

# NTA Active Travel Investment

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## Topics Covered

- NTA Funding Remit
- Funding Programmes:
  - Active Travel (STMG)
  - Safe Routes to School (SRTS)
- Cycle Network Development and Planning
- Delivery Structures and Scaling Up
- Project Types / Potential Initial Schemes / Examples
- Gateway-driven process - PAGs

# Active Travel (STMG) Fund Purpose

## National Transport Authority Objectives: (ref DTA Act 2008)

10.— In exercising its functions the Authority shall seek to achieve the following objectives—

- (a) the development of an integrated transport system which contributes to environmental sustainability and social cohesion and promotes economic progress,
- (b) the provision of a well-functioning, attractive, integrated and safe public transport system for all users,
- (c) improved access to the transport system and, in particular, to public passenger transport services by persons with disabilities,
- (d) increased use of the public transport system,
- (e) increased recourse to cycling and walking as means of transport, and
- (f) value for money.

## Active Travel Fund Objectives

- Increased levels of walking and cycling;
- Access for all;
- Increased use of Public Transport; and
- Value for Money



## STMG Fund - Overall

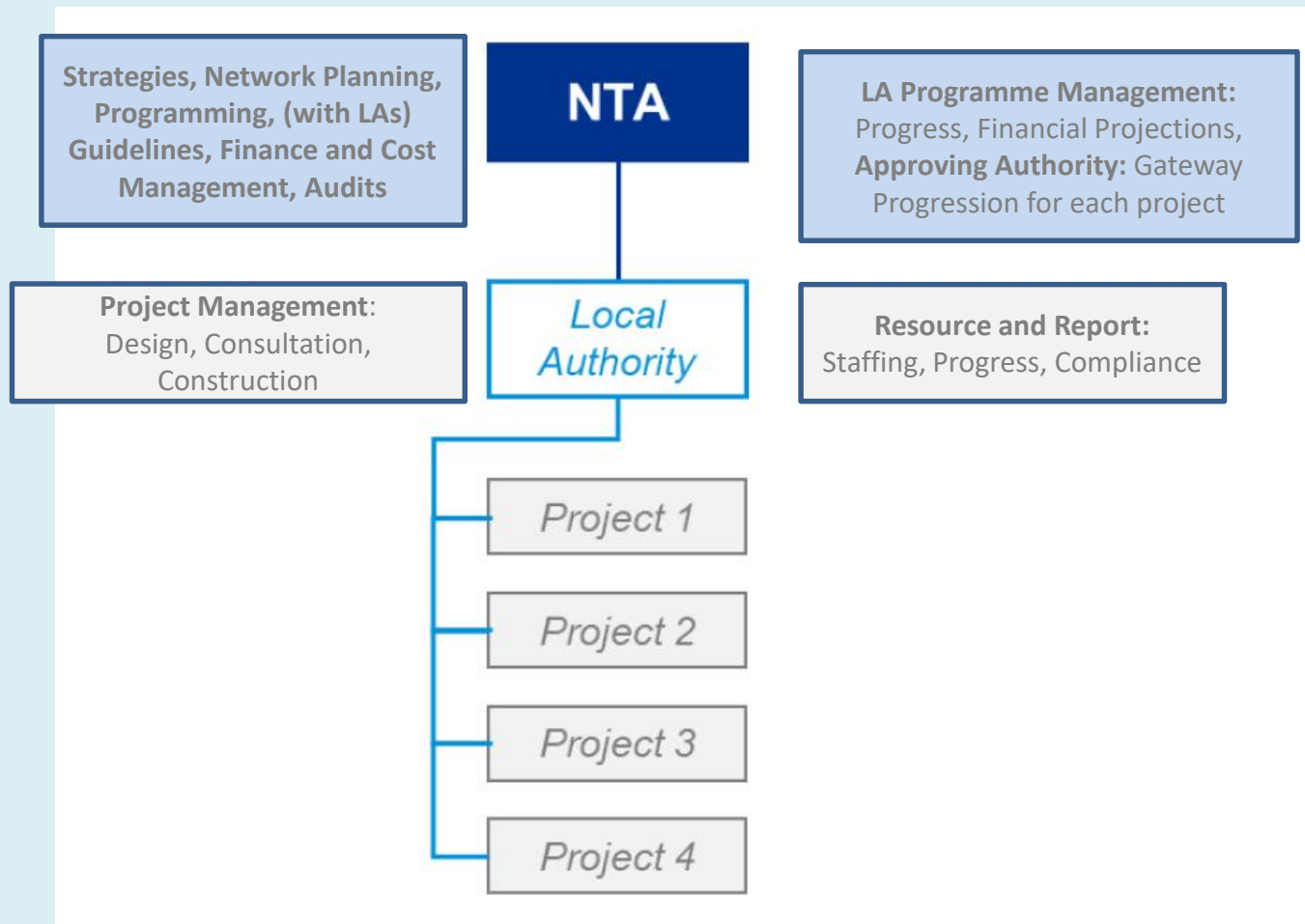
The Active Travel Fund / Sustainable Transport Measures Grant (STMG) Programme has run in GDA since 2011.

