

# 2018 Annual Report

## Sustainable Transport Measures Grants



Project  
Ireland 2040  
*Building Ireland's  
Future*

**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.

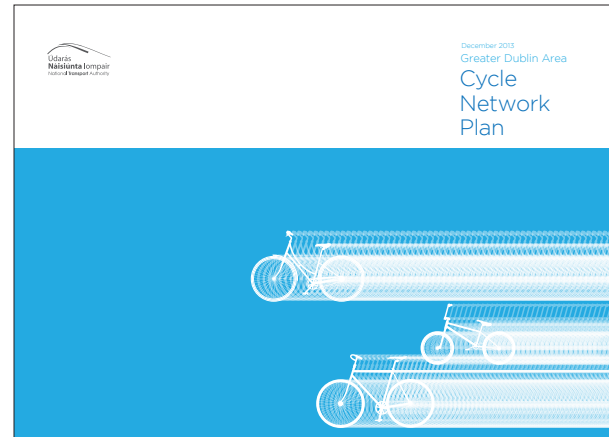


Figure 1 Cycle Network Plan

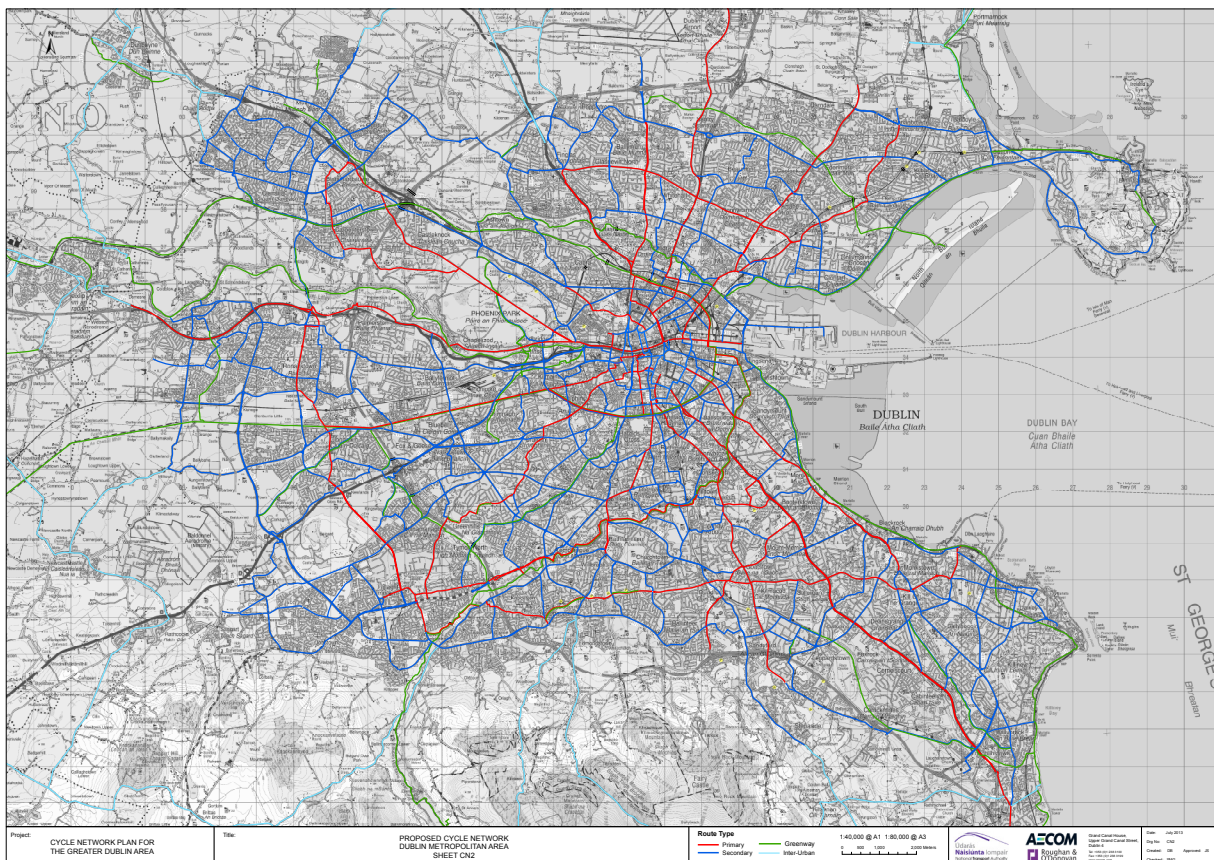


Figure 2 Cycle Network Plan for the Greater Dublin Area

**In 2018, 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.

- **Sandymount to Blackrock**

Following public consultation on the Sandymount /Merrion to Blackrock Corridor Study in 2017, the NTA undertook a further assessment to identify the potential to fit a combined cycleway and footpath on the coastal side from Idrone Terrace to Brighton Vale, in a manner that complies with the prevailing environmental legislation. A revised proposal, including the above section and omitting the contentious overpass and underpass at Merrion Gates, was presented to a joint stakeholder group comprising public representatives from both Dublin City Council and Dún Laoghaire Rathdown County Council. The representatives agreed to continue the scheme in their respective areas. The report on the public consultation was published on the NTA website.

- **Sutton to Malahide Section**

Fingal County Council progressed preliminary design work for the section between Sutton and Malahide. A 1.8km stretch of this greenway between Baldoyle and Portmarnock was granted planning permission by An Bord Pleanála in July 2018. This was a significant achievement as the greenway passes through Dublin Bay SPA and SAC.

The design included 3 metre wide cycletrack and 2 metre wide footpath separated by a 2.4 metre wide grass verge, with short sections of shared used paths on the approaches to a bridge and at road crossings.

- **Malahide to Donabate**

Fingal County Council also finalised planning documents for the Malahide to Donabate section, including a new pedestrian and cycle link across the Malahide Estuary with the intention to submit this to An Bord Pleanála in the first half of 2019.

### **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 Dún Laoghaire-Rathdown County Council lands at Milltown, to Tallaght in South Dublin and onwards to Bohernabreena.

