2017 Annual Report
Sustainable Transport Measures Grants



NTA
Údarás Náisiúnta Iompair
National Transport Authority

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Background To Grant Programme

As part of its remit to support the delivery of an integrated transport system, the National Transport Authority has managed 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 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 the urban centres across the country.

With the collaboration of the local authorities and other state agencies, and with support for the projects 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 and access to schools and public transport.

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.

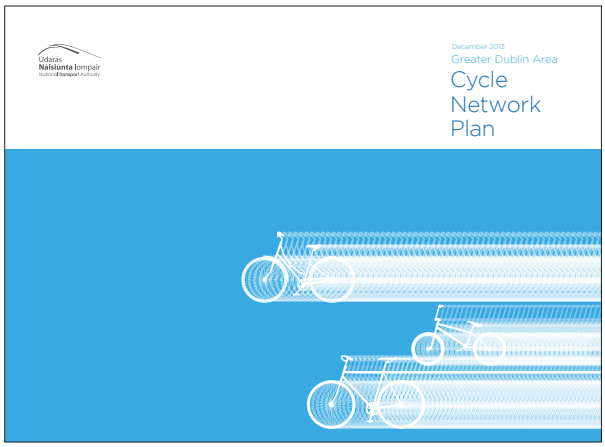


Figure 1 Cycle Network Plan

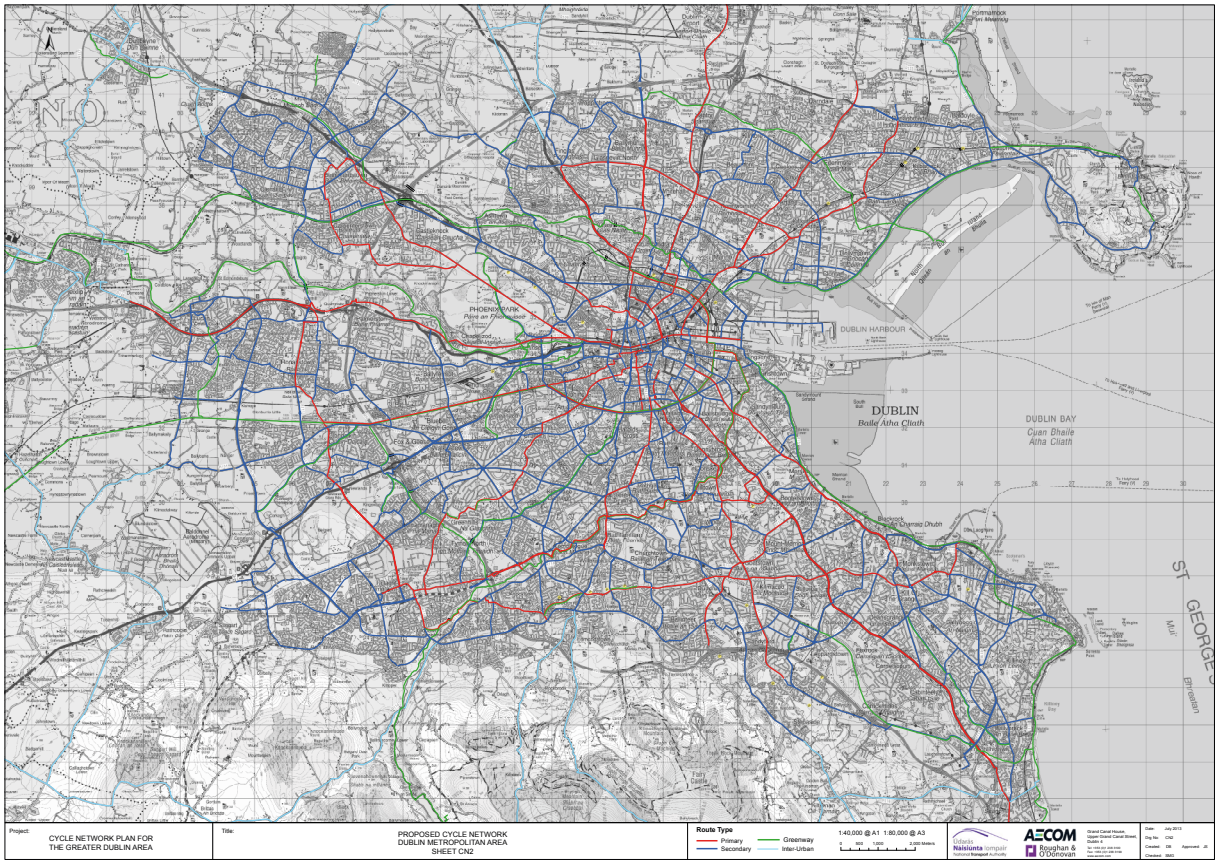


Figure 2 Cycle Network Plan for the Greater Dublin Area

In 2017, a number of regional strategic cycle routes were progressed by the Authority with the involvement of multiple local authorities. These included:

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.

- **Clontarf Section**
  The 'missing link' in Clontarf, between the Causeway and the Wooden Bridge to Bull Island, was completed in 2017. This link provides 8.5km continuous off-road cycle route on the north side of Dublin Bay. As part of the cycle path project, footpaths and public lighting have been upgraded. A new water main and better flood defences were also part of the scheme.

- **Sandymount to Blackrock Section**
  In 2017 the Authority completed non-statutory public consultation on the Sandymount / Merrion to Blackrock Corridor Study. The purpose of the Sandymount / Merrion to Blackrock Corridor Study was to provide a fresh assessment of the possible layouts for a cycling and walking route around Dublin Bay south, and to re-evaluate the environmental issues and cost factors. 680 submissions were received, ranging from personal submissions from residents and commuters to detailed proposals from public bodies, various associations and private sector businesses. Most submissions centred on the proposed Cycle and Pedestrian Underpass at Merrion Gates and the proposed road overbridge at Merrion Hall. Many submissions raised the issue of deviation of the route from the coast. The NTA undertook further assessment of the southern end of the project, to identify the potential to fit a combined cycle route and footpath on the coastal side, largely alongside the existing sea wall, from Idrone Terrace to Brighton Vale, in a manner that complies with the prevailing environmental legislation.

