description

Co-funded by the National Transport Authority and a grant from the European Regional Development Fund (ERDF), Cork City Council opened the Mary Elmes Bridge in September, 2019.

The Mary Elmes Bridge was named in honour of aid worker, Mary Elmes who is hailed as Ireland’s Oskar Schindler, being credited with saving the lives of hundreds of Jewish children during the holocaust. The bridge was named following a public vote, the first time in Cork that this process has been used to name a piece of public infrastructure.

The 66m span steel bridge promotes greater use of cycling and walking amongst people travelling between the City Centre and MacCurtain Street and integrates with other projects such as the Cork City Movement Strategy and the Cork Cycle Network. As well as strengthening the connection between both sides of the city, the Mary Elmes Bridge is

also an attractive meeting point for locals and visitors alike with timber benches on either side of the central beam.

1 Pedestrian & Cycling Bridge
2 Isolated Crossings

75m Cycle Lane/Track

Project Timeline

Phase	Date of Completion
1 Concept & Option Selection	January 2017
2 Preliminary Design	July 2017
3 Planning	September 2017
4 Detailed Design and Tender	February 2018
5 Construction & Implementation	July 2019
6 Closeout review	Q4 2020

Total NTA contribution: €3.9 M

Sarsfield Road Improvement Scheme






Description

In 2014 the National Transport Authority sponsored the South West/Central Strategic Corridor Study - a transportation assessment to identify areas along the primary sustainable transportation routes, into Cork City, where investment will significantly enhance the links between key population centres and the City Centre. The Study recommended a series of infrastructure improvements including the Sarsfield Road project.

This project, co-funded by the National Transport Authority and Transport Infrastructure Ireland, provides significantly improved facilities for all road users including bus users, cyclists, pedestrians and motorists along Sarsfield Road.

Construction involved realignment, renewal works and improvement to bus, cyclist and pedestrian facilities for the section of Sarsfield Road between ESB Networks to Wilton Road Roundabout.

	8 improved pedestrian crossings plus 2 Junction upgrades
	800m of new cycle track
	200m of new dedicated inbound bus lane
Total NTA contribution: €1.1 M	

South Douglas Road Link to Tramore Valley Park



Description

With funding from the National Transport Authority, Cork County Council upgraded the route to Tramore Valley Park from the roundabout at the N40 Douglas West off ramp. The scheme, originally installed in 2015, is a 1km long path, 3m wide with smooth tarmac surface which is bounded by the Tramore River to the north and the N40 south ring road to the south. It can be accessed from the South Douglas Road near the roundabout at the Douglas west off ramp from the N40 close to Gaelscoil Na Duglaise.

During 2019, this route was upgraded by including LED public lighting and a CCTV camera system along the route, together with extensive landscaping works. The natural habitat has been embraced and enhanced, developing biodiversity and wildlife along the route. The upgraded route is a positive development for cycling and walking in this area.

The long term plan is to turn this route into a commuter route to the City, through the park and into Turner's Cross and the City via Half Moon Lane. Cork City Council are developing these proposals.

In the meantime the path provides a safe and beautiful leisure route to the wide expanses of the Tramore Valley Park for the people of Douglas and beyond, helping to promote fitness, health and wellbeing.

Total Cost €0.26M

VeloCity Dublin 2019



Description

In June 2019, with support from the National Transport Authority, Dublin City Council hosted the Velo-city 2019 international cycling conference in Dublin at the Convention Centre. The Velo-City conference is the European Cyclists’ Federation (ECF) annual global cycling summit. It is the largest conference dedicated to cycling, cycling infrastructure, bicycle safety and the social and cultural changes driven by cycling on a global scale.

The conference title was “Cycling for the Ages” and explored visions for the cycling city of the future; how we plan to get there from the cycling city of today; and how we can support and design to ensure measures taken are inclusive for all ages, gender, abilities and nationalities. Approximately 1000 delegates attended the conference, over a four day period, many from Irish Local Authorities interested in upskilling in cycling design and delivery.

A number of supporting events also took place during the week of the conference, including a Dutch-Danish cycling masterclass hosted by the Dutch Cycling Embassy and the Cycling Embassy of Denmark at the Danish Embassy in Dublin. The masterclass covered policy making and best practise from both countries.

In addition to supporting Dublin City Council, the National Transport Authority took a large stand at the VeloCity 2019 conference hall, as a platform to inform the delegates on wider NTA projects including BusConnects, Metrolink and the Sustainable Transport Measures Grants programme of cycling investment across the GDA and Regional cities in Ireland, as well distributing reprinted hard copies of the NTA Cycle Manual.

Dublin Docklands Pedestrian and Cycle Bridge



Description

The Docklands Pedestrian and Cycle Bridge Project was designed and delivered to address the absence of acceptable pedestrian and cyclist facilities on the North Campshire, opposite the Dublin Convention Centre.

Before the project was delivered, pedestrians were required to use a very narrow pedestrian only boardwalk, and cyclists had to merge with general traffic and use the existing Scherzer Rolling Lift Bridges.