In 2018 South Dublin County Council progressed the detailed design for its 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, developed an emerging preferred route for the Dodder Greenway through their respective administrative areas. In October 2018, the Council sought feedback from all interested stakeholders by means of non-statutory public consultation, to inform the decision on the option to advance to preliminary design.

Detailed design and tender documents were completed for the Dodder Flood Alleviation works, which includes for the provision of a high quality pedestrian and cyclist greenway linking Donnybrook Road and Herbert Park.

### **Grand Canal Greenway**

Kildare County Council progressed preliminary design for the Sallins - Naas cycleway. Dublin City Council was unable to progress the scheme in their area due to resource constraints.

## **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 network 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 2018 Projects

## Cork City Council

SE Strategic Corridor: Skehard Rd (Park Hill to Church Rd including CSO Junction)

Cork City Centre: Public Transport Improvements

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## Cork County Council

Ballybrack Cycleway

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## Dublin City Council

Cycle Parking

Newcomen Bridge

Just Eat dublinbikes Expansion

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## Dun Laoghaire-Rathdown County Council

Wyattville Road

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## Kildare County Council

North South Corridor Scheme: Maynooth

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## Meath County Council

Navan: River Boyne Cantilevered Bridge

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## South Dublin County Council

Bus Market Opening: Bus Stop Infrastructure

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## SE Strategic Corridor: Skehard Rd




### (Park Hill to Church Road, including CSO junction)

#### Description

The project consisted of realignment and improvement works along the R852 Skehard Road. The construction works were carried out between Park Hill estate junction and Church Road junction. The scheme provided new footways, cycle tracks, bus lanes, traffic lanes and associated signage, traffic signals, and service works. The project also included the upgrade of the CSO junction.

#### Need for Scheme

The Project is along the Strategic Transport Corridor between Mahon and the City Centre. The Mahon area has experienced considerable growth in employment and retail in the last number of years. This growth has placed considerable strain on the surrounding road network. In 2014 the National Transport Authority sponsored the South East Strategic Corridor Study.

	<b>870m</b>	Cycle Lanes
	<b>200m</b>	Inbound Bus Lane
	<b>Eight Two 2,600m</b>	Pedestrian Crossings Junction Upgrades Footpath

The Study identified infrastructure improvement interventions to reduce bus journey times and facilitate the safe and efficient movement of pedestrians and cyclists. The Skehard Rd widening and enhancement project was the second highest scoring project within the South East study area. The only project scoring higher was the Mahon Point Bus Gate, which achieved substantial completion in 2017.

**Total Cost**      **€3.6M**



## Cork City Centre: Public Transport Improvements

### Description

The Cork City Centre Public Transport Improvements project is the largest NTA capital investment in sustainable transport infrastructure in Cork to date. Cork City Council, with the support of the National Transport Authority, facilitated a number of City Centre public transport improvements. The project extended from the River Lee's North Channel to Patrick Street and west to the Mercy University Hospital.

The project, supported by Elected Members, delivered interventions agreed under the City Centre Movement Strategy, a precursor to the Draft Cork Metropolitan Area Transport Strategy. The civil works included substantial upgrades for pedestrians, including new pedestrian crossings and substantial new and upgraded footpaths. This accords with their Walking Strategy and provides continued support for the



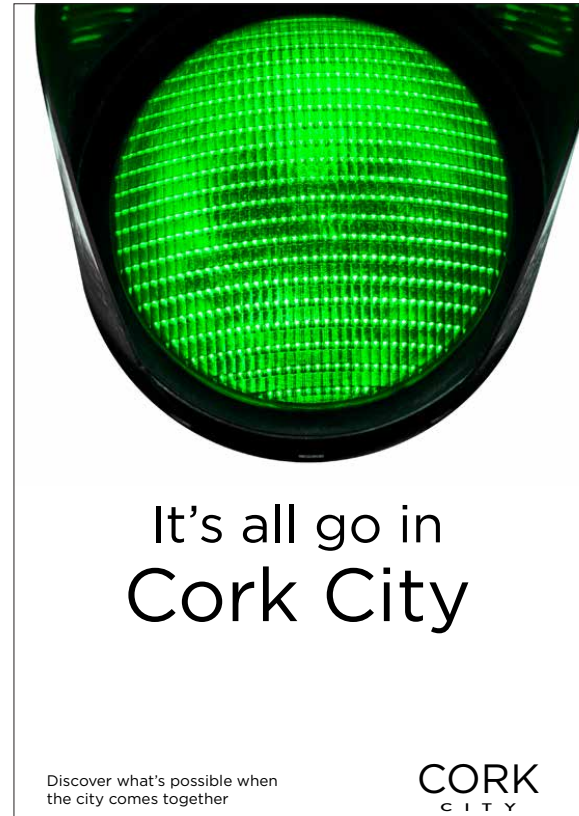
**Bus Priority 15:00 - 18:30**  
on Patrick Street

high 29% modal share which walking has in the city. Bus priority measures included extended bus and cycle lanes and a new bus gate on Sheares Street to prioritise public transport at the junction. A two-way segregated cycle track was constructed along the north quays of the Northern Channel of the River Lee, which will connect to Kent Station in due course.

A significant element of the project introduced restrictions to general vehicle traffic on Patrick Street from 15:00 to 18:30 daily, to allow public transport only and secure significant improvements for bus journey time reliability. In preparation for the project's introduction, the Local Authority and the National Transport Authority engaged with city business groups and representatives. A promotional and awareness campaign for the City Centre 'It's all go in Cork City' was also delivered with assistance from the National Transport Authority.

In addition to traffic restrictions on Patrick Street, two bus routes (BE Route 203 and BE Route 215) were realigned to improve accessibility to the City Centre. The Black Ash Park & Ride shuttle bus service from Lapp's Quay was extended to include a City Centre loop via Parnell Place, South Mall, Patrick Street and Grand Parade, with extra buses and extended operating hours. During the launch of the project a promotional Leapcard fare of €1 was available for full city zone travel after 3pm for a month.