The programme is:

- Multi-Annual;
- Managed by NTA Project Gateways;
- Flexible;
- Urban-focused;
- Potential source of ERDF / URDF Co-funding; and
- Broad in scope and scale.



# STMG Fund – GDA / Regional Cities Delivery Structure

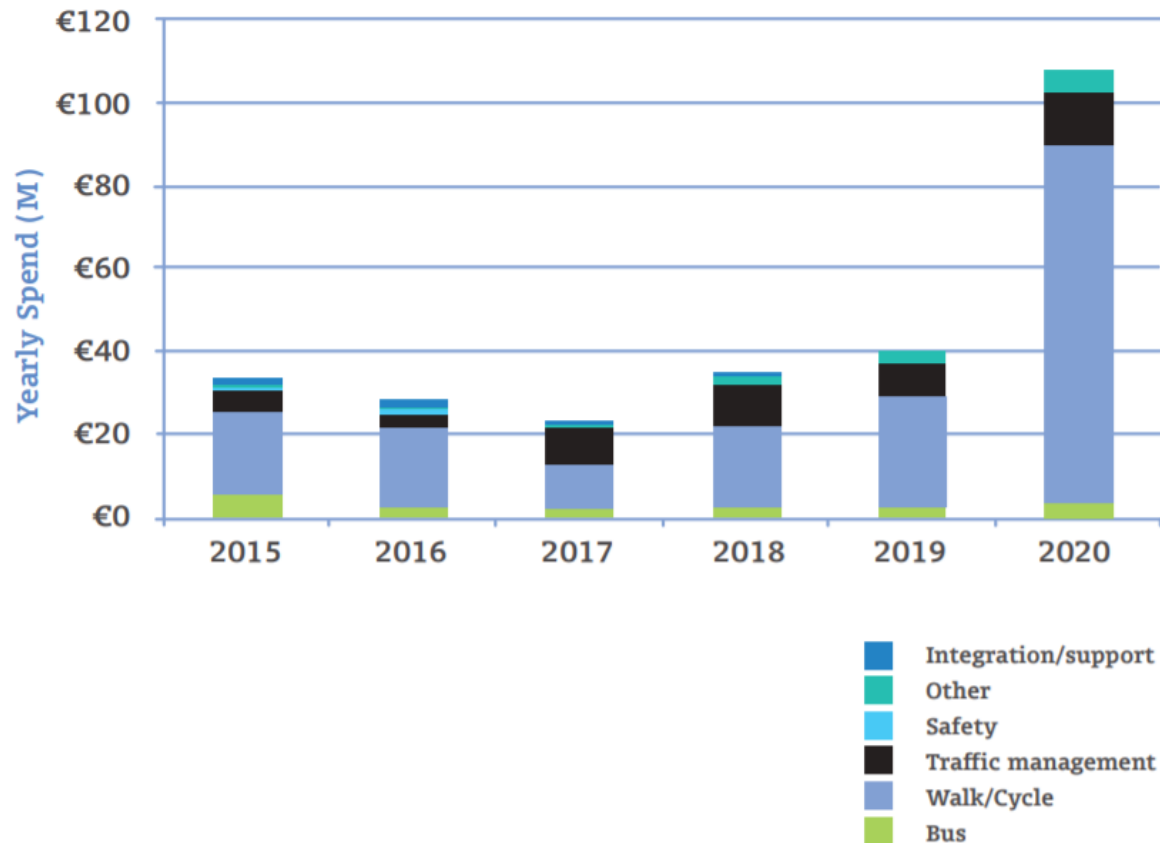


## STMG Active Travel – Project Typology

1. Development of active travel **network strategies**
2. Provision of new / widened **footpaths**
3. Provision of new **cycle facilities**;
4. Improved **crossing facilities** for pedestrians/cyclists including raised surfaces, zebra crossings, provision of lighting and signalised crossings;
5. Provision of **cycle parking**;
6. **Junction tightening: Dishing** of footpaths at junctions, **raised pedestrian crossings, and reducing road width** at crossing points;
7. **Closing roads to vehicles**, except for access only;
8. **Permeability measures** to support improved access within and between local communities;
9. Setting appropriate **speed limits** in accordance with the Guidelines for setting and managing speed limits in Ireland and/or introducing a “Slow Zone”;