- **Sutton to Malahide Section**
  In October 2017, Fingal County Council engaged in public consultation on route options for the section between Sutton and Malahide in order to progress to preliminary design.

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 2017 Dublin City Council advanced detailed design work on their central sections from Phibsborough to Sheriff Street. Planning permission for the Kildare Section from Confey to Maynooth a distance of 9km was granted in 2017. Fingal County Council appointed consulting engineers to design the scheme from Castleknock to the Kildare border, from optioneering through to detailed design stage.

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 lands at Milltown, to Tallaght in South Dublin and onwards to recreational opportunities in Bohernabreena.

In October 2017 South Dublin County Council granted planning permission for the South Dublin section of the greenway, which comprises 17km of walking and cycling route along the river Dodder.

Dublin City Council, in cooperation with Dún Laoghaire Rathdown County Council, progressed the route options stage for the Dodder Greenway through their respective administrative areas. Planning permission was approved to amend Dodder Flood Alleviation works to include for the provision of a high quality pedestrian and cyclist greenway linking Donnybrook Road and Herbert Park.

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 attractors; and
- 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 a city-wide high quality cycle networks in the area, taking into account existing infrastructure, previous proposals and travel desire lines. The network plan demonstrates an integrated and phased approach to the 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 Projects Completed In 2017

Cork City Council

SE Strategic Corridor: Mahon Point Bus Gate plus new access to Greenway

Cork County Council

Little Island Junction Upgrade

Dublin City Council

Sutton to Sandycove Cycle Route (East Coast Trail) – Clontarf Lagoon

City Centre High Density Cycle Parking Strategy

Bus Lanes North and City Quays (Bachelors, Aston, Wellington etc.)

Meath County Council

Navan: Railway St Roundabout

South Dublin County Council

Green Schools Cluster: Ballyboden Rathfarnham

Willsbrook Road Phase 3

Wicklow County Council

St. Laurence's School Footpath









SE Strategic Corridor:

Mahon Point Bus Gate plus new access to Passage to City Centre Greenway

Description

The project consisted of three distinct elements:

- A new "Bus Gate" facilitating bus-only access to the Mahon Point Shopping Centre;
- A new bus lane along St Michael's Drive with associated carriageway and footway realignment, and reconfiguration of the Mahon Link Road / St Michael's Drive junction; and
- New cycle and pedestrian access ramps from the Mahon Link Road / St Michael's Drive junction to the Passage to City Centre Greenway.

335m	Bus Lane
Three	Bus Stops
One	Bus Gate
375m	Shared Footpath and Cycle Track
One	Junction Treated

The existing Passage to City Centre Greenway was constructed in a disused railway cutting approximately 8m below the adjacent Mahon Link Road.

Scheme Benefits

The Mahon Bus Gate project (including, bus terminus, bus corridor, junction upgrade with pedestrian and cycle ramps) was identified as a key project in the promotion of sustainable transportation. The project delivered strategic transport links along recognised desire lines for bus, cycle and pedestrian movements.

These interventions delivered shorter bus journey times as well as significant junction safety improvements for pedestrians and cyclists. The scheme also provided strategic connections for pedestrians and cyclists to an off-road segregated greenway connecting the City Centre to the South Harbour.

Total Cost **€0.8M**





Little Island Junction Upgrade

Description

The scheme involved a realignment and signalisation of the junction, the purchase of four sections of front gardens and the construction of a new footpath across the site, new controlled pedestrian crossing points and additional parking spaces and landscaping. Overall the project resulted in 125m of footpath and 4 isolated pedestrian crossings. The heavily trafficked nature of the junction and the lack of pedestrian facilties posed challenges to the delivery to the scheme. However, these challenges were overcome, and improved pedestrian connectivity was provided to local residents and workers in the surrounding area.

125m Footpath
Four Pedestrian Crossings

Scheme Benefits

Prior to this scheme there was minimal provision for pedestrians and vulnerable road users at this busy junction at the gateway to Little Island, a heavily active industrial area to the east of Cork City with approximately 11,000 employees. The junction is along the desire line between a primary school and the school's catchment area, which caused a severance issue and an unsafe environment for pedestrians. The project introduced pedestrian facilities to the junction, providing a safe environment for pedestrian movement. The project encourages and facilitates pedestrian activity in the area and also provides connectivity to the recently improved adjacent junction at Ballytrasna.

Outcome

The signalisation of the junction has resulted in a controlled junction for all modes of transport, delivering safe and efficient infrastructure for vulnerable road users in particular. The scheme has resulted in a significant reduction in journey times for commuters, especially in the evening peak.

Total Cost **€0.46M**



Sutton To Sandycove Cycle Route

(East Coast Trail) – Clontarf Lagoon

Description

The Sutton to Sandycove Cycle Route, recently rebranded the East Coast Trail, is a proposed segregated cycle and pedestrian route around the perimeter of Dublin Bay, from Sutton in the north to Sandycove in the south. It is intended to continue the route north to Drogheda and towards Wicklow. This cycle route provides an alternative to the private car for access to Dublin City and serves a growing cyclist population both north and south of the River Liffey for both commuting and leisure purposes.

In 2017, Dublin City Council, with the support of the National Transport Authority, completed a missing cycle link along the lagoon front in Clontarf. This section, beginning at Causeway Road, now provides continuous pedestrian and grade-separated cyclist facilities to the Woodenbridge at Bull Island.

1,900m	Segregated Cycle Track
Four	Bus Stops
4,000m	Footpath
Three	Treated Junctions
Four	Pedestrian Crossings

This project involved the construction of approximately 2km of a missing link in segregated cyclist and pedestrian provision, providing both a commuter and leisure amenity along the seafront. Further, the scheme provides new and improved island bus stops to illustrate how cyclists and pedestrians can be accommodated in urban environments. In addition, the scheme also provides general access to the surrounding communities by private car and by bus.

The scheme, flanked by Bull Island and the South Bull Lagoon to the East is in an environmentally sensitive area which provides a nesting habitat for wintering birds and other wildlife. The widening of the landward side towards the bay required environmental mitigation measures to avoid disturbance to this sensitive habitat, demonstrating that transport projects can co-exist in harmony with the receiving environment.