Traffic management interventions, junction realignment and signalling improvements were introduced to improve the flow of general traffic away from and around the city centre, while maintaining accessibility to and from city centre car parks.



### Scheme Benefits

The population in the Cork City Area grew by 5% between 2011 and 2016. New developments around the City Centre are currently expected to deliver approximately 3,200 new hotel beds, 3,100 additional student beds and 10,000 new jobs over the next 5 years. This bus priority intervention at a key segment of the city's bus network delivers bus journey time reliability during peak hours, including a safer and calmer environment for pedestrians and cyclists. The project also delivered more bus services to the city centre and preliminary figures show significant increases on bus passenger numbers, on-street footfall and a reduction in bus journey times in Cork City Centre.

**Total Cost** €6.7M



# Ballybrack Cycleway

## Description

The Ballybrack Valley Shared Use Pedestrian and Cycle track has been constructed from Church Road in Douglas Village southwards through the Ballybrack Valley, to serve the residential areas of Donnybrook and Maryborough. Most recently in 2018 the scheme was extended towards Carrigaline which, in the short term, will serve lands zoned residential and also the existing housing estate of Maryborough Ridge giving resident and commuters on Maryborough an off-road pedestrian and cycle route to and from Douglas Village.

## Benefits of the Scheme

The scheme enhances connectivity of the South Douglas Environs for pedestrians and cyclists. The project provides a safe and direct off road route for commuters, school goers and leisure enthusiasts. The project has created an environment to encourage modal shift to sustainable forms of transport, improving the quality of life for residents in the area.



**925m** Shared Use Path

The project included CCTV and low energy LED lighting that is ecologically sensitive to the wildlife in the adjacent area.

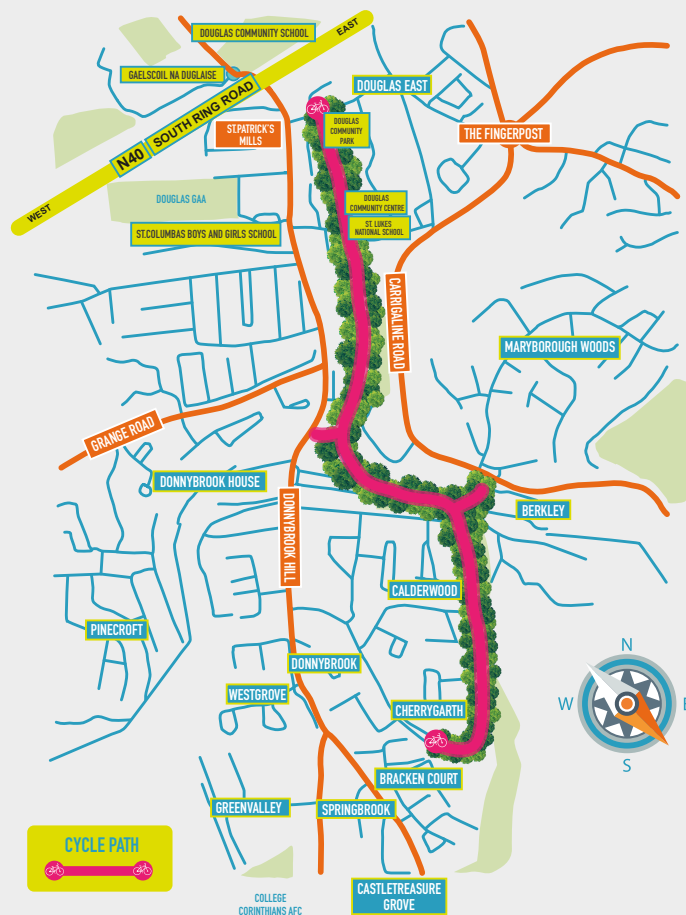
## Outcome

With a successful official opening in June 2018, the Ballybrack Valley Shared Use Pedestrian and Cycle track has been well received by the local population.

**Total Cost** €1.1M

*“What a joy and relief from the incessant traffic. This path is a gem in the heart of Douglas”*

## BALLYBRACK VALLEY (Mangala) Pedestrian & Cycle Route



Cork  
County Council  
Comhairle Contae Chorcaí



Ballybrack Valley (Mangala) Cycle Path Route



# Cycle Parking

## Description

Cycling as a means of travel for both leisure and work trips continues to be an attractive alternative to the private car for journeys in Dublin City Centre. In 2015, Dublin City Council published its City Centre Cycle Parking Strategy. This strategy focused on delivering a suite of cycle parking measures which included the management and security of cycle parking in the core city centre to meet current and future demand.

A detailed analysis was carried out which identified the existing city centre cycle parking provision, projected the future needs and identified a further 163 sites which could accommodate the projected increased demand towards 2030. Based on these projections and the assumptions of continued growth in bicycle trips, it is estimated that 16,250 cycle parking spaces will be required by 2030.



967

Cycle Parking Stands

Through the City Centre Cycle Parking projects, Dublin City Council, with the support of the National Transport Authority, committed to delivering increased cycle parking by reassigning city centre car parking to cycle parking. The recent expansion of existing cycle parking facility at Drury St car park in 2017 provided enclosed and monitored cycle parking. However, in 2018, the reassignment of on-street car parking to cycle parking provided an additional 970 spaces at key destinations in the city centre. Both the Council and the National Transport Authority expect to continue this programme of Cycle Parking in 2019 and 2020.

**Total Cost**

**Various contracts in the order of €0.5M per contract**



Before




After

# Newcomen Bridge

## Description

The Cycle Network plan for the Greater Dublin Area identifies eight cycle “Gateways”, which provide access to the inner core. One of these gateways is located at the intersection of North Strand Road and the Royal Canal at Newcomen Bridge. This intersection is on a key artery to the city centre from the north-eastern suburbs, where the existing road bridge provides access to the city traversing the Royal Canal and the existing rail spur to the Maynooth rail line.