10. **Pedestrian / cycle bridge** rehabilitation works;
11. **Design** work in respect of the provision of a future **pedestrian / cycle bridge**

# STMG Fund – Overview 2020

PROJECT CATEGORY SPENDING TREND





## Active Travel / STMG Fund – Urban Focus in GDA (green) and nationwide...

Table 1.1 Most populated settlements, 2016 CSO

Town	County	Population 2016	Population change 2011-2016
Drogheda	Louth	40,956	6.2
Swords	Fingal	39,248	6.3
Dundalk	Louth	39,004	3.1
Bray	Wicklow	32,600	2.3
Navan	Meath	30,173	5.7
Kilkenny	Kilkenny	26,512	8.6
Ennis	Clare	25,276	-0.3
Carlow	Carlow	24,272	5.4
Tralee	Kerry	23,691	0.0
Droichead Nua (Newbridge)	Kildare	22,742	5.5
Portlaoise (Maryborough)	Laois	22,050	9.5
Balbriggan	Fingal	21,722	8.8
Naas	Kildare	21,393	3.3
Athlone	Westmeath	21,349	5.9
Mullingar	Westmeath	20,928	4.1
Celbridge	Kildare	20,288	3.8
Wexford	Wexford	20,188	0.6
Letterkenny	Donegal	19,274	-1.6
Sligo	Sligo	19,199	-1.3



# STMG Fund – Overview 2020



KEVIN STREET (SEGREGATED CYCLE LANE),



NASSAU ST (900M CONTRA FLOW CYCLE LANE)



WESTLAND ROW (ORCAS AND SURFACING)