The solution - a new pair of short bridges were installed at the beginning of December, 2019. This pair of bridges are 12m long and span the mouth of the Royal Canal at the Liffey outfall.

The project also included urban realm improvements in the surrounding and adjacent areas.

	52m Footpath 1 Pedestrian Bridge and 1 Cycling Bridge
	50m Cycle Lane/Track 12 Cycle Parking Stands

Objectives

- To enhance pedestrian and cyclist safety
- To protect the built heritage, especially the Scherzer Bridges
- To provide an improved leisure, tourist and commuter route for pedestrian and cyclists.
- To enhance and expand the public realm available to recreational users such as leisure walkers, delegates from the convention centre, wildlife enthusiasts, water sports and anglers

Total Cost €1.4M

Sandyford to Clonskeagh Cycle Route UCD Section



Description



Dun Laoghaire-Rathdown County Council, with the support of the National Transport Authority, delivered enhanced facilities for cyclists and pedestrians on both sides of the road along Clonskeagh Road in the vicinity of the entrance to University College Dublin (UCD). The location is one of the busiest all-day cycle locations in Ireland.

The works included the provision of 2.0m wide cycle tracks/lanes and enhanced transitions for cyclists through junctions.

The junction of Clonskeagh Road and Wynnsward Drive at the entrance to UCD was reconfigured by removing the left turn slip lane into UCD and providing an area to allow cyclists to turn right into UCD (“jug turn”) in advance of the pedestrian crossing beside AIB.

This section of works makes up part of the Primary Cycle Route from Sandyford into Clonskeagh towards the City Centre and forms part of Route 11 as part of the GDA Cycle Network Plan. This route is one of the busiest cycle corridors in Dublin with over 631,000 cycle

trips recorded at Clonskeagh in both directions in 2019 (a daily average of 1730 trips).

	276m of Footpath 1 signalised pedestrian crossing 2 treated junctions
	Cyclist Jug Turn 839m Cycle Lane/Track 6 Sheffield Stands



increase in cyclists between September 2018 and September 2019

Objectives

The scheme provided safety and quality improvements for pedestrians and cyclists. The improved transitions and junctions along the route improved priority for cyclists. It further encouraged cycling to UCD, one of the highest cycling destinations in Ireland, with an average of 7,000 journeys to campus per day.

Total Cost €540,000

Malahide School Street Pilot Scheme



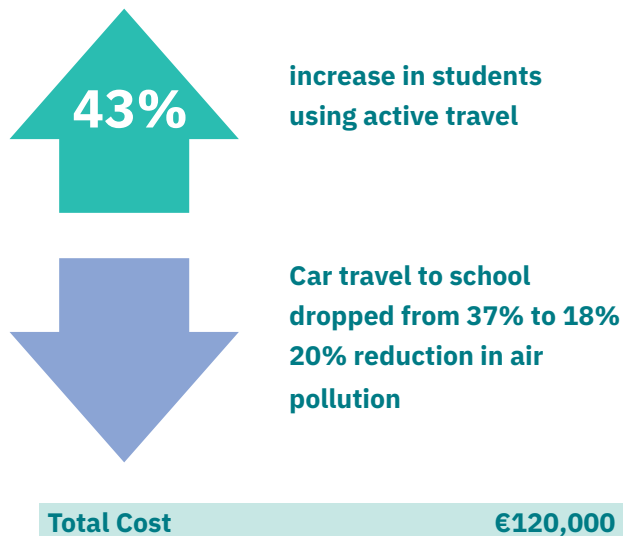
Description

Ireland’s first ever official “School Street” pilot was launched at St Oliver Plunkett’s and St Andrew’s primary schools in Malahide in November 2019. The scheme was piloted to address persistent traffic challenges outside the schools on Grove Road and the R124 Church Road, including unsafe parking and blocking of footpaths, road safety risks due to vehicular movements and u-turning, and poor visibility for parents and children.

The School Street provides a pedestrianised zone on Grove Road. By means of bollards, access is restricted for all vehicles to this section of the road during school drop off and collection times. These times are between 8:30-9:45am and 1:00-2:45pm, Monday to Friday during term times.

Exemptions to School Streets will include Blue lights services, disabled badge holders and residents with permits living on Grove Road between Church Road and The Rise. Teachers of St. Oliver Plunkett’s who drive to school arrive at the school before the 8:30am start time of the street closure.

The results have shown this pilot to be very successful, and Fingal intend to implement the concept in other locations.



Cycle Parking Galway City



Description

Galway City Council installed 160 cycle parking spaces across the City in September and October 2019, under a scheme funded by the National Transport Authority.

The installation of the stands was completed inline with the European Mobility Week and European Week of Sport 2019.

In the centre of the city in Eyre Square, 40 new cycle spaces were installed. In other areas of the city, cycle racks replaced car parking spaces, delivering 10 spaces bicycles per 1 car parking space.

The delivery of additional cycle parking in Galway City is in line with the Galway Transport Strategy to encourage more use of sustainable modes of transport and to provide for cycling in a stress free and safe environment in the City.