The planned upgrade of the Royal Canal Greenway coupled with the approved plans for Amiens St and North Strand Road, will significantly increase the number of people crossing the existing bridge. To accommodate the projected demand, it was necessary to construct a parallel, 4m wide pedestrian bridge next to the existing bridge. The provision of this new and improved pedestrian facility provided safe segregated pedestrian and cycle facilities on the existing bridge.



One  
One  
One

Junction  
Toucan Crossing  
Pedestrian and  
Cycle Footbridge

Further, this facility segregates cyclists from buses, thus improving journey times for buses users along the busiest bus corridor in Dublin City.

This free spanning bridge structure was constructed off-site, transported to site and craned into position in a single weekend, requiring the closure of this busy road corridor for only 72 hours.

**Total Cost**      **€2.1M**



## Just Eat dublinbikes Expansion

### Description

Now in its tenth year of operation, Dublin City Council's public rental bike share scheme, 'Just East dublinbikes' continues to enjoy huge popularity in the city. The scheme is managed through a partnership agreement between Dublin City Council and the scheme operator JCDecaux Ireland Ltd.

Since its launch in 2009, the scheme has been expanded with the support of the National Transport Authority and now extends to 116 stations and 1,600 bikes in the city centre catchment. The number of subscribers continues to grow and is expected to reach 70,000 during 2019. To date over 26 million journeys have been taken on Just Eat dublinbikes.

The most recent expansion of the scheme in 2018 focused on the Grangegorman area of Dublin. Grangegorman Campus in Dublin 7 is one the most significant development areas in Dublin City at present. The focus of the development is to create a modern integrated campus for the Technological University Dublin



<b>15</b>	Just Eat dublinbikes Stations
<b>565</b>	Just Eat dublinbikes spaces

(TU Dublin), catering for 22,000 students, along with other ancillary community facilities. Given the scale of the new facility at Grangegorman, there was a strong case for the incorporation of an additional number of public bike rental stations at strategic locations in the area.

The objective of the project was to expand the scheme catchment by 15 stations (565 docking spaces) and 100 bikes centred on Grangegorman Campus, to provide a sustainable and efficient public transport choice for students, residents and workers in the area. Based on the projected student population of the campus when complete, the scheme expansion will greatly support the growth of cycling trips in the city and contribute to the further integration of land use and sustainable transport in the city.

**Total Cost**      **€1.4M**



Satisfaction with new infrastructure



62% are very satisfied and 30% are somewhat satisfied




# Wyattville Road

### Description

The scheme included approx. 1km of footpath and cycle facilities, 2 new bus stops, and 3 junction upgrades including a high quality crossing point from Kilbogget Park to Glenavon Park across Wyattville Road. A facility was also provided along Wyattville Road outside Ashlawn, where no footpath previously existed.

### Need for Scheme

Wyattville Road is a secondary link on the GDA cycle network; it is a key link between residential areas, employments areas, the N11 and five local schools. It is the primary connection across the N11 to the new town of Cherrywood. Over 6000 people travel to school or work from the immediate areas, of which some 1200 travel within the locality. The area is also a destination with 1900 people commuting inwards. Wyattville Road was a dual carriageway bounded by guardrail with insufficient crossing points and no footpaths for long stretches. It was a particularly car dominated environment and hostile to pedestrians, cyclist and bus users. The scheme has rebalanced the public space,

	<b>210m</b> <b>850m</b> <b>122m</b>	Cycle Lanes Cycle Track Shared-Use Path
	<b>Two</b>	Bus Stops
	<b>1,065m</b> <b>Three</b> <b>One</b>	Footpath Treated Junctions Isolated Crossing

opening up links to and through the nearby park and providing safe and attractive pedestrian cycling and bus stop facilities.

## Outcomes

The scheme was finished in February 2018; the number of cyclists counted on the north bound link increased by 250% from February 2018 to February 2019. In February 2019, the average daily number of pedestrians and cyclists using the new Killbogget Park access was 774 and 224 were using the new link to Glenavon Park and Ballyowen Special School.

Face-to-face intercept interviews with walkers and cyclists at the entrance to Killbogget Park were conducted in September 2018. A total of 105 interviews were completed. Interviewing was spread over both weekdays and a weekend day with an even split of both walkers and cyclists targeted.

Over 92% were satisfied with the new facilities, 68% saying it was much safer, over 34% claim the new infrastructure has led to an increase in walking, and 20% of cyclists are cycling more. Over 70% agree that they would like to see more infrastructure such as the route at Wyattville Road. 56% would be prepared to have less room for car traffic in favour of infrastructure such as the Wyattville Road facility.

**Total Cost      €3.2M**



# North South Corridor Scheme:



## Maynooth

### Description

This project delivered a refurbished high quality cycle route and enhanced pedestrian infrastructure along Leinster Street, as well as new traffic free connections to the Royal Canal and Straffan Road. This road is a significant link from the larger residential areas south of the town to the railway station, university, schools, shopping and the Royal Canal recreational route. The refurbishment works involved the construction of facilities for cyclists and pedestrians, junction modifications, a new road surface and bus stop facilities. One challenge that was overcome during the course of the project was maintaining the Georgian character of the area.

### Benefits

Maynooth is a university town in the north of County Kildare, approximately 22 km west of Dublin City Centre. It has a population of 15,905 (Census 2016). This population increases to over 25,000 when students arrive during term time at Maynooth University. The scheme links the railway station to the Royal Canal,

	<b>55m</b> Cycle Track <b>320m</b> Shared-Use Path
	<b>406m</b> Footpath <b>One</b> Treated Junctions <b>One</b> Isolated Crossing

which is being developed as a key cycle route, from Dublin to Maynooth. Maynooth railway station is one of the busiest commuter stations connecting to and from Dublin. The scheme prioritises pedestrians and cyclists in a shared area and also provides a new emergency access route from the fire station to Straffan Road.


**Total Cost**      **€2.6M**



## Navan: River Boyne Cantilevered Bridge

### Description

The River Boyne divides the commercial core of Navan Town Centre from the town's eastern residential zone which includes Athlumney and Johnstown. These large residential areas are currently connected with the town centre by means of a historic arch bridge on the Kentstown Road. This bridge, constructed in the early 19th century for horse and carriage traffic, now accommodates vehicular movements between Drogheda and Navan, including a significant portion of heavy goods vehicles. In addition, this bridge accommodates many local trips to and from the town including journeys to and from the Loreto Convent and St Michaels on Convent Lane.