Scheme Benefits

This costal route now provides an amenity for leisure and community use, coupled with a transport function which has been welcomed by those living along the seafront and those who regularly use the facility. This scheme continues to welcome new pedestrians and cyclists with numbers increasing year on year. Planning approval was granted by Dublin City Council for the next phase along Alfie Byrne Road and a parallel scheme towards the City Centre along Amiens St and North Strand Road, which will see continued growth in walking and cycling along this busy corridor. Detailed Designs are being prepared at present with construction expected to commence in 2020.

Total Cost **€9.9M**







City Centre High Density Cycle Parking Strategy

Description

This project expanded the existing cycle parking capacity at Drury Street Car Park. The project upgraded the existing parking racks and delivered an additional 165 cycle parking spaces, creating a total capacity of 332 secure and monitored underground bicycle parking spaces at this busy City Centre car park. During the upgrade new lighting and CCTV security cameras were installed and fire alarms and exits were upgraded. The facility also includes a public bike maintenance area with basic tools, bespoke parking for larger bikes including cargo bikes, and artwork to encourage a new generation of cyclists to use the facility.

332 Cycle Parking Spaces

Total Cost **€0.6M**



Dublin City Bus Lanes

Bachelors Walk and Aston Quay

Description

The North and South Quays, namely Bachelors Walk and Aston Quay, is the busiest East – West bus corridor in Dublin City and is a key city centre destination for passengers and those wishing to interchange with other transport modes such Luas, heavy rail and other bus routes.

Dublin City's bus network is radial in nature. Thus the majority of Dublin bound buses, both regional and city services, pass through this area serving the core city centre and facilitating interchange for passengers with onwards journeys. In order to accommodate the quantum of people wishing to access the city centre and to accommodate the planned expansion of the city, it was necessary to consider how best to use the existing road space to maximise the efficient movement of people through this area. As the carrying capacity of bus far exceeds that of private vehicles, the redesign of this area focused on prioritising the efficient movement of public transport and sustainable transport

2km	Road Layout Along Ormond Quay, Bachelors Walk And Aston Quay. A New Bus Priority Gate
One	Pedestrian Crossing at Eden Quay

modes through this area. This is achieved through a number of interventions, such as:

- Additional road space for buses on Bachelors Walk and Aston Quay (double bus lane) allowing moving buses to overtake buses at bus stops;
- Upgraded cycle facilities to accommodate the growing number of cyclists along the route; and
- A new bus priority measure at Bachelors Walk which prioritises the movement of buses through this congested section.

Scheme Benefits

To date, these measures have proven successful with increased passenger satisfaction, journey time savings in the order of 2 minutes per bus, and the continued growth in bus patrons along this corridor. Dublin City Council, in conjunction with the National Transport Authority, undertakes yearly Canal cordon traffic counts which include the City's Quays. A comparison of 2017 and 2018 data for the 7am to 10 am peak along Bachelors Walk shows buses numbers are up in excess of 30%, Taxis have almost doubled, increasing by 85%, and cyclists have increased by over 10%. General traffic has reduced by 38%. The throughput of people and the associated time savings generate an estimated saving to the exchequer of €4m per annum.

Total Cost **€0.5M**





Navan Railway St. Roundabout

Description

Meath County Council, with the support of the National Transport Authority, constructed a new roundabout arrangement in the centre of Navan, which, while maintaining traffic movements on this key strategic route, re-balanced priority in favour of pedestrian and cyclists. This project, along this heavily trafficked route, ensures safe crossing provisions for those wishing to access the various schools, library and other amenities located in proximity to the roundabout.

Scheme Benefits

Since opening in late 2017, the roundabout has been well received by the parents and children attending the various schools. Concerns regarding the impact to traffic flows are now non-existent. In addition, current observations suggest a reduction in the quantities of HGVs using this link, increased pedestrian and cyclist activity particularly around school times, and overall a greater sense of safety for more vulnerable road users.

Total Cost **€0.9M**

75m **155m**	Cycle Track/Lane Shared Cycle/ Pedestrian Track
1,885m **One** **Five**	Footpath Treated Junction Pedestrian Crossings
One	Roundabout

3.7%↑
Pedestrians From 2015-2018

22%↑
Cyclists From 2015-2018









Before

After

Green Schools Cluster:
Ballyboden Rathfarnham

Description

The scheme involved 444m of cycle and pedestrian facilities, upgrades to 3 junctions, a new entrance into Coláiste Éanna from the grounds of Scoil Naomh Padraig to the west, and cycle parking. Key to this scheme was the signing of an Memorandum of Understanding between the NTA/SDCC and the 2 schools aforementioned, allowing for works within the multi-school campus to allow pedestrian and cyclist access between the schools. The schools also committed to actively encourage use of the new pedestrian and cycle facilities and actively encourage people to park at Rosemount Car Park and use the new walk/cycle way to the schools.

Need for scheme

Approximately 2,000 pupils and teachers commute to the school cluster every morning. The scheme proposals arose from engagement with the schools. Many of the surveys returned mentioned issues to do with maintenance or general upkeep of existing infrastructure, e.g. cycle lane markings, uneven surfaces, overgrown. There were also issues which arose with regard to the school grounds. These generally related to congestion, poor permeability for walking and cycling between schools, poor surfacing and poor lighting.

444m Shared Cycle Track and Footpath
20 Cycle Parking Spaces

Three Treated Junctions

Outcomes

The scheme won the top prize in Smart Travel at the National Planning Awards. IPI President Deirdre Fallon said too often there can be more emphasis in smarter travel initiatives on simply providing infrastructure rather than working to find out how local communities view the alternatives of walking, cycling and public transport.