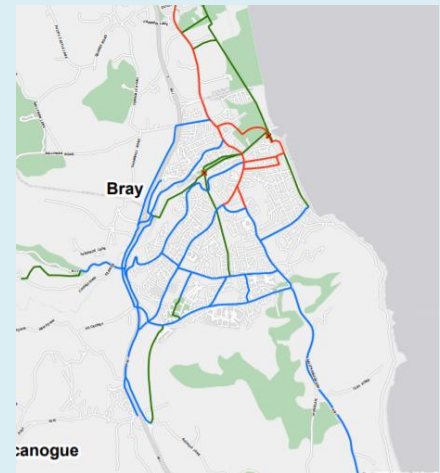
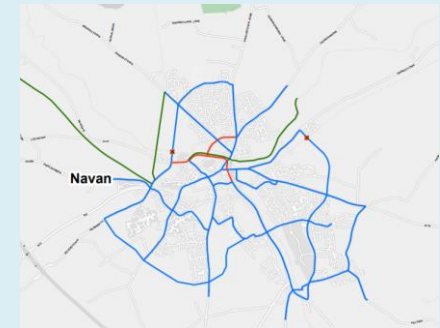
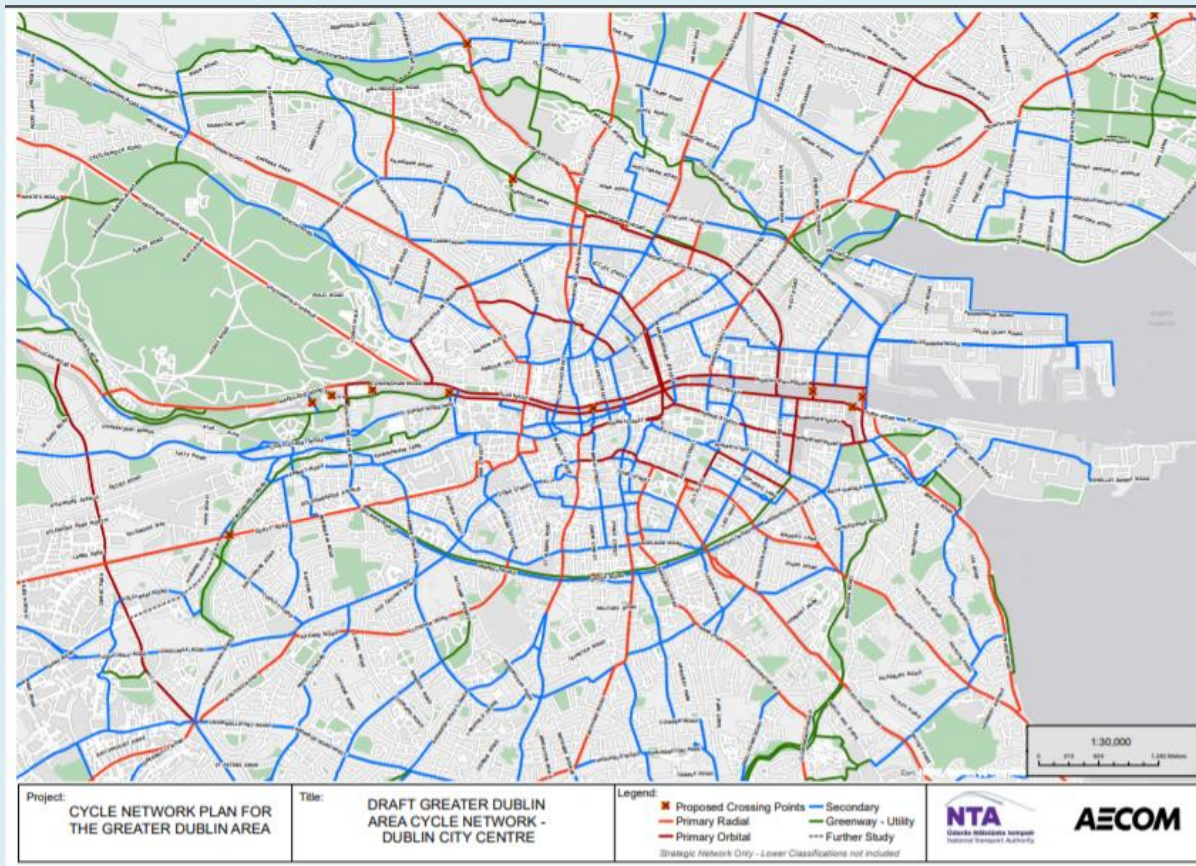
## STMG Allocations: Network & Project-Driven

- Contractual commitments;
- Progression of current projects to next phase
- Development of new projects identified in transport network planning and other transport plans;
- Other projects meeting criteria for STMG fund;
- The capacity and likelihood of the local authority to deliver the projects;
- ...