	<b>147m</b> Shared-Use Path
	<b>295m</b> Footpath <b>Two</b> Treated Junctions <b>Six</b> Pedestrian Crossings (3 Signalised) <b>One</b> Bridge

Meath County Council, with the support of the National Transport Authority, identified the need to address the substandard pedestrian and cyclist provision on the bridge. In 2018, Meath County Council appointed a contractor to construct a parallel bridge next to the existing bridge. This four metre wide shared space now provides segregated pedestrian and cyclist space to safely cross the River Boyne and access to the schools located on Convent Lane.

***“This new cantilevered bridge can serve the needs of such a variety of pedestrians and cyclists with different purposes. The vitality that this will bring to the centre of our town can only be imagined, but it will happen”.***

Mayor of Navan, Cllr Jim Holloway  
at the official opening of the bridge in November 2018

#### Outcomes

This new facility is the first step of an overall “Navan 2030” plan linking the Trim Road with the Johnstown quarter that aims to provide dedicated cycling and pedestrian infrastructure which is expected to be delivered in the coming years. This parallel bridge builds upon the Authority investment in Meath to deliver high quality pedestrian and cyclist infrastructure with improved urban spaces for the benefit of the town’s inhabitants. This aligns with the Council’s continued drive to ensure access to schools is improved and that short trips can be safely accommodated through sustainable means such as walking and cycling.

**Total Cost**      **€1.8M**



# Bus Market Opening: Bus Stop Infrastructure

## Description

The project provided all necessary infrastructure at new stopping locations within the South Dublin County Council administrative area for new routes to be operated on behalf of the National Transport Authority (NTA) in the Outer Dublin Metropolitan Area. The works included pavements, sockets and installing the bus stop infrastructure. Over the course of the scheme thirteen new bus stops were installed, the locations of which were agreed with South Dublin County Council, the National Transport Authority and the bus operator GoAhead. The new bus stops are served by the 175 route. The project represents a good example of inter-agency collaboration, between the National Transport Authority, the Local Authority and the Transport Provider.



**13** Bus Stops

## Need for Scheme

The project assisted the provision of a new quality public bus service for the Dublin Metropolitan Area which responds to local needs. The bus routes will assist the promotion of economic, social and cultural development, improve quality of life for our citizens and promote a more sustainable society. It will cater for a growing population in the geographical area served by the transport scheme.

**Total Cost** €0.4M

# Financial Outturn

## 2018 FUNDING ENVELOPE

The Authority provided funding of **€34.74M** in 2018 to the various projects in the STMG programme, comprising **€17.5M** in the GDA, and **€17.2M** in the Regional Cities.

For comparative purposes, the equivalent spend in 2017 was **€23.04M**, comprising **€14.45M** in the GDA, and **€8.59M** 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

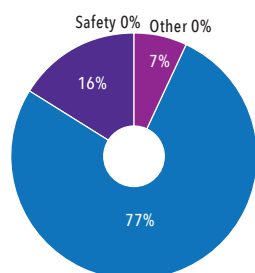
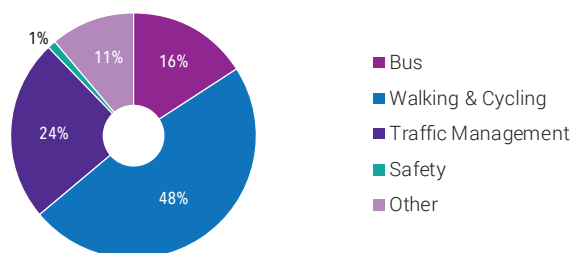
- Walking and cycling projects continued to attract the largest share of the overall funding allocation within the GDA with 77% of the funding. In the Regional Cities the highest drawdown of funding was also in walking and cycling at 48%.
- While the percentage for dedicated Safety schemes is comparatively 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 2018**

Total	Bus	Walking / Cycling	Traffic Management	Safety	Other
€17.5M	€1.3M	€13.4M	€2.8M	€0	-
100%	7.43%	76.57%	16.00%	0%	-

**Table 2 - Regional Cities Financial Outturn by scheme type 2018**

Total	Bus	Walking / Cycling	Traffic Management	Safety	Other
€17.2M	€2.8M	€8.2M	€4.1M	€0.1M	€2M
100%	16.28%	47.67%	23.84%	0.58%	11.63%

**GDA Scheme Type 2018****Regional Cities Scheme Type 2018****Figure 3. Outturn by Scheme Type 2018**

Tables 3, 4, 5, and 6 below provide comparative information for the combined category spend within the GDA and Regional Cities for 2018 and the three preceding years:

**Table 3 - Financial Outturn by scheme type 2018**

Total	Bus	Walking / Cycling	Traffic Management	Safety	Other
€34.7M	€4.1M	€21.6M	€6.9M	€0.1M	€2M
100%	11.82%	62.25%	19.88%	0.29%	5.76%

**Table 4- 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%

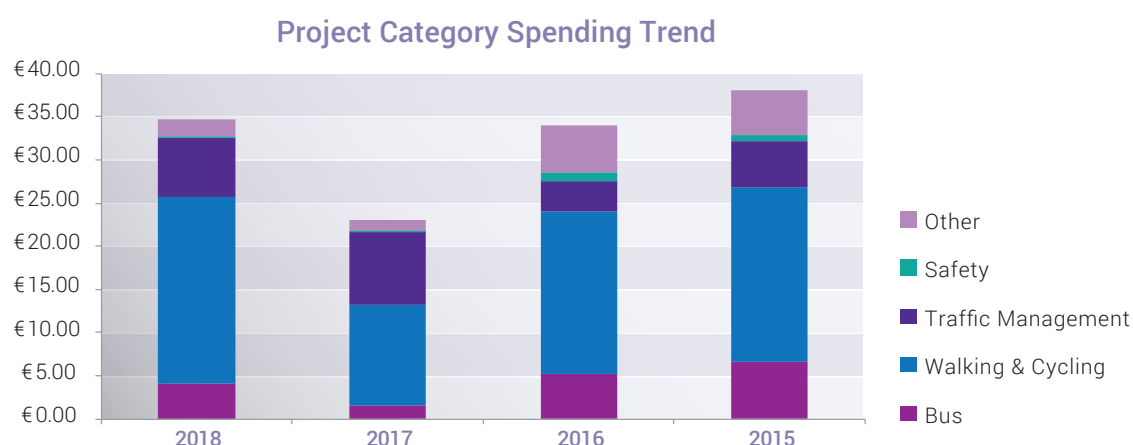
**Table 5 - Financial Outturn by scheme type 2016**