160 New Cycle Parking Spaces
Some replacement of on-street car parking with cycle parking spaces

Research indicates that per square metre, cycle parking delivers 5 times higher retail spend than the same area of a car parking space. There are also significant health benefits from cycling. Furthermore, some environmental benefits include: reduced noise, reduced air pollution and reduced energy consumption.

The response to date to the new cycle parking has been hugely positive, from cyclists and retailers alike. This initiative will be extended in 2020 to other areas of Galway City.

Total Cost

€50,000



Limerick Parnell Street, Wickham Street & Roches Street Cycle Route



Description

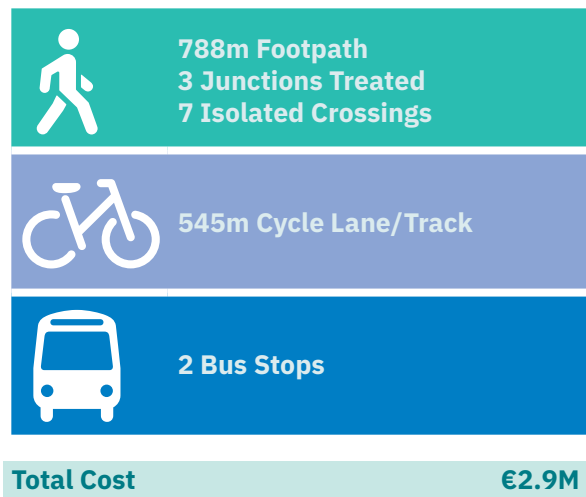
Limerick City Council, with funding from the National Transport Authority, reconfigured this gateway location.

The re-designed streetscape included improved Public Transport stop provision, with significantly improved pedestrian and cyclist facilities. The scheme complements the recently completed Davis St project.

This scheme aims to improve access to and from the city's newly renovated bus and train station (Colbert Station). In particular, the segregated cycle facilities between Roches St and Davis St. will improve the cycling environment for the BikeShare scheme users, accessing the large BikeShare station at Colbert.

In addition, the project includes new and improved Bus Stops, additional pedestrian crossings and urban amenities such as the improvements around Russell Park.

Further phases will see improvements to the Mallow St junction and continued investment linking this area with key city centre locations.



Clondalkin Bawnogue Permeability Project



Description


South Dublin County Council, with the support of the National Transport Authority, completed the Bawnogue Permeability Scheme.


The scheme consists of 900m of 4m wide shared cycletrack and footpath linking Bawnogue Road to Fonthill Road, and linking Ashwood Road to the Grand Canal.

The work included two new openings on to the Fonthill Road. The scheme also improves accessibility to the Grand Canal.

It significantly reduced times and distances for residents and school children walking and cycling to the local schools, public transport and local services.

Prior to the introduction of permeability it could take up to 12 minutes to walk from inside Alpine Heights estate to the local bus stop. Since the scheme opened, it takes just 1 minute for the same trip.

 **276m of Footpath**
1 signalised pedestrian crossing
2 treated junctions

 **Cyclist Jug Turn**
839m Cycle Lane/Track
6 Sheffield Stands



Total Cost **€425,389**

Financial Outturn

2019 Funding Envelope

The Authority provided funding of **€39.62M** in 2019 to the various projects in the STMG programme, comprising **€25.51M** in the GDA, and **€14.12M** in the Regional Cities.

This represents a 14% increase in expenditure under the programme. For comparative purposes, the equivalent spend in 2018 was **€34.74M**, comprising **€17.5M** in the GDA, and **€17.2M** in the Regional Cities.

Breakdown by Scheme Type

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

- **Cycling/Walking** Sub-programme, supporting physical improvements to tackle particular barriers to walking and cycling and to improve the walking and cycling environment, with particular emphasis on access to town centres, public transport nodes and education; in particular, this programme supports delivery of the Authority's GDA Cycle Network Plan (2013);
- **Bus Network** Sub-programme, targeted at providing bus journey time savings, improvements to bus reliability throughout the whole bus network and passenger information/facilities;
- **Traffic Management** Sub-programme, targeted at appropriate schemes to improve the effectiveness of traffic movement in balance with other modes of transport;
- **Safety** Sub-programme, aimed at providing a safe travel environment for all road users, especially more vulnerable road users (pedestrians and cyclists); and
- **Other Projects** Sub-programme (signage schemes, traffic studies, Intelligent Transport Systems, Goods-focused projects, etc.)

Notes

- Walking and cycling projects continued to attract the largest share of the overall funding allocation within the GDA with 75% of the funding. In the Regional Cities the highest drawdown of funding was also in walking and cycling at 55%.
- While the percentage for dedicated Safety schemes is comparatively low, it should be noted that the Principles of Sustainable Safety inform the design of all schemes across all sub-programmes.

