

## **National Cycle Network Funding Scheme 2012/13 – Application Form**

<b>Section 1: Project Outline</b>	
Name and Address of Local Authority	Carlow County Council, Athy Road, Carlow Kilkenny County Council, John Street, Kilkenny
Contact Person/Proposed Project Manager	Brian O'Donovan, Carlow County Council Simon Walton, Kilkenny County Council
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Planned route start and end (e.g. Newport to Mulranny). Detailed map to be included as appendix.	Carlow to Paulstown 27.5km Paulstown to Kilkenny 17km  Total Route Carlow to Kilkenny 44.5kms
Proposed Route Distance (km)	Carlow to Paulstown 27.5km Paulstown to Kilkenny 17km  Total Route Carlow to Kilkenny 44.5kms
Estimated total project delivery costs (€)	Carlow to Paulstown €263,500 Paulstown to Kilkenny €200,000  Total Route Carlow to Kilkenny €463,500
Total Grant Funding being sought (€)	Funding sought to complete full route i.e. €463,500
Planned duration of projects/works (months)	3 months
Planned start date and completion date	Start date 2 <sup>nd</sup> July 2012 Completion 28 <sup>th</sup> September 2012
Brief outlined of planned project	Completion of 25% of NCN Route Corridor 10 between 2 major urban centre Carlow/Kilkenny Completion of Linkages to Tourist Routes eg Barrow Way, Nore Linear Park, South Leinster Way Directly linked into existing cycle networks in both centres Provision of rest areas/shelters/water stations Associated promotional/tourism signage

<b>Section 2: Project Details</b>	
Briefly outline how this route aligns with the corridors identified in the National Cycle Network scoping study, or links into or between the identified corridors.	Route proposed form almost 25% of corridor 10 identified in the NCN scoping study. To the North the route link directly to corridor 12 and links the 2 major urban centres of Carlow and Kilkenny
Is this project proposal for a standalone route, or is it a single phase of a longer proposed route (outline details).	The route proposed is approx 25% of corridor 10. The phase identified has a definite start and end point i.e. a major town at either end. The proposed route has value as a standalone project but can be extend to the North or South to complete corridor 10.
What type of route will be delivered 9i.e. on road or off road, usage of existing infrastructure such as abandoned rail lines, canal tow paths, state lands etc.)	The route is on road (the R448). The road is wide enough to accommodate cycle route independently of mainline traffic flow.
Is the land necessary to develop the proposed route currently in public ownership? Are there any land ownership issues along any section of the proposed route, and if yes how is it planned to address them?	Proposed route is on an existing public road (The R448), no ownership issues exist.
Are there any other outstanding issues which could impact on deliverability of the proposed route (e.g. statutory requirements)?	No, works proposed involve the alteration of lining on an existing public roadway which is with the remit of the Local Authority. Members of each Local Authority will be briefed prior to commencement of project.
What is the proposed width of the route? (metres)	The route will be 2 metres in each direction
What is the proposed surfacing type for the route?	The route is on existing public road so the surface will be a combination of HRA, SMA, Surface Dressed Road.

<b>Section 3: Project Costs</b>			
Key costs/works (e.g. Land purchase, clearance works, compacting and placing of surface material, bridges, crossing barriers, fencing)	Estimated Cost (€)	Required Contribution (€)	Planned drawdown date (e.g. sept 2012)
Removal of existing road markings	€19,976.00	€19,976.00	Sept 2012
100mm Continuous White Line	€128,289.05	€128,289.05	Sept 2012
Bi-directional self-cleaning depressible (The Cats Eye) reflectorised road studs with white reflectors (70%) Unlit Locations	€97,383.00	€97,383.00	Sept 2012
Junction treatment Road markings and Delineation	€77,180.00	€77,180.00	Sept 2012
Cycleway marking and statutory symbols @ 500m centres	€19,226.90	€19,226.90	Sept 2012
Cycleway Signage & Repeaters	€64,672.30	€64,672.30	Oct 2012
Shelters and Water stations	€34,050.00	€34,050.00	Nov 2012
Junction Treatments Paulstown & Carlow Town	€22,700.00	€22,700.00	Oct 2012
<b>Total</b>	<b>€463,477.250</b>	<b>€463,477.250</b>	