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 6 - Financial Outturn by scheme type 2015**

Total	Bus	Walking / Cycling	Traffic Management	Safety	Other
€38.05M	€6.57M	€20.24M	€5.31M	€0.75M	€5.18M
100%	17.27%	53.19%	13.96%	2%	13.61%

**Figure 4** below provides comparative information for the period 2014 to 2018, reflecting the overall financial restrictions within the STMG programme overall (reflected in diminishing overall expenditure), until 2018 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 2015 and 2018**

## 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 - 2018 Breakdown by scale of project finance**

Project Overall Cost	< €500,000	€0.5 - €5 Million	> €5 Million
No. of projects			
Cork City Council	3	10	1
Cork County Council	10	1	
Dublin City Council	21	13	1
Dublin City University	1		
Dun Laoghaire Rathdown County Council	9	1	
Fingal County Council	8	1	
Galway City Council	5	1	
Kildare County Council	9	1	
Limerick City and County Council	6	3	
Maynooth University	1		
Meath County Council	6	5	
South Dublin County Council	5	4	1
St. James Hospital	1		
Trinity College Dublin	1		
Waterford County Council	3	2	
Wicklow County Council	7	2	
<b>Total</b>	<b>96</b>	<b>44</b>	<b>3</b>

The profile of project scale 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 38% of the total funding within the GDA was drawn down in Dublin City, 32% in the rest of County Dublin, with the remaining 30% spent in the three outer counties, University Campuses and Hospitals. 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 60% of the funding within the Regional Cities was drawn down by Cork City Council, with 8% going to Cork County Council. Waterford City and County Council received 15% of the funding, followed by Limerick City and County Council which received 12%. Galway City Council had a drawdown of 5% of the funding for the Regional Cities.

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

**Table 8- 2018 GDA Financial Outturn breakdown by Local Authority**

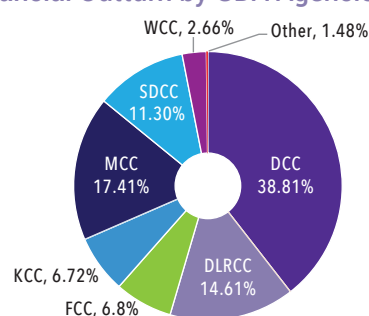
Local Authority	DCC	DLRCC	FCC	KCC	MCC	SDCC	WCC	Campus
Financial Outturn	€6.8M	€2.6M	€1.2M	€1.2M	€3.0M	€1.9M	€0.5M	€0.032M
100%	38.81%	14.61%	6.8%	6.72%	17.41%	11.30%	2.66%	1.48%

**Table 9 - 2018 Regional Cities Financial Outturn breakdown by Local Authority**

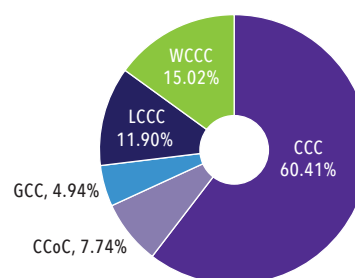
Local Authority	CCC	CCoC	GCC	LCCC	WCCC
Financial Outturn	€10.4M	€1.3M	€0.8M	€2.0M	€2.6M
100%	60.41%	7.74%	4.94%	11.90%	15.02%

In general, funding increased for all local authorities in 2018 compared to 2017. Financial Outturn for 2018 and 2017 for agencies within the GDA and Regional Cities are shown below.

**Financial Outturn by GDA Agencies 2018**

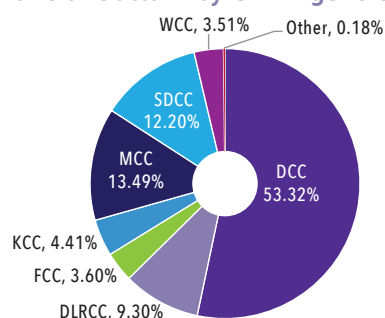


**Financial Outturn by Regional Cities Agencies 2018**

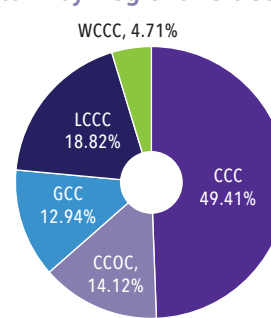


**Figure 5. Financial Outturn by GDA and Regional Cities Agencies 2018**

**Financial Outturn by GDA Agencies 2017**



**Financial Outturn by Regional Cities Agencies 2017**



**Figure 6. Financial Outturn by GDA and Regional Cities Agencies 2017**

# Authority Administration

## Project Reporting System (PRS)

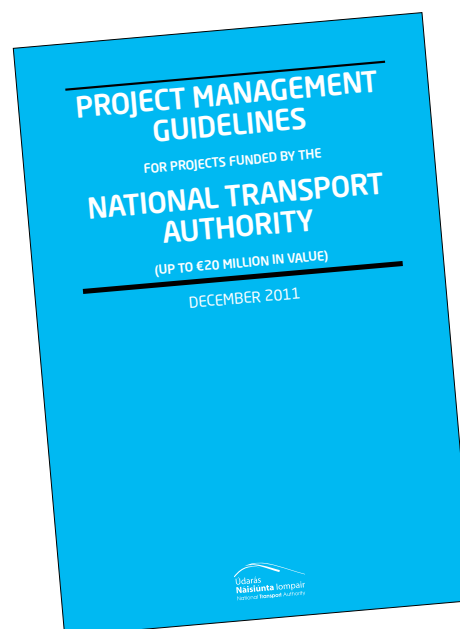
A Project Reporting System (PRS), which was implemented in the first part of 2012, continues to provide a dependable system for inter-agency payments to be claimed, reviewed and processed online, and provides management tools to oversee project expenditure progress. The PRS processed all Authority payments for the 2018 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 2018