Total Cost **€1.1M**



Before



After

Willsbrook Road And Willsbrook Park

Description

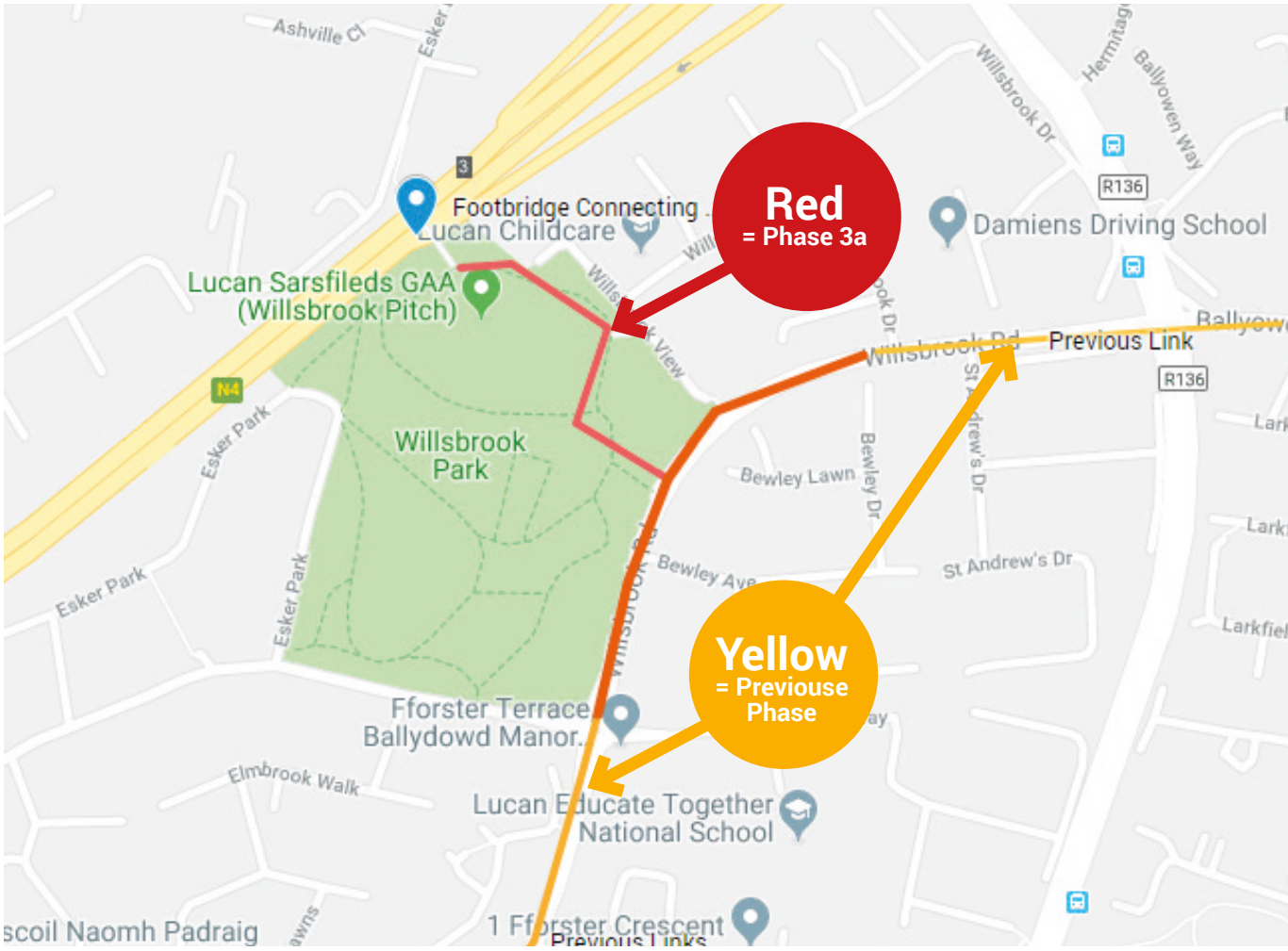
The project (Phase 3a and b) was finished in 2017 and provided cycle and pedestrian facilities linking previously constructed phases 2 and 3. It included a raised adjacent footpath on the north side of Willsbrook Road and an off road cycle track on the south side. A shared greenway was also provided through Willsbrook Park to link up North and South Lucan across the N4 through an existing foot bridge. Public lighting was provided for the greenway. These facilities traverse across the N4, thus providing easy access to the Lucan Village and the schools in the area. This scheme has resulted in 1.6km of fully segregated cycle facility linking key residential areas to 7 schools.

800m Cycle Track/Lane
441m Shared Cycle/ Pedestrian Track

800m Footpath
Two Treated Junctions
One Pedestrian Crossings

Need for scheme

Lucan has a population of approx. 46,000 people. It developed dramatically in the late 1980's and early 1990's based on car orientated road layouts. Car use to work, school or college trips is 61%, with 39% of those trips are to destinations within the Lucan area. As a result there are patches of heavy congestion on local roads, particularly related to school traffic. The rationale for the works was to provide this secondary link on the GDA Cycle Network to enable school children to walk and cycle to school, in addition to providing a link for longer trips.



Outcomes

Pedestrians have doubled at the Willsbrook Road/Mount Bellew Way junction from 440 to 912 in before and after surveys 2014-2019. Cycling also increased slightly during this period at the junction, following a marked increase after phase 1 was completed in 2013. There has been a 19% increase in cycling at the Willsbrook/ Ballyowen Rd junction between 2014 and 2019. Between 2016 and 2019, similarly to Willsbrook Road/Mount Bellew Way junction, pedestrians at Willsbrook/Ballyowen Rd increased from 2364 to 3749. Upgrading the link through the park to the footbridge has been particularly well received.

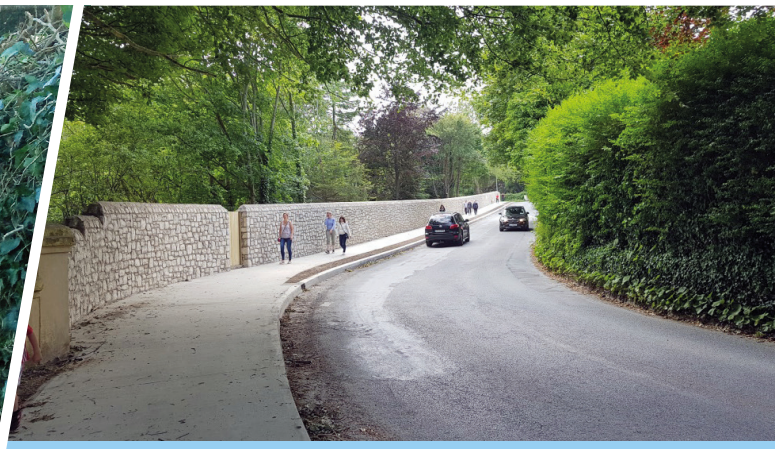
19%↑
Cyclists From 2014-2019

60%↑
Pedestrians From 2016-2019

Total Cost **€0.9M** *for this phase, total cost of entire scheme* **€3.15m**



Before



After

St. Laurence's Footpath

Description

The final Project consisted of safety upgrades to 130m of Chapel Road in Delgany, County Wicklow. Along the scheme, the carriageway was widened to 6m and resurfaced with drainage and new kerbing. The scheme also involved the construction of 130m of solid block wall with granite facing and, most significantly, a new 2m wide footpath.