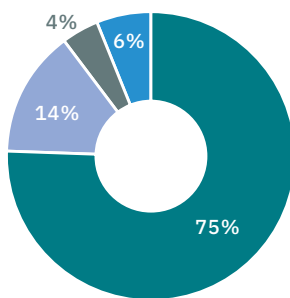
Table 1 - GDA Financial Outturn by scheme type 2019

Total	Walking & Cycling	Traffic Management	Bus Network	Safety	Other
€25.5M	€19.1M	€3.6M	€1.1M	€0.01M	€1.7M
100%	75%	14%	4%	0.04%	6%

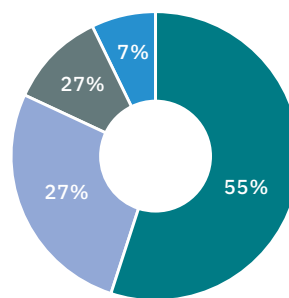
Table 2 - Regional Cities Financial Outturn by scheme type 2019

Total	Walking & Cycling	Traffic Management	Bus Network	Safety	Other
€14.1M	€7.7M	€3.9M	€1.5M	€0	€1.0M
100%	55%	27%	11%	0%	7%

GDA Scheme Type 2019



Regional Cities Scheme Type 2019



- Walking & Cycling
- Traffic Management
- Bus
- Safety 0%
- Other

Figure 3 GDA and Regional Cities Scheme Types for 2019

Tables 3, 4, 5 and 6 provide comparative information for the combined category spend within the GDA and Regional Cities for 2019 and the four preceding years.

Table 3 - Financial Outturn by scheme type 2019

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
€39.62M	€2.6M	€26.85M	€7.48M	€0.01M	€2.68M
100%	6.6%	67.76%	18.88%	0.03%	6.77%

Table 4- Financial Outturn by scheme type 2018

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
€34.7M	€4.1M	€21.6M	€6.9M	€0.1M	€2.0M
100%	11.82%	62.25%	19.88%	0.29%	5.76%

Table 5 - Financial Outturn by scheme type 2017

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
€23.04M	€1.55M	€11.62M	€8.5M	€0.004M	€1.35M
100%	6.73%	50.43%	36.89%	0.02%	5.86%

Table 6 - Financial Outturn by scheme type 2016

Total	Bus	Walking & Cycling	Traffic Management	Safety	Other
€33.93M	€5.22M	€18.77M	€3.47M	€1.04M	€5.43M
100%	15.38%	55.32%	10.23%	3.07%	16.00%

Figure 5 below provides comparative information for the period 2015 to 2019, reflecting the overall financial restrictions within the STMG programme overall (reflected in diminishing overall expenditure) until 2018. The figure shows the combined Project spend for the GDA and the Regional Cities and the profile of expenditure across the five sub-programmes, namely Safety, Traffic Management, Other, Walking / Cycling and Bus:

Project Category Spending Trend

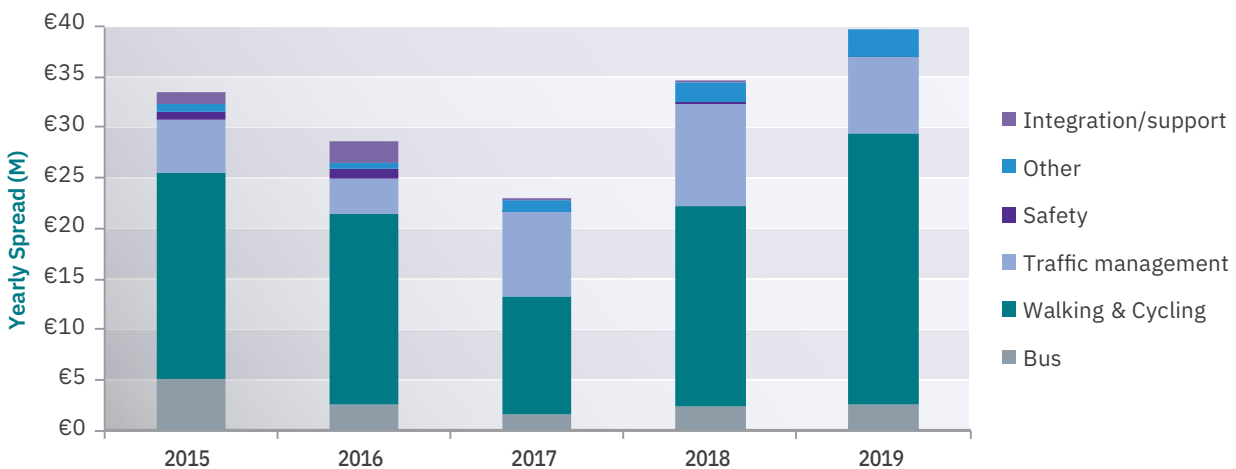


Figure 5. Combined GDA / Regional Cities Outturn by Scheme Type between 2015 and 2019

Breakdown by Scale Of Project

The Project Management Guidelines (see below) stipulate project management requirements commensurate with the scale of the overall project cost. The Project Management Guidelines categorise projects as follows:

- Projects under **€500,000**
- Projects between **€500,000** and **€5 million** and
- Projects between **€5 million** and **€20 million**.
- Projects greater than **€20 million**.