During 2018, 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

## 2018 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	855	0	0	699	0	0
Dun Laoghaire Rathdown County Council	2899	122	0	2000	0	0
Kildare County Council	406	320	0	55	0	0
Meath County Council	295	147	0	0	0	0
South Dublin County Council	100	0	0	0	0	0
Fingal County Council	0	0	0	0	0	0
Cork County Council	3861	925	0	0	0	0
Cork City Council	4680	800	0	1195	1547	0
<b>Totals</b>	<b>13,096</b>	<b>2,314</b>	<b>0</b>	<b>3,949</b>	<b>1547</b>	<b>0</b>

# Appendix A

## 2018 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	1	0	738	7	0
Dun Laoghaire Rathdown County Council	17	3	0	250	1	0
Kildare County Council	0	1	0	0	1	0
Meath County Council	0	2	0	0	6	1
South Dublin County Council	13	0	0	0	0	0
Fingal County Council	0	0	0	0	8	0
Cork County Council	0	0	0	0	0	0
Cork City Council	13	10	0	0	17	0
<b>Totals</b>	<b>43</b>	<b>17</b>	<b>0</b>	<b>988</b>	<b>40</b>	<b>1</b>

# Appendix B

## Full List of Projects

Agency	Project	2018 Outturn (€)
CCC	Ballyvolane to City Centre Cycle project phase 1	1,291,688
CCC	Bus Surveys	66,389
CCC	City Centre PTI (City Centre Movement Strategy- Phases 1&2 )	2,348,474
CCC	Cycle Route: UCC to City Centre	47,925
CCC	Harley Street Pedestrian & Cycle Bridge	680,000
CCC	Kent Station to City Centre Linkage Project (Phase 2)	6,755
CCC	McCurtain St Quarter PTI (CCMS Phases 3,4&5)	206,683
CCC	Pedestrian Safety Interventions	570,000
CCC	Project 1 - SE Strategic Corridor: Mahon Point Bus Gate plus new accesss to Greenway	38,570
CCC	Project 2 - SE Strategic Corridor: Skehard Road/ Church Road junction.	2,500,000
CCC	Sarsfield Road	885,694
CCC	Thomas Davis Bridge	56,967
CCC	Variable Message Signage	467,453
CCC	Wilton Corridor	1,200,000
CCoC	Ringaskiddy Access Study	2,952
CCoC	Ballybrack Valley Cycle Phase 2 and 3	306,270
CCoC	Cobh Taxi Waiting Scheme	21,516
CCoC	Donnybrook Crossing & Bus Stop Provision	85,356
CCoC	Douglas Bus Facilities	60,296
CCoC	Footpath Improvement Works, County Cork	436,531
CCoC	Little Island Junction Upgrade	61,117
CCoC	South Douglas Road - N40 Junction 7	5,099
CCoC	South Douglas Road/ Tramore Valley Cycle Link	121,154
CCoC	Strategic Cycle Corridors	94,155
CCoC	Tramore Valley N40 Overbridge	132,874
DCC	Asset Renewal Cycle Road Markings	313,122
DCC	AVL Bus Priority Team Salaries & IT	158,198
DCC	Blood Stoney Bridge	99,308
DCC	Broadstone Lower Plaza	190

Agency	Project	2018 Outturn (€)
DCC	Bus Lanes North and City Quays (Bachelors, Aston, Wellington etc.)	475,498
DCC	City Centre High Density Cycle Parking Strategy	439,851
DCC	City Centre Study Proposals - Initial Schemes	96,786
DCC	College Green Plaza Development	336,322
DCC	Cycle Parking	614,152
DCC	Cycle Safe Intersections	200,164
DCC	Docklands Pedestrian and Cyclist Bridge - North Wall Quay	111,898
DCC	Dodder Cycle Route	168,290
DCC	Dodder Greenway Herbert Park	217,537
DCC	Dodder Public Transport Opening Bridge	213,108
DCC	DPTIM Civil Interventions	1,756
DCC	Dublinbikes Expansion (Grangegorman and Environs)	495,476
DCC	Fairview to Amiens Street Cycle Route	459,635
DCC	Fitzwilliam Cycle Route	99,187
DCC	Grand Canal Cycle Route	2,591
DCC	Heuston to Chapelizod Greenway	149,178
DCC	Hole in the Wall Road Improvements	272,964
DCC	Junction Changes related to City Centre Proposals	200,118
DCC	Liffey Cycle Route	31,760
DCC	Luas Cross City- Associated Traffic Changes	455,580
DCC	MID_Pedestrian Improvements - Winetavern Street at Christchurch (in front of The Arch)	179,142
DCC	Mount Bernard Park Public Lighting	35,787
DCC	Newcomen Bridge Cycle Scheme	277,090
DCC	Park Lane/ North Wall Quay Junction Improvements	156,969
DCC	Point Pedestrian and Cycling Bridge	1,165
DCC	Royal Canal (Phibsborough to Ashtown)	109,780
DCC	Royal Canal Cycle Route (Phase 2)	223,559
DCC	Royal Canal Cycle Route Phase 3 (North Strand Road to Phibsborough Road)	74,239
DCC	Safety Improvements to Grand Canal Cycle Scheme (Grand Canal St. to Portobello)	408
DCC	South Campshires	21,512
DCC	The Point Junction Improvement Scheme	84,591
DCU	Commuting Facilities at DCU all Hallows- pilot project	32,915
DLRCC	Cycle Parking Development	38,603