Need for scheme

Chapel Road links Delgany along with surrounding residential area (approx. 1.4k population) to St. Laurence's School (approx. 700 Students) and onwards to Greystones Educate together and Temple Carraig School to the north.

Safety concerns were raised due to the narrow carriageway, which caused vehicles to mount the footpath when passing. As the footpath was narrow, this brought about the need to widen both the carriageway and footpath.

130m Roadway

130m Footpath

Scheme Benefits

The widened section of the road now has provision for cars to pass safely without having to encroach on footpaths. The widened footpath and grass verge provides a safer and more attractive route for school children and parents to use to access the nearby St. Laurence's School.

Total Cost **€0.3M**

Financial Outturn

2017 FUNDING ENVELOPE

The Authority provided funding of **€23.04M** in 2017 to the various projects in the STMG programme, comprising **€14.45M** in the GDA, and **€8.59M** in the Regional Cities.

For comparative purposes, the equivalent spend in 2016 was **€33.93M**, comprising **€21.22M** in the GDA, and **€12.71M** in the Regional Cities. In the latter half of 2017, the Department of Transport, Tourism and Sport confirmed the re-establishment of multi-annual funding.

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. In 2017 this accounted for 64.5% of the total drawdown under the programme in the GDA and 26.7% in the Regional Cities.
- 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 2017

Total	Bus	Walking / Cycling	Traffic Management	Safety	Other
€14.45M	€1.27M	€9.32M	€3.84M	€0.004M	-
100%	8.79%	64.50%	26.57%	0.03%	-

Table 2 - Regional Cities Financial Outturn by scheme type 2017

Total	Bus	Walking / Cycling	Traffic Management	Safety	Other
€8.59M	€0.28M	€2.3M	€4.65M	-	€1.35M
100%	3.26%	26.72%	54.13%	-	15.72%

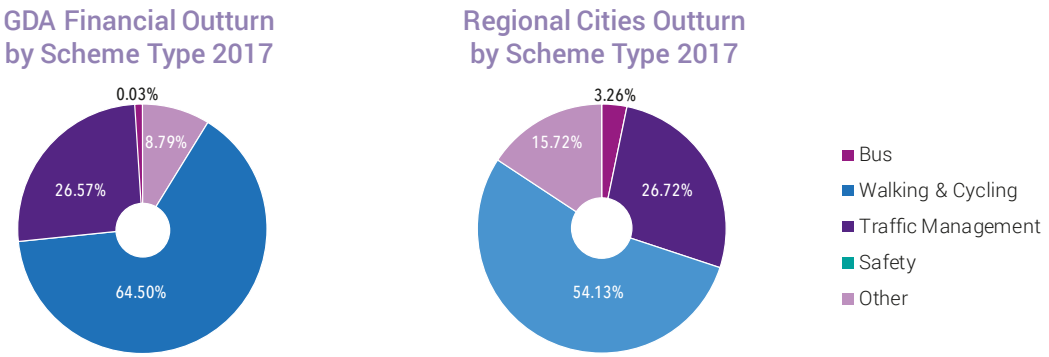


Figure 3. Outturn by Scheme Type 2017 for GDA and Regional Cities

Tables 3 below show the combined breakdown of Outturn by Scheme type for the GDA and Regional Cities in 2017. **Tables 4, 5** and **6** below provide comparative information for the three preceding years of combined Outturn by scheme type for the GDA and Regional Cities.

Table 3 - 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%	6.70%	50.40%	36.90%	0.02%	5.90%

Table 4- 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%

Table 5 - Financial Outturn by scheme type 2015

Total	Bus	Walking / Cycling	Traffic Management	Safety	Other
€23.04M	€1.55M	€11.62M	€8.5M	€0.004M	€1.35M
100%	6.70%	50.40%	36.90%	0.02%	5.90%

Table 6 - Financial Outturn by scheme type 2014

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 4 below provides comparative information for the period 2014 to 2017, reflecting the overall financial restrictions within the STMG programme overall (reflected in diminishing overall expenditure), and the profile of expenditure across the five sub-programmes, namely Safety, Traffic Management, Other, Walking / Cycling and Bus:

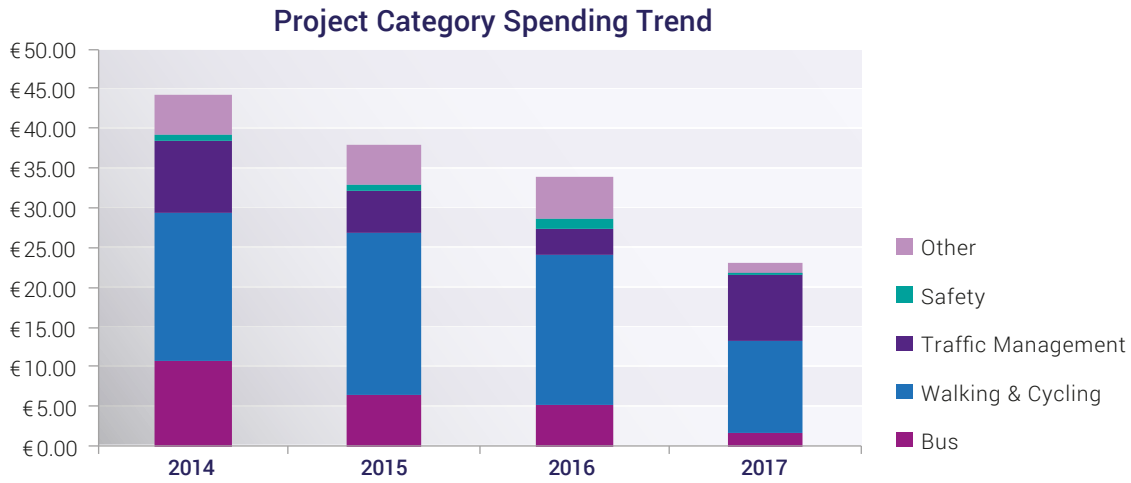


Figure 4. GDA and Regional Cities Outturn by Scheme Type between 2014 and 2017

Breakdown by scale of project

The Project Management Guidelines (see below) identify project management requirements commensurate with the scale of the overall project cost, divided into three categories as follows:

- projects under **€500,000**
- projects between **€500,000** and **€5 million** and
- projects between **€5 million** and **€20 million**.