Table 7 - 2017 Breakdown by scale of project finance

Project Overall Cost	< €500,000	€0.5 - €5 M	> €5 M	> €20 M
No. of projects				
Cork City Council	2	12	4	0
Cork County Council	5	4	1	0
Dublin City Council	7	17	9	8
Dublin City University	1	0	0	0
Dun Laoghaire Rathdown County Council	5	6	1	0
Fingal County Council	5	0	5	0
Galway City Council	3	4	2	0
Kildare County Council	3	3	1	0
Limerick City and County Council	3	4	1	0
Meath County Council	1	10	1	0
Regional Bikes	0	1	0	0
South Dublin County Council	3	5	2	0
An Taisce	1	0	0	0
University College Dublin	1	0	0	0
Wicklow County Council	5	7	0	0
Waterford City and County Council	0	1	2	1
Total	45	74	29	9

The profile of project size within the overall portfolio represents a reasonable balance between the number of larger projects (which have more onerous administrative, planning and financial management requirements, but with strategic benefits to the region) and the quantity of smaller schemes, which are generally more straightforward to deliver, bring more immediate impact, but whose benefits are generally at a local level.

Breakdown by Local Authority

The funding is concentrated within the urban areas of the GDA and Regional Cities, where there is opportunity to provide effective transport alternatives to greater numbers of people compared with less-populated areas.

Over 62.65% of the total funding within the GDA was drawn down in Dublin City, 21.31% in the rest of County Dublin, with the remaining 16.04% spent in the three outer counties, University Campuses and An Taisce.



The funding levels generally reflect the population and employment distribution within the Greater Dublin Area. The significant investment in Dublin City Council schemes benefits both the local residents as well as the many commuters travelling into the city from neighbouring Local Authorities.

Over 49.31% of the funding within the Regional Cities was drawn down by Cork City Council, with

9.62% going to Cork County Council. Limerick City Council received 24.1% of the funding, followed by Waterford City and County Council which received 12.48%. Galway City Council had a drawdown of 4.49% of the funding for the Regional Cities.

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

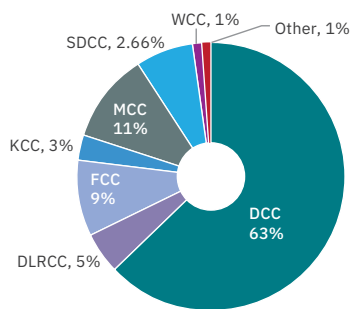
Table 8 - 2019 GDA Financial Outturn Breakdown by Local Authority

Local Authority	DCC	DLRCC	FCC	KCC	MCC	SDCC	WCC	Other
Financial Outturn	€16M	€1.4M	€2.3M	€0.7M	€2.7M	€1.7M	€0.4M	€0.3M
100%	62.6%	5.5%	9.0%	2.9%	10.4%	6.9%	1.6%	1.2%

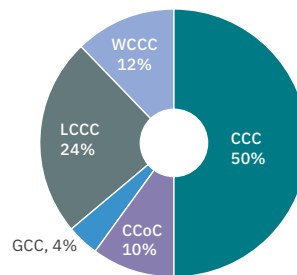
Table 9 - 2019 Regional Cities Financial Outturn Breakdown by Local Authority

Local Authority	CCC	CCoC	GCC	LCCC	WCCC
Financial Outturn	€6.8M	€1.3M	€0.6M	€3.3M	€1.7M
100%	49.31%	9.62%	4.49%	24.10%	12.48%

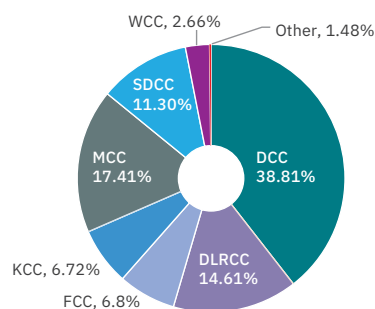
Financial Outturn by GDA Agencies 2019



Financial Outturn by Regional Cities Agencies 2019



Financial Outturn by GDA Agencies 2018



Financial Outturn by Regional Cities Agencies 2018

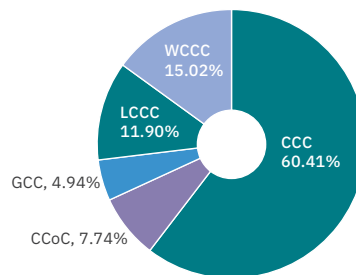


Figure 6. Financial Outturn by GDA Agencies 2019 & 2018

Figure 7. Financial Outturn by Regional Cities Agencies 2019 & 2018

Authority Administration

Project Reporting System (PRS)

A Project Reporting System (PRS), which was 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.