**Section 4:** Demand and benefit assessment: Provide an evidence based assessment of potential demand in terms of local users and potential visitor and tourist numbers. Assessments should included evidence based estimate of annual user number, and impacts on local economy, including in terms of job creation

Cycling tourism in Ireland is estimated to yield €97 million per year (Failte Ireland 2009). The South East is a major entry point to the County for cycling holidays with Rosslare Europort. Tourism numbers in the South East have fallen by almost 30% since its peak in 2000. Infrastructure/Investment is required to attract numbers back to the South East.

This proposal is to develop Corridor 10 from Carlow to Kilkenny, both Gold Medal winning Tidy Towns. The routes passes a number of Heritage Villages, Major Walking Routes and 2 of the sister rivers tat boost boating, canoeing, walking routes, fishing and various grades of accommodation fro hostels to 5 star accommodation.

Preliminary assessment is underway using the Local Leader/Development Partnership data, Carlow/Kilkenny Tourism linking into accommodation providers and tourist attraction. The baseline study will be completed before delivery of the route. The route will be include in marketing promotion for 2013 and re surveyed in 2013. Failte Ireland Studies in the region show tourism cycling numbers for travelling around the region at 1%

For domestic users the route will be function and provide leisure opportunity. Cycling teams will use the route for races and training and the facility will be promoted through local sports partnership agencies. Baseline surveys will include assessment of local usage which will re

assessed in 2013.

**Section 5: Outline (i) alignment with other transport, tourism and sport programmes/location** (e.g. other infrastructure, greenschools, work place travel plans, tourism visitor centres etc.) **(ii) route management and promotion plans and (iii) planned route user monitoring**

(i) The route is directly adjacent to Carlow Train Station, Bus Station, Kilkenny Bus Station and train Station and links directly to Corridor 12 cycling routes, the N80, passes 2 M9 Motorway interchanges, within 3km of Muine Bheag's Train Station, passes through Carlow's Northern Relief Road and Kilkenny's Ring Road. In both Towns the route intersects through Town routes places as part of each town's active towns/cycling strategy.

The route links the Nore Linear walkway, The Barrow Way Walk, The South Leinster Way (onto the Wicklow Way). The route passes Carlow Cultural Quarter which includes the Visual Centre for Contemporary Arts, Carlow Museum, The GB Shaw Theatre. The proposal also links in Leighlinbridge, Olds Leighlin and Gowran Heritage Towns, passes by Irelands multi award winning garden centre Arboretum and Hennessys. The event venue Cillin Hill on the Kilkenny end of the route. In Kilkenny the route links into all the visitor attraction including the 2<sup>nd</sup> most visited Tourist attraction in the South East, Kilkenny Castle.

The route has been used previously by Cycling groups for racing and many nation cycle event pass through the nearby Killeshin Hills or through the majestic Blackstairs Mountains. Part of the promotion of the route would be to incorporate it into these races.

The route will be incorporated into Carlow IT's travel plan for both students and staff. Early discussions are being held will Carlow's newest multi national Merck Sharp Dohme, who's facility is located on the route, to introduce a workplace travel plan. A travel plan between Cillin Hill and Kilkenny City is also proposed.

(ii) The route will be jointly managed by Carlow & Kilkenny's Local Authorities. Each County's Tourism promotion unit together with Sports Partnerships will promote the route. The routes will be included in Tourism promotion literature for the region and a number of event will be organised. Websites on all promotion and management organisations will carry detailed information on the route.

(iii) Route monitoring will be carried out by both digital traffic counters and manual counts. Surveys will be completed as outlined in Section 4 which will determine route success.