Table 7 - 2017 Breakdown by scale of project finance

Project Overall Cost	< €500,000	€0.5 - €5 Million	> €5 Million
No. of projects			
Cork City Council	2	4	0
Cork County Council	10	0	0
Dublin City Council	21	19	1
Dublin City University	3	0	0
Dun Laoghaire Rathdown County Council	6	1	0
Fingal County Council	4	1	0
Galway City Council	4	1	0
Kildare County Council	4	1	0
Limerick City and County Council	13	2	0
Meath County Council	12	4	0
South Dublin County Council	4	7	0
University College Dublin	1	0	0
Wicklow County Council	8	4	0
Waterford County Council	0	1	0
Total	**92**	**45**	**1**

The profile of project scale shown above facilitates a robust balance at programme level between the delivery of larger projects (which have more onerous administrative, planning and financial management requirements, but with strategic benefits to the region) and the more immediate impact of smaller schemes, which are generally more straightforward to deliver, and which bring sustainable benefits 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 53% of the total within the GDA was drawn down in Dublin City, 25% in the rest of County Dublin, with the remaining 22% spent in the

rest of County Dublin, with the remaining 22% spent in the three outer counties. 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 commuters travelling into the city from neighbouring Local Authorities.

Over 49% of the funding within the Regional Cities was drawn down by Cork City Council, 18.8% in Limerick City Council, 14.12% in Cork County Council and 17.65% between Galway County Council and Waterford City and County Councils.

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

Table 8- 2017 GDA Financial Outturn breakdown by Local Authority

Local Authority	DCC	DLRCC	FCC	KCC	MCC	SDCC	WCC	Campus
Financial Outturn	€7.7M	€1.3M	€0.5M	€0.6M	€1.9M	€1.8M	€0.5M	€25k
100%	53.32%	9.30%	3.60%	4.41%	13.49%	12.20%	3.51%	0.18%

Table 9 - 2017 Regional Cities Financial Outturn breakdown by Local Authority

Local Authority	CCC	CCoC	GCC	LCCC	WCCC
Financial Outturn	€4.2M	€1.2M	€1.1M	€1.6M	€0.4M
100%	49.41%	14.12%	12.94%	18.82%	4.71%

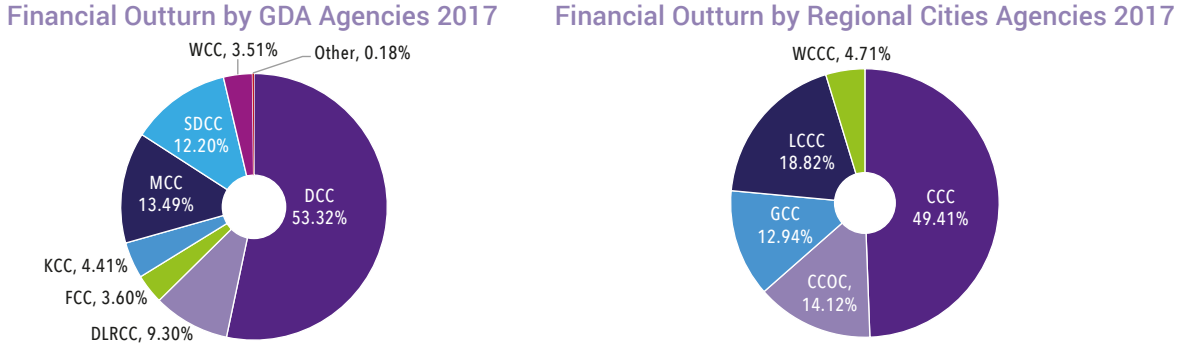


Figure 5. Financial Outturn by GDA and Regional Cities Agencies 2017

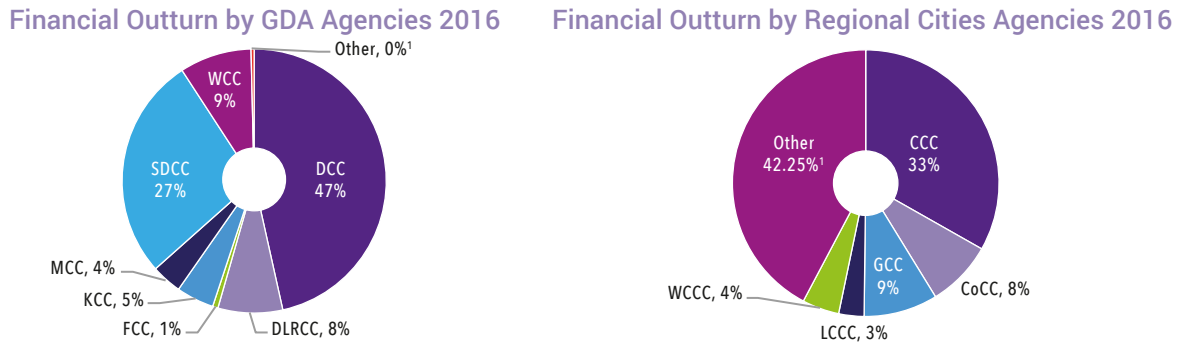


Figure 6. Financial Outturn by GDA and Regional Cities Agencies 2016

[1]"Other" in 2016 included works for Bus Eireann, Dublin Bus and Iarnoid Eireann

Authority Administration

Project Reporting System (PRS)