<u>Agency</u>	<u>2021 Allocations</u>
Dublin City Council	€49,875,000
South Dublin County Council	€20,705,000
Fingal County Council	€14,870,000
Dun Laoghaire Rathdown County Council	€34,145,000
Meath County Council	€12,885,000
Kildare County Council	€7,730,000
Wicklow County Council	€7,616,000
Cork City Council	€29,606,000
Cork County Council	€15,781,943
Limerick City and County Council	€17,372,500
Galway City Council	€11,865,000
Waterford City and County Council	€13,886,500
Campuses, Hospitals and Educational Institutions	€3,720,000
<b>Total:</b>	<b>€240,057,943</b>

# STMG: Plan and Network Driven

## GDA Draft Transport Strategy – Cycle Network Plan







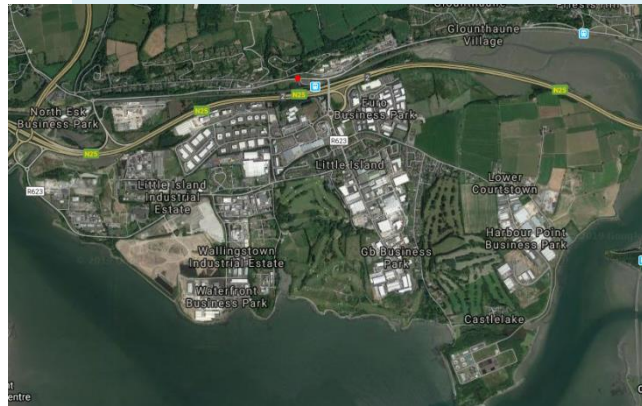
# CMATS & Little Island Employment Zone

## CORK METROPOLITAN AREA

TRANSPORT STRATEGY 2040 | EXECUTIVE SUMMARY



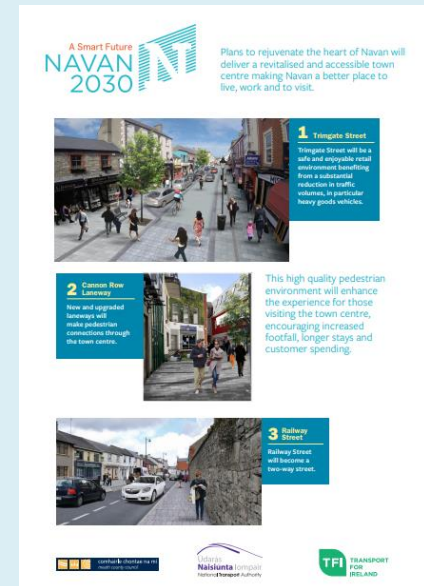
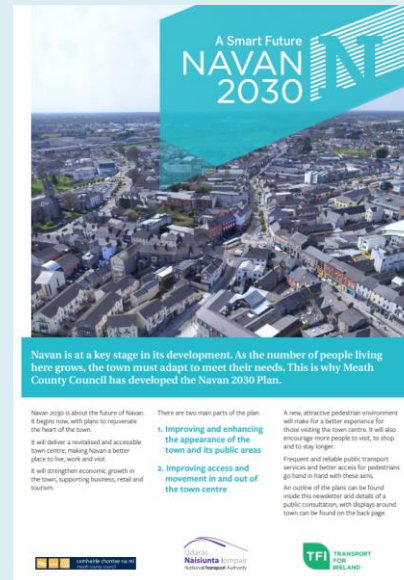
9729 inbound commuters to Caherlag Electoral Divison (Little Island) with 1442 internal commutes (Remix based on CSO data)



# STMG: Navan 2030

## Navan 2030

- (i) Improve PT connections and priority through town, and connect to key regional destinations;
- (ii) Re-route cross traffic from town core;
- (iii) Improve pedestrian and walking modes;
- (iv) Improve Public Realm





# STMG: Navan 2030

## Navan 2030 – Case Study:

### Navan 2030 Vision:

- Comprehensive Plan – Navan 2030 (Collaboration with NTA and MCC);
- Adopted by Members (2017);
- Multi-Annual Investment Programme (€25m TSB) and Dedicated Project Delivery Team; and
- Investment to date exceeds €10m.

### Projects complete since 2017:

- Railway St Roundabout;
- Boyne Bridge (Kentstown Road);
- Railway St – Revert to 2-way traffic; and
- Abbey Road Roundabout etc.