Agency	Project	2018 Outturn (€)
DLRCC	Dun Laoghaire-Rathdown BMO Bus Stop Infrastructure	64,448
DLRCC	Monkstown Road Cycle Route	140,000
DLRCC	N11 – Brewery Road Safety Scheme	55,021
DLRCC	New Pedestrian and Cycle entrance to Belfield on N11 at NovaUCD	120,693
DLRCC	Sandyford to City Centre Cycle Scheme (Sandyford to Clonskeagh)	165,179
DLRCC	Stillorgan Road Bus Stop (Greenfield Road)	39,600
DLRCC	Wyattville Road	1,921,168
DLRCC	Wyattville Road Bus Stop Upgrade	6,299
FCC	Broadmeadow Estuary Cycle & Pedestrian Bridge	186,130
FCC	Cycleway/Footpath Network Development in the Kinsealy Environs, Fingal, Co. Dublin	35,670
FCC	Drinan Holywell Pedestrian Cycle Link	4,379
FCC	Harry Reynolds Road Cycleway in Balbriggan	53,972
FCC	Pedestrian/Toucan signals	482,542
FCC	Royal Canal Cycle Route (12th Lock-KCC) (CN2) inc Deep Sinking Coolmine	166,505
FCC	Rush to Lusk Cycle Route	18,450
FCC	S2S Extension Sutton to Malahide	203,178
FCC	Snugborough Interchange Upgrade	42,413
GCC	Access improvement Study - Parkmore Industrial Estate	88,351
GCC	Ardaun Transport Study	63,914
GCC	Galway City Centre Transport Management Plan	287,040
GCC	Galway City Traffic counts	68,400
GCC	Greenway (City Centre to county - easterly)	18,990
GCC	Pedestrian Safety Improvements	320,000
KCC	Access Controlled Secure Bicycle Parking Scheme	18,450
KCC	Bus Shelter Improvement Works	32,338
KCC	Castledermot -Footpath	35,038
KCC	Celbridge Road – Maynooth	48,728
KCC	Dublin Road Corridor improvements - Naas	18,922
KCC	Footpath Caragh Village	22,500
KCC	Footpath Construction- Brownstown	54,993
KCC	GDA Cycle Network Design in Naas - completion of design contracts for three routes	3,747
KCC	North South Corridor Scheme - Maynooth (inc Footbridge)	850,591
KCC	Royal Canal Cycling (FCC border to Maynooth) inc. Railway -Canal - University Corridor Development	88,396

Agency	Project	2018 Outturn (€)
LCC	Raheen Roundabout to Quinn's Cross R/B and Fr Russell Road Walking and Cycling Improvements	5,868
LCC	Castletroy Urban Greenway	24,600
LCC	Dublin Road Bus Priority Scheme	375,682
LCC	Grove Island Roundabout (Pedestrian / Cyclist friendly Roundabout)	22,867
LCC	Limerick City Junction Upgrade Works - Catherine Street/Roches Street Junction	92,245
LCC	Limerick Urban Centre Revitalisation – O'Connell Street (LUCROC)	1,000,000
LCC	National Car Free Day 2018 - Limerick	18,000
LCC	Parnell Street Phase 3	485,185
LCC	Railway Station Access - Parnell and Davis Street	17,242
	Maynooth University Sustainable Commuting Hub	196,000
MCC	Ashbourne Cycle Network	135,000
MCC	Drogheda - Navan -Trim Cycleway	51,891
MCC	Dunboyne Cycle Network	3,955
MCC	GDA Cycle Network Design within Meath towns, Scheme 1 - Proudstown Road to Trim Road - Navan	21,459
MCC	GDA Cycle Network Design within Meath towns, Scheme 2 - Fairgreen to Johnstown - Navan	11,861
MCC	GDA Cycle Network Design within Meath towns, Scheme 3 - Ratoath Town Network	170,266
MCC	Laytown Park and Ride	26,997
MCC	Navan Town Centre Traffic Management	681,664
MCC	Navan Town Centre Traffic Management - Revised Roundabout at Circular Rd/Railway Street	173,659
MCC	Navan: Cantilevered bridge provision for cyclists and pedestrians	1,759,206
MCC	Town Improvements, Kells	3,998
SDCC	Bus Market Opening Bus Stop Infrastructure	131,849
SDCC	Dodder Regional cycle route	58,320
SDCC	Grand Canal 12th Lock to Hazelhatch Greenway	19,350
SDCC	Grand Canal Gates Opening	5,786
SDCC	Green School cluster works - Ballyboden	210,280
SDCC	Monastery road walking route	66,716
SDCC	N81 cycling, walking and bus facilities (Fortunestown to N82)	25,018
SDCC	Tallaght to Ballyboden walking and cycling route	1,408,750
SDCC	Tallaght to Templeogue cycle route	29,655
SDCC	Whitechurch Green Footpath Improvements Scheme	18,023
St James Hospital	Hospital 4 Courtyard Bike Shed	30,000
TCD	Bicycle parking in Trinity College Dublin	30,000

Agency	Project	2018 Outturn (€)
WCCC	Inner Ring Road Bicycle Provision Design	10,394
WCCC	Transportation Proposals for Waterford City, North Quays SDZ	1,750,000
WCCC	Bilberry to City Centre Improvement Works	16,346
WCCC	Henessys Road and Browns Lane Improvement	98,481
WCCC	WIT to Waterford City Centre	700,646
WCC	Arklow - ped cycle scheme. Main Street/Vale Road/Wexford Road Junction	7,000
WCC	Arklow - Shillelagh Cycle Route (planning completion)	34,772
WCC	Bray DART Interchange	8,931
WCC	Killarney Road Cycle Route (CN1)	8,485
WCC	N81 Baltinglass VRU improvements	8,485
WCC	St Laurence's School Footpath provision	251,717
WCC	Strand Road Cycle Track	127,625
WCC	Vevay Road Cycle Route (CN2)	8,485
WCC	Wicklow Town port access route to Station Pedestrian Access	8,522

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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