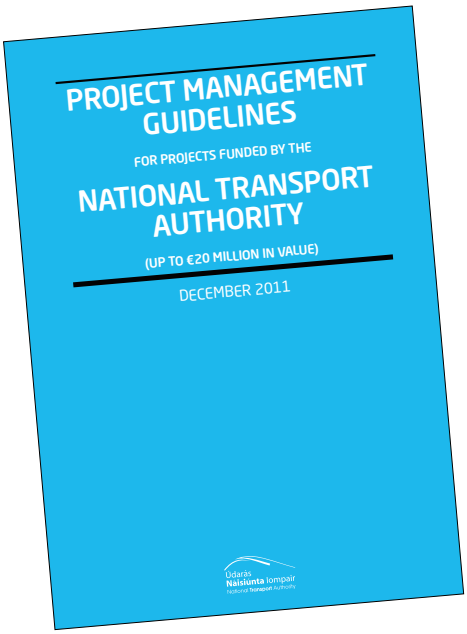
A Project Reporting System (PRS), which was implemented in the first part of 2012, continues to provide a dependable system for inter-agency payments to be claimed, reviewed and processed online, and provides management tools to oversee project expenditure progress. The PRS processed all Authority payments 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 2017

During 2017, the STMG programme was audited by the external auditors appointed to conduct internal audits on behalf of the Board of the Authority. The report findings included *inter alia*:

- That a sufficient audit trail exists;
- That funds claimed by recipients had been properly expended; and
- That the Authority's procedures provide reasonable assurance with regard to the authorisation and monitoring systems for grant claims.

Appendix A

2017 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	6527	40	0	3390	2615	0
Dun Laoghaire Rathdown County Council	485	60	0	875	0	0
Meath County Council	2685	575	0	75	0	0
South Dublin County Council	400	1935	0	800	0	400
Fingal County Council	0	0	0	0	0	0
Wicklow County Council	600	0	0	600	0	0
Cork County Council	457	0	0	0	0	205
Cork City Council	0	375	0	0	335	0
Limerick City Council	340	0	0	0	0	20
Waterford City Council	390	0	0	190	0	0
Totals	**11284**	**2985**	**0**	**5330**	**2950**	**625**

Appendix A

2017 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	13	15	0	358	13	1
Dun Laoghaire Rathdown County Council	2	3	0	127	1	0
Meath County Council	0	4	1	0	6	0
South Dublin County Council	3	5	1	0	1	0
Fingal County Council	0	0	0	0	8	0
Wicklow County Council	0	4	0	0	0	0
Cork County Council	0	2	0	0	5	0
Cork City Council	3	1	0	0	0	0
Limerick City Council	0	2	0	0	2	0
Waterford City Council	1	3	0	0	3	0
Totals	**22**	**35**	**2**	**485**	**39**	**1**

Additional relevant metrics:

DCC/12/0009 S2S Bull Road to Causeway Road Project

- 2000m of watermain
- 1900m of flood defence wall

DLRCC/13/0013 Bike Hire Study

- Final Report on Bike Hire Options delivered

SDCC/12/0018 Willsbrook Road Cycle Scheme

- 13 Public lights installed

WCC/16/0001 St. Laurence's Footpath Provision

- Construction of new wall

Appendix B

Full List of Projects

Agency	Project	2017 Outturn (€)
CCC	Kent Station to City Centre Linkage Project (Phase 2)	€199,803.00
CCC	City Centre PTI (City Centre Movement Strategy- Phases 1&2)	€2,706,272.00
CCC	Bus Surveys	€39,237.00
CCC	Project 1 - SE Strategic Corridor: Mahon Point Bus Gate plus new accesss to Greenway	€707,909.00
CCC	Project 2 - SE Strategic Corridor: Skehard Road/ Church Road junction.	€524,551.00
CCC	Variable Message Signage	€68,442.00
CCoC	Cycle Strategy - Cork County	€523.00
CCoC	Douglas Sustainable Transport Interventions - Traffic Calming on Old Carrigaline Road	€66.00
CCoC	Douglas Community Park Shared Use Path	€18,051.00
CCoC	Donnybrook Crossing & Bus Stop Provision	€202,644.00
CCoC	South Douglas Road/ Tramore Valley Cycle Link	€2,849.00
CCoC	Cork Harbour Greenway (Glenbrook- Raffeen) Detailed Design	€74,490.00
CCoC	Ballybrack Valley Cycle Phase 2 and 3	€397,407.00
CCoC	Little Island Junction Upgrade	€404,731.00
CCoC	Cobh Taxi Waiting Scheme	€29,344.00
CCoC	Footpath Linkages Programme	€105,989.00
DCC	Hole in the Wall Road Improvements	€8,198.00
DCC	Royal Canal Cycle Route (Phase 2)	€175,964.00
DCC	Newcomen Bridge Cycle Scheme	€939,143.00
DCC	Royal Canal Cycle Route Phase 3 (North Strand Road to Phibsborough Road)	€112,876.00
DCC	Liffey Cycle Route	€153,334.00
DCC	Dublinbikes Expansion (Grangegorman and Environs)	€882,655.00
DCC	The Point Junction Improvement Scheme	€29,883.00
DCC	Grand Canal Cycle Route	€10,174.00
DCC	Heuston to Chapelizod Greenway	€441,501.00
DCC	Fairview to Amiens Street Cycle Route	€273,866.00
DCC	Dodder Cycle Route	€64,858.00
DCC	City Centre High Density Cycle Parking Strategy	€43,059.00
DCC	St. Stephen's Green Traffic Management	€243,521.00