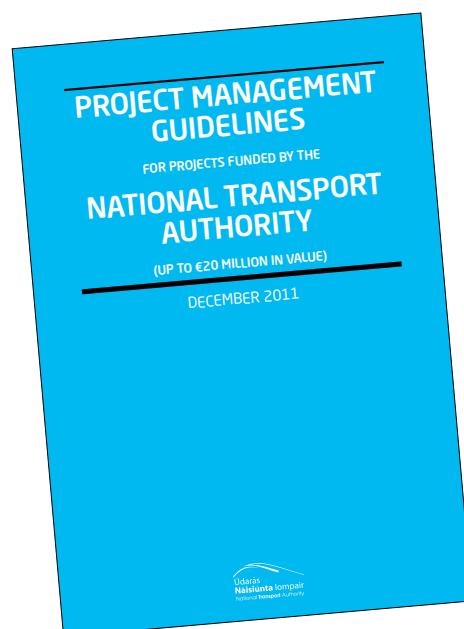
The PRS processed all Authority payments for the 2017 funding year. This system streamlined the administration of the grants to the benefit of both those claiming funding and to the Authority itself.

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.



Audit 2019

During 2019, the STMG programme was audited by the external auditors appointed to conduct internal audits on behalf of the Board of the Authority. This included a review of a sample of projects from 2018.

The programme of audits provides a useful independent assessment of procedures and controls within the agencies benefitting from NTA funding.

The 2019 report findings concluded that there was “overall Substantial

Assurance that the management controls over the National Transport Authority’s 2018 Internal Capital Expenditure from Capital Grants paid for STMG, Regional Cities and Accessibility Programmes, are adequate”.



Appendix A

2019 Programme Metrics Summary

	Footpath (m)	Shared footpath cycle track (m)	Greenway (m)	Cycle lane/track (m)	Bus Lane (m)	Traffic Calming (m)
Dublin City Council	292	40	0	860	75	80
Dun Laoghaire Rathdown County Council	408	0	0	3533	0	900
Kildare County Council	0	0	0	0	0	0
Meath County Council	0	0	0	0	0	0
South Dublin County Council	260	1185	0	0	0	50
Fingal County Council	153	30	0	0	0	1090
Cork County Council	705	0	0	0	0	130
Cork City Council	120	0	0	75	0	0
Limerick City and County Council	788	0	0	615	0	0
Galway City Council	0	0	0	0	0	0
Waterford City Council	1100	0	0	100	0	500
Dublin City University	0	0	0	0	0	0
University College Dublin	0	28	0	0	0	0
Totals	3826	1283	0	5983	275	2750

Appendix A

2019 Programme Metrics Summary Continued

	Bus Stop (no.)	Junction Treated (no.)	Roundabout (no.)	Cycle Parking (no. of racks)	Isolated crossing (pedestrian/toucan) (no.)	Bridge (no.)
Dublin City Council	0	16	0	995	6	1
Dun Laoghaire Rathdown County Council	1	3	0	210	1	0
Kildare County Council	0	0	0	15	0	0
Meath County Council	0	0	0	6	0	0
South Dublin County Council	3	2	1	4	4	0
Fingal County Council	14	2	0	5	0	0
Cork County Council	2	4	0	0	4	0
Cork City Council	1	8	0	0	3	1
Limerick City and County Council	2	6	0	0	7	0
Galway City Council	0	0	0	160	0	0
Waterford City Council	0	3	0	0	3	0
Dublin City University	0	0	0	100	0	0
University College Dublin	0	0	0	32	0	0
Totals	23	46	1	1527	36	2

Additional relevant metrics:

Monkstown Road Dun Laoghaire

- Road Resurfacing
- 1 x RTPI at Village
- Cycle track upgraded

Nutgrove Avenue

- Cycle Track Upgrade

Upgrade Ped/Cycle Route South Douglas Road Link to Tramore Valley Park

- Public lighting,
- CCTV
- public realm works

Kinsale Bus Facilities

- Bus shelter
- landscaping
- public realm

University College Dublin

- 6 bike repair stands



Appendix B

Full List of Projects

Agency	Project	2019 Outturn (€)
CCC	Kent Station to City Centre Contract	€77,549
CCC	UCC to City Centre Cycle Route Contract	€69,612
CCC	CC: City Centre Public Transport Improvements	€446,727
CCC	Bus Surveys (over multi-annual payments))	€74,070
CCC	SW: Thomas Davis Bridge	€506,507
CCC	Mahon Bus Gate and Access Ramps Contract	€75,369
CCC	SE: Skehard Rd Phase2 (Parkhill to Church Rd Incl CSO Junct)	€625,805
CCC	CC: McCurtain Street Public Transport Improvements	€176,187
CCC	Variable Messaging Signage (inc signage for McCurtain Street Phase)	€67,483
CCC	N: Ballyvolane to City Centre (Phase 1: NRR to Gordons Hill)	€236,083
CCC	Pedestrian Safety Improvements	€407,763
CCC	SW: Sarsfield Road (a)	€259,055
CCC	SW: Wilton Corridor (UCC to Bishopstown)	€68,565
CCC	Harley Street Bridge (fixed contribution)	€2,836,316
CCC	ITS Infrastructure Review	€22,337
CCC	Ballyvolane Phase 2 - (Fox & Hound Junction)	€53,936
CCC	Cork South Quays Public Transport Improvements	€113,841
CCC	Daly's Bridge	€691,771
CCO	Tramore Valley N40 Overbridge (including prior upgrade of approaches)	€5,676
CCO	Donnybrook Hill Pedestrian Enhancement Scheme	€510,387
CCO	Upgrade Ped/Cycle Route South Douglas Road Link to Tramore Valley Park	€40,457
CCO	Ballybrack Valley Pedestrian & Cycle Track (Phase 4)	€50,886
CCO	Douglas Village Multi-modal Revised Layout	€8,987
CCO	Rochestown -Douglas- Frankfield QBC (R609,R610 and R851) (inc. Ballybrack Valley bridge)	€4,382
CCO	Ringaskiddy Access Study	€1,648
CCO	Kinsale Bus Facilities	€303,821
CCO	Strategic Cycle corridors (up to planning)	€39,551
CCO	Lehenaghmore Corridor	€361,883
DCC	Hole in the Wall Jct Improvement Scheme	€69,433
DCC	Royal Canal Cycle Scheme: Phase 2	€6,808,395
DCC	Royal Canal Cycle Scheme: Phase 3	€154,753