Railway Street, Navan (STMG)



# Safe Routes to School Programme – Part of Active Travel

## Safe Routes to School

### Key Aspects:

1. Continuous Routes
2. Improved Front of School Environment
3. Cycle parking

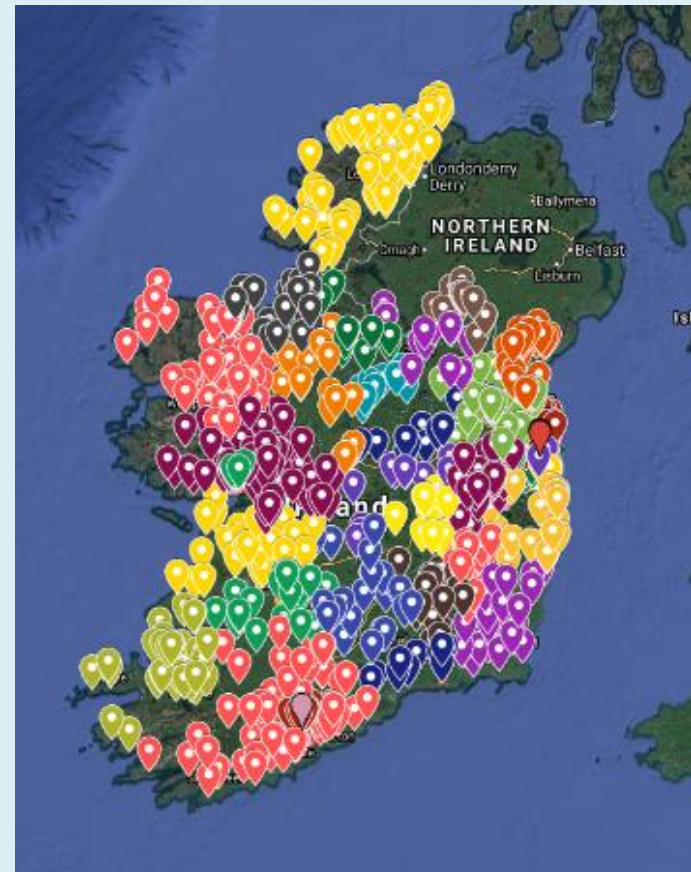
Schools nationwide invited to apply directly for inclusion in the programme





# Schools “Buy-In” to SRTS

- Overwhelming response
- 930 schools (1 in 4 schools)
- National spread
- 170 selected in round 1, in each county
- Green Schools currently working with schools and local authorities
- Continued interest from Principals



# Outline

- NTA Draft Guide to Local Authorities, July 2021, to assist in programme design



## SAFE ROUTES TO SCHOOL DESIGN GUIDE



Version 1: 23/07/2021

# Reference Example Village/Town Centre

## Existing Street

- 9m-wide carriageway.
- On-street parking, parking on footpaths.
- No pedestrian crossings.
- No cycle facilities.
- Residential/commercial street.
- Movement and place function.
- 50km/h speed limit.
- Low traffic flows.



Google Maps location: <https://goo.gl/maps/88sSr3ZRKu7QENxB7>

## Longer Term School Zone

- 1 Carriageway narrowed to 6m; coloured surfacing applied within School Zone (buff colour HFS shown).
- 2 Raised platform at Gateway.
- 3 Gateway totem on each side of road.
- 4 School Zone Banner.
- 5 Raised courtesy/school warden crossing.
- 6 Potential micro-art.
- 7 Planting/rain gardens and trees.
- 8 Seating.





# Reference Example Suburb- Quick Build

## Existing Street

- 9m-wide carriageway
- On-street parking, parking on footpaths
- No pedestrian crossings
- No cycle facilities
- Residential street
- Mainly movement function
- 50km/h speed limit
- High traffic flows at peak times

Google Maps location: <https://goo.gl/maps/XAbT4r11QzCDGh1S9>



## Quick-Build School Zone

- 1 Carriageway narrowed to 6m; coloured surfacing applied within School Zone (buff colour HFS shown).
- 2 Protected cycle lanes connecting to wider network. Flexible pencil bollards used within School Zone.
- 3 Raised courtesy/school warden crossing.
- 4 Mobile planter boxes.
- 5 Micro-art in footpath.