Agency	Project	2017 Outturn (€)
DCC	Cycle Parking	€154,351.00
DCC	MID_Pedestrian Improvements - Winetavern Street at Christchurch (in front of The Arch)	€125,194.00
DCC	Chapelizod By Pass Bus Lane Scheme	€380,201.00
DCC	Custom House Quay Contra Flow Bus Lane	€3,871.00
DCC	Clonskeagh to City Centre Cycle route	€105,901.00
DCC	Safety Improvements to Grand Canal Cycle Scheme (Grand Canal St. to Portobello)	€8,611.00
DCC	South Campshires	€14,814.00
DCC	DPTIM Civil Interventions	€56,762.00
DCC	Fibre Optic Connection to Garda Control Centre	€20,664.00
DCC	East Link Bridge pedestrian and Cyclist Facilities - Feasibility Study	€94,699.00
DCC	City Centre Study Proposals - Initial Schemes	€84,657.00
DCC	Junction Changes related to City Centre Proposals	€74,164.00
DCC	Luas Cross City- Associated Traffic Changes	€1,461,051.00
DCC	College Green Plaza Development	€785,306.00
DCC	Bus Lanes North and City Quays (Bachelors, Aston, Wellington etc.)	€474,191.00
DCC	Asset Renewal Cycle Road Markings	€100,000.00
DCC	Asset Renewal Bus Priority Road Markings	€100,000.00
DCC	Provision of cycle parking in schools	€5,127.00
DCC	Park Lane/ North Wall Quay Junction Improvements	€60,005.00
DCU	DCU Permeability between DCU campus elements	€9,348.00
DCU	Expansion of Bus Terminus at DCU (Option study)	€15,990.00
DCU	Secure Cycling Parking Assessment	€6,058.00
DLRCC	Wyattville Road	€1,047,192.00
DLRCC	DLR Public Bike Hire Study	€15,652.00
DLRCC	Sandyford to City Centre Cycle Scheme (Sandyford to Clonskeagh)	€63,027.00
DLRCC	New Pedestrian and Cycle entrance to Belfield on N11 at NovaUCD	€27,527.00
DLRCC	Stepaside to Leopardstown Valley Permeability Scheme	€125,794.00
DLRCC	Cycle Parking Development	€21,595.00
DLRCC	Upper Churchtown Road - Taney Road - Dundrum Road junction review	€40,357.00
FCC	Broadmeadow Estuary Cycle & Pedestrian Bridge	€90,000.00
FCC	S2S Extension Sutton to Malahide	€36,789.00
FCC	Balbriggan Sustainable Transport improvements	€47,806.00
FCC	Swords Sustainable Transport Improvements	€195,000.00

Agency	Project	2017 Outturn (€)
GCC	Access improvement Study - Parkmore Industrial Estate	€233,117.00
GCC	Junction Safety Improvements	€473,127.00
GCC	Galway City Centre Transport Management Plan	€375,461.00
KCC	North South Corridor Scheme - Maynooth (inc Footbridge)	€501,835.00
KCC	Dublin Road Corridor improvements - Naas	€92,557.00
KCC	GDA Cycle Network Design in Naas - completion of design contracts for three routes	€39,271.00
KCC	Bus Stop Project, Newbridge Road, Naas (Jigginstown)	€4,994.00
KCC	Kildangan Bridge Signalised Pedestrian Facility	€2,796.00
LCCC	Railway Station Access - Parnell and Davis Street	€1,133,371.00
LCCC	Dublin Road Bus Priority Scheme	€46,965.00
LCCC	Limerick City Junction Upgrade Works - Catherine Street/Roches Street Junction	€253,708.00
LCCC	Parnell Street Phase 3	€147,586.00
LCCC	CCTV for City Centre bikes stations	€9,920.00
MCC	Drogheda - Navan -Trim Cycleway	€94,711.00
MCC	Navan: Cantilevered bridge provision for cyclists and pedestrians	€36,890.00
MCC	Laytown Park and Ride	€64,368.00
MCC	Ashbourne: Main Street Refurbishment Scheme	€38,777.00
MCC	GDA Cycle Network Design within Meath towns, Scheme 1 - Proudstown Road to Trim Road - Navan	€111,178.00
MCC	GDA Cycle Network Design within Meath towns, Scheme 2 - Fairgreen to Johnstown - Navan	€8,958.00
MCC	GDA Cycle Network Design within Meath towns, Scheme 3 - Ratoath Town Network	€371,608.00
MCC	Development of - Kennedy Place	€54,580.00
MCC	Town Improvements, Kells	€133.00
MCC	Navan Town Centre Traffic Management	€190,134.00
MCC	Dunboyne Cycle Network	€15,393.00
MCC	Ashbourne Cycle Network	€63,753.00
MCC	Navan Town Centre Traffic Management - Revised Roundabout at Circular Rd/Railway Street	€734,042.00
MCC	Cople Rd. Drogheda, Co Meath, Bus Stop	€3,535.00
MCC	Gormanston to Stamullen Footpath	€50,000.00
MCC	Laytown School- Bettystown Footpath	€108,005.00
SDCC	Tallaght to Templeogue cycle route	€107,755.00
SDCC	Dodder Regional cycle route	€63,022.00
SDCC	Tallaght to Ballyboden walking and cycling route	€17,391.00
SDCC	Willsbrook Road Cycle Facilities, Lucan.	€877,466.00

Agency	Project	2017 Outturn (€)
SDCC	Tallaght to Liffey Valley Cycle Scheme	€11,340.00
SDCC	N4 to City Centre Cycle Scheme (Celbridge Road Junction to Palmerstown)	€36,045.00
SDCC	Green School cluster works - Ballyboden	€599,955.00
SDCC	Hazelhatch Bridge Signalisation- Traffic Safety Improvements	€20,000.00
SDCC	Fortunestown LAP Junction Design	€2,631.00
UCD	UCD Cycle Parking	€10,000.00
WCC	Arklow - Shillelagh Cycle Route (planning completion)	€34,496.00
WCC	Marine Road Cycle Route	€49,911.00
WCC	Boghall Road Cycle Route	€124.00
WCC	Strand Road Cycle Track	€249,425.00
WCC	Bray DART Interchange	€16,206.00
WCC	Fitzwilliam Square (complete design)	€7,756.00
WCC	Wicklow Town port access route to Station Pedestrian Access	€17,224.00
WCC	Arklow - ped cycle scheme. Main Street/Vale Road/Wexford Road Junction	€87,277.00
WCC	St Laurence's School Footpath provision	€17,866.00
WCC	N81 Baltinglass VRU improvements	€8,995.00
WCC	Strand Road extension to Harbour / Schools and Aquarium area	€12,668.00
WCC	Permeability to Public Transport or Schools	€5,000.00
WCCC	WIT to Waterford City Centre	€447,030.00

Abbreviation	Agency
CCC	Cork City Council
CCoC	Cork County Council
DCC	Dublin City Council
DCU	Dublin City University
DLRCC	Dun Laoghaire Rathdown County Council
FCC	Fingal County Council
GCC	Galway City Council
KCC	Kildare County Council
LCCC	Limerick City and County Council
MCC	Meath County Council
SDCC	South Dublin County Council
UCD	University College Dublin
WCC	Wicklow County Council
WCCC	Waterford City and County Council

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