Agency	Project	2019 Outturn (€)
DCC	Liffey Cycle Route	€59,482
DCC	DublinBikes Expansion Programme	€170,528
DCC	Point Jct Improvement Scheme (including Sherrif Street junction and cycle connection to Upper East Wall Road)	€82,614
DCC	Grand Canal Cycle Scheme	€1,566
DCC	Clontarf to City Centre Cycle Scheme (Amiens Street - Fairview)	€962,381
DCC	Dodder Cycle Scheme (Project Concept and Options Selection)	€61,433
DCC	Bus Priority and Busconnects Liasion Office	€181,848
DCC	Royal Canal Cycle Scheme: Phase 4 - 4A - Broomebridge Contra-Flow and Cycle Facilities	€344,181
DCC	On - Street Cycle Parking Programme	€440,000
DCC	Clonskeagh to City Centre - Dodder to Grand Canal	€89,660
DCC	South Campshires	€98,100
DCC	DPTIM Civils	€3,358
DCC	Fibre Optic Connection to garda Control Centre	€222,795
DCC	City Centre Study Proposals - Vehicle Inhibitors etc	€428,164
DCC	City Centre Orbital Junctions	€43,591
DCC	Luas Cross City - Associated Traffic Changes including Cycling interventions	€88,331
DCC	College Green - Part Funded by NTA (50%)	€363,209
DCC	Asset Renewal - Cycle Markings	€177,859
DCC	Asset Renewal - Bus Markings/Surfacing	€13,020
DCC	Car Park & Orbital Signage	€66,266
DCC	RTPI Programme	€300,099
DCC	Fitzwilliam St Cycle Route	€257,858
DCC	Dodder Works at Herbert Park: (Detailed Design and Construction) - NTA co-fund shown	€154,491
DCC	Point Pedestrian and Cycle Bridge	€13,797
DCC	Blood Stoney Bridge Part Contribution - (50%)	€728,064
DCC	Dodder PT Opening Bridge Part Contribution - (50%)	€117,449
DCC	Broadstone Plaza	€1,611,217
DCC	Rueben St: Pedestrian Crossing link to St James's Campus	€3,102
DCC	Grand Canal South - Cycle Improvement Scheme	€10,510
DCC	Docklands Pedestrian and Cycle Bridge (North Wall Quay)	€1,188,560
DCC	Cycle Safety Intersections	€200,000
DCC	East Coast Trail (Sean Moore Road to Merrion Gates)	€1,661
DCC	East Coast Trail (East Wall Road to Liffey)	€45,552



Agency	Project	2019 Outturn (€)
DCC	Suffolk St Pedestrianisation	€48,677
DCC	Bellmayne Main St (Part Contribution)	€74,587
DCC	Velocity 2019	€200,000
DCC	Finglas Village - Pedestrian Improvements (Part Contribution)	€66,896
DCC	Grangegorman Crossings	€3,421
DCU	DCU Cycle parking	€62,104
DLRCC	Wyattville Road/R118 cycle and Bus facilities	€12,426
DLRCC	Sandyford to City Centre Cycle Scheme (M50 rotary scheme)	€689,231
DLRCC	New Pedestrian and Cycle entrance to Belfield on N11 at NovaUCD	€67,046
DLRCC	Cycle Parking Development	€67,160
DLRCC	Greenfield Road Bus Stop Relocation	€102,031
DLRCC	Wyattville Road bus stop relocation	€38,817
DLRCC	Brewery Road - N11 Safety Scheme	€27,925
DLRCC	Cherrywood Links	€93,808
DLRCC	Merrion Gates to Seapoint Cycle Scheme	€37,631
DLRCC	Nutgrove Avenue	€119,896
DLRCC	Old Connaught Transport Assessment	€16,054
DLRCC	Blackglan Road Walking and Cycling Scheme	€141,253
FCC	Donabate Estuary Walking and cycling route, Broadmeadow way	€219,000
FCC	S2S Extension Sutton to Malahide	€1,501,832
FCC	Royal Canal Cycle Route - entire Fingal route	€157,915
FCC	Harry Reynolds Road Cycle Track	€113,615
FCC	Snugborough Road N3 Overbridge (33% co-fund) NTA could go to 50% if TII	€7,210
FCC	Rush-Lusk Station Cycle Route	€35,055
FCC	DPTIMS measures	€9,392
FCC	Bus Stops in Blanchardstown and beyond	€66,104
FCC	Ikea Bus Stop	€73,115
FCC	Schools Street Pilot	€108,917
GCC	Parkmore Access Improvements (Signalisation of N17 Junction)	€62,067
GCC	Galway City Centre Transport Management Plan (Cross City Link and Re-routing of Traffic)	€230,572
GCC	Traffic Counts	€22,983
GCC	Dublin Road Transport Corridor (added project TII/18/0004)	€49,357
GCC	Ardaun Transport Study (Martin Junction)	€35,702
GCC	Salmonweir Ped Cycle Bridge	€117,206