# CASE STUDY Separate Access to School - Athlone



Image: Google Street View



Photos: Green-Schools

ar, Microsoft



# CASE STUDY Pedestrian and Cycle Facilities - Blackrock Dublin



Narrow footpath on Convent Road (Photo: DURCC)



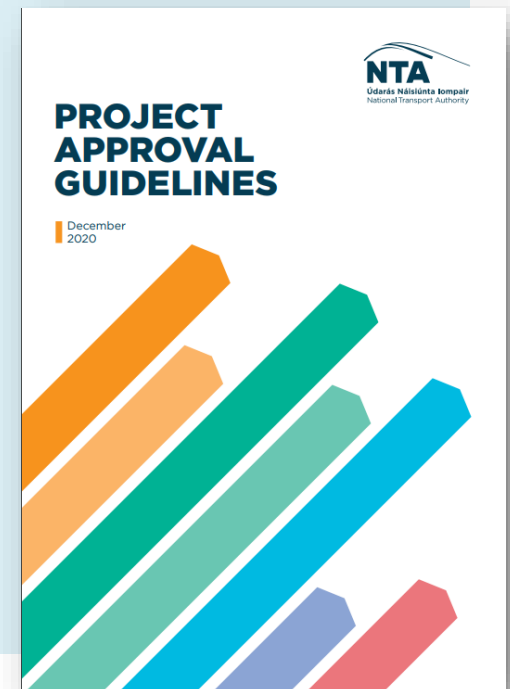
New widened footpath (Photo: DURCC)



# STMG: Gateway-driven Process

## The NTA Project Approval Guidelines:

- Assist both NTA and Local Authority to manage projects well
- Step-by-step partnership between NTA and Local Authority
- Sign-off per stage (concept, planning, detailed design)
- Scale-appropriate
- Monthly Report = key communication

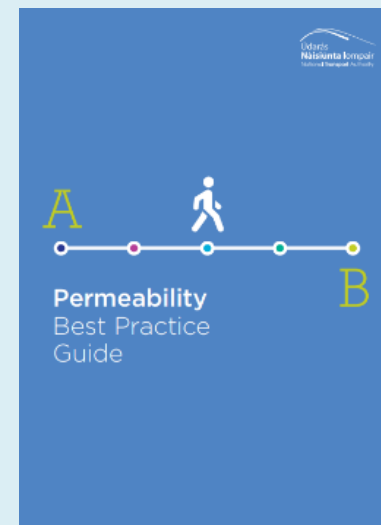
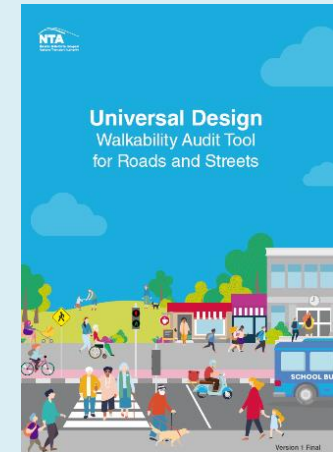




# STMG: Technical Guidance

Projects funded under the NTA programme must be designed under NTA Design Guidance especially National Cycle Manual.

NTA team will provide support.



## Local Authority Resources

The Programme for Government indicated a significant ramping up of investment in walking and cycling, followed by approved allocation of staffing to the local authorities.

Progress has seen a tripling of staff allocated to Active Travel schemes this year.

<u>Original Circular Allocation Numbers</u>	<u>Total Number of NTA staff as of January 1st 2021</u>	<u>Total Number of NTA staff as of October 1st 2021</u>
<u>282</u>	<u>57</u>	<u>149</u>

## STMG: Consultancy Resources

The NTA has an 8-firm technical consultancy framework available to assist local authorities with design, planning and project construction.

The framework may accelerate appointment, with short call-offs, no standstill.

There are some consultancy firms outside the framework who also are familiar with NTA procedures and design guidance.