Agency	Project	2019 Outturn (€)
GCC	Pedestrian and Cycle Safety Interventions	€45,087
GCC	Western Distributor Road	€8,198
GCC	On Street Cycle Parking	€48,968
KCC	Maynooth Corridor	€219,172
KCC	Dublin Road Corridor - Naas	€22,929
KCC	Royal Canal Cycling (FCC Border - Maynooth)	€267,528
KCC	GDA Cycle Network Designs in Naas (sallins)	€6,734
KCC	Kildangan Bridge -Shuttle & Pedestrian Facility	€11,198
KCC	Easton Road, Leixlip Cycle Route& Bus facilities - Review/Issues	€186,909
KCC	Secure Bicycle Parking - Naas, Trial	€13,668
LCCC	Parnell St - Davis St to Roches St	€2,239,915
LCCC	Grove Island Roundabout Improvement Works	€48,550
LCCC	Raheen Roundabout to Quinns Cross and Father Russell Road Part Funding (Cyclelanes Only)	€37,005
LCCC	Castletroy Urban Greenway	€62,442
LCCC	Limerick O'Connell St Upgrade (Contribution)	€408,493
LCCC	Cycle lane protection measures	€20,335
LCCC	Milford Plassy Park Junction Improvements (50% co-funded)	€115,327
LCCC	Traffic Signals Upgrade UL - CC	€395,877
MCC	Drogheda - Navan - Trim Cycle Route (Boyne Greenway)	€87,897
MCC	Cantilever Bridge Provision for Cyclists and Pedestrians (Athlumny)	€177,289
MCC	Navan GDA Cycle Network - Proudstown Road to Trim Road	€51,940
MCC	Navan GDA Cycle Network - Fairgreen to Johnstown	€10,000
MCC	Ratoath GDA Cycle Network - Ratoath Town Network	€6,215
MCC	Navan Traffic Management Plans (Navan 2030)	€2,255,000
MCC	Dunboyne Cycle Network	€396
MCC	Ashbourne Cycle Network	€40,028
MCC	Navan: Railway St Roundabout	€5,045
MCC	Kentstown Road Rail Bridge and Laytown Rail Bridge Feasibility Assessment	€811
MCC	Cycle parking	€4,151
MCC	Navan Bus Routes - Bus Stops	€11,799
NTA*	Regional Bikes Capital Costs	€309,854
SDCC	Dodder Regional cycle route	€556,475
SDCC	Tallaght to Ballyboden walking and cycling route (Scholarstown Road Cycle Route)	€146,677



Agency	Project	2019 Outturn (€)
SDCC	Willbrook Road Cycle Facilities	€29,687
SDCC	N81 cycling, walking and bus facilities (Jobstown/City West)	€82,544
SDCC	Walkinstown Roundabout	€9,840
SDCC	Monastery road walking route	€94,862
SDCC	Spawell to Perrystown Cycle Route (Wellington Lane)	€136,098
SDCC	Canal Loop Greenway	€119,188
SDCC	Grand Canal Gates Opening	€157,900
SDCC	Bawnogue Road to Fonthill Road Permeability Scheme	€425,389
TAISC	Greenschools Cycle and Scooter Parking	€124,617
UCD	Ped Cycle Facility	€119,884
WCC	Arklow - Woodenbridge - Shillelagh	€13,432
WCC	Boghall Road Cycle Route	€13,159
WCC	Strand Road Cycle Route	€99,401
WCC	Bray DART Interchange	€42,777
WCC	PAR Wicklow Train Station	€48,173
WCC	Killarney Road Cycle Route	€11,745
WCC	Vevay Road Cycle Route	€7,936
WCC	St Laurence's School Footpath	€57,984
WCC	N81 Baltinglass VRU Improvements	€7,878
WCC	Permeability to P.T. or Schools (ST Kevins Greystones)	€34
WCC	Bray Bridge footbridges and tie ins (re-draft tender)	€91,078
WCC	Bus Stop Greystones	€5,480
WDCC	Waterford Institute of Technology to City Centre Green Route	€105,861
WDCC	Hennessy Road and Browns Lane Improvements works (capped contribution)	€530,000
WDCC	Bilberry to CC Cycle Route	€207,160
WDCC	Waterford SDZ Transportation Measures	€879,886
Total		€39,622,891



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