

National Cycle Network Funding Scheme 2012/13 – Application Form

Section 1: Project Outline	Royal Canal Cycle Trail. Fingal County Council
Name and Address of Local Authority	Fingal County Council, County Hall, Swords Co. Dublin
Contact person/proposed project manager	Paul Cantwell
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Planned route start and end points (e.g. Newport to Mulranny). Detailed map to be included as appendix.	<p>Full Route within Fingal is to start at the County Boundary at Ashtown, Dublin 15 and follow the existing towpath all the way to the County Boundary with Kildare(10.5km)</p> <p>Section 1, for which funding is being sought, starts at Ashtown and runs as far as Blanchardstown Castleknock Train Station (3.0km)</p>
Proposed route distance (km)	Section 1 length 3.0km (see attached drawing)
Estimated total project delivery costs (€)	600,000
Total grant funding being sought (€)	600,000
Planned duration of project/works (months)	18 months
Planned start date and completion date	Detailed Design works to start Q4 2012 Construction complete Q3 2013
Brief outline of planned project	<p>Fingal County Council in association with the NTA and Waterways Ireland have commissioned a feasibility study of providing a high quality continuous footway/cycle trail along the entire length of the of the existing Royal canal towpath within Fingal. The study is also examining improvements to amenity areas (boating, angling, fishing) improved connectivity to local residential areas, public transport nodes and other adjacent cycle routes. The scheme within Fingal is 11km long and can readily be extended to Leixlip and beyond. A high quality cycle route along the canal already exists from Ashtown towards the city and the scheme for which funding is being sought is a 3km section from Ashtown westward to the Blanchardstown / Castleknock train station.</p>

Section 2: Project Detail	
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.	<p>The National Cycle Network Scoping Study (and Failte Ireland) has identified a route running from Dublin westwards to Galway via Leixlip and Maynooth which the Royal Canal route would match exactly.</p> <p>The NTA have identified the Royal Canal as a Strategic cycle route objective (WCY 1) in their 'Greater Dublin area Draft Transport Strategy 2011 -2030'.</p>
Is this project proposal for a standalone route, or is it a single phase of a longer proposed route (outline details).	This is the first section 3km long of an overall route that is 11km long within Fingal. This section joins up to the existing cycle route along the canal at Ashtown into the city
What type of route will be delivered (i.e. on road or off road, usage of existing infrastructure such as abandoned rail lines, canal tow paths, state lands etc.)	This section of the route runs along the existing towpath away from the public road and the section in question intersects with the road at 3 locations. Access to the public road will require some improvement at these locations to ensure improved accessibility for all ages
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?	Waterways Ireland who own and maintain the towpath are partners in the ongoing Feasibility Study and no issues are envisaged in regard to the availability of the land.
Are there any other outstanding issues which could impact on deliverability of the proposed route (e.g. statutory requirements)?	The objective is to deliver a high quality footway and cycle trail along the Royal Canal while dealing in a sensitive manner with existing flora, fauna, structure and heritage of this unique piece of infrastructure. The study is to explore all these issue and develop detailed proposals for developing the route.
What is the proposed width of the route? (metres)	3.5m
What is the proposed surfacing type for	This is to be considered in the Feasibility but may vary

the route?	depending on the location.
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Section 3: Project Costs			
Key costs/works (e.g. land purchasing, clearance works, compacting and placing of surface material, bridges, crossing barriers, fencing)	Estimated cost (€)	Requested contribution (€)	Planned drawdown date (e.g. Sept 2012)
Provision of 3.5m wide cycle track for 3km			
Improvement of access at road intersections			
Improved boundary treatment			
Lighting and security			
Monitoring and evaluation			
Total	600,000	600,000	

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

As part of the ongoing study a baseline assessment of the existing and potential use of this facility. A copy of Fingal County Council vision for the development of the canal has been forwarded with the electronic application for consideration.

Section 5: Outline (i) alignment with other transport, tourism and sport programmes/locations (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

- The route runs along the Royal Canal and Maynooth Rail line and can be accessed at all the train station locations.
- The route intersects with distributor roads and would provide a safer and more attractive route for cyclists travelling to the city.
- The route intersects with 3 of the 4 Primary Cycle route envisaged for the Blanchardstown area network.
- The section being proposed will provide a segregated and direct route into the city along the Canal starting in the in the major residential area of Blanchardstown/ Castleknock.
- The canal itself is a major heritage and environmental asset for the area that requires the improvements envisaged under this scheme to make it more accessible and attractive for both locals and cycling tourists.
- As part of the Feasibility Study usage of the scheme will be monitored and further monitoring will be included following implementation of any measures funded under this scheme.

Terms and conditions:

Should funding be offered, general terms and conditions, in line with those outlined below would apply. In addition to these general terms and conditions specific conditions will apply. This will include, but may not be restricted to:

1. Funded local authorities are responsible for future maintenance of any funded route, and must ensure that the route quality, standard and integrity are fully maintained.
2. All projects must include provision for automated counters on the route. Annual updates of the number of users on the routes must be made to the Department, and data from counters made available to Department as requested.
3. If suitable, and as decided by the Department, routes must be branded as part of a National Cycle Network.

General Terms and Conditions:

The grantee is responsible for management and implementation of the project. A designated project manager will manage the project. This person will be the contact point for all matters relating to the project.

Payment of the Grant:

The grantee is responsible for ensuring that accurate accounts of all expenditure are maintained, including relevant invoices, and that any appropriate documentation, as may be specified by the Department or requested from time to time, is provided to the Department without undue delay.

Grants will be made in the form of reimbursement of eligible expenditure, where this expenditure has been adequately justified by the grantee.

Adequately justified claims, certified by an officer holding a rank not less than Director of Services, must be made to the Department of Transport, Tourism and Sport on completion of the projects. The claims must be accompanied by appropriate documentation, as may be specified by the Department, to support the claims (and must also be accompanied by a report as outlined in the next section).

For the purposes of this condition, “adequately justified” means (in addition to the material referred to under “Reporting Obligations” below) –

- A detailed description of the work to which the claim relates, photographic evidence of completion of the carrying out of the grant aided work and certification that the recoument claimed is eligible under the terms of the grant and that all conditions of the grant are being complied with,
- Where services are provided by third parties or the project involves purchase of goods, duplicates of relevant receipts to which the claim relates, and
- Certification that no other funding has been or will be claimed or paid by any other State agency in respect of the work to which the claim relates.

Payment of grants is also subject to compliance by the grantee with the reporting obligations set out in the following section.

All accounts and financial/project management systems may be subject to examination and audit by the Department of Transport, Tourism and Sport and/or appointed representatives of the Department and the grantee will afford timely and unimpaired access to any record relevant to the project.

The grantee is required to report in its financial statement, where such a statement is produced, that a grant has been received from the Department of Transport, Tourism and Sport under the Smarter Travel Programme; the amount and term /period of the total grant and the amount accounted for in the financial statements (if less than the entire amount); where relevant, the amount of capital provided and the reporting policies being used in relation to present and future instalments; and whether and how the use of the grant is restricted (i.e. for the particular project).

Reporting obligations

The grantee is obliged to report on progress with the project to the Department of Transport, Tourism and Sport on request.

On completion of the project, the grantee must submit to a final report to the Department. The final report must quantitatively and critically evaluate the project achievements, with reference to the project deliverables and targets. The Department of Transport, Tourism and Sport will be free to circulate the interim and final reports freely, subject to acknowledgement of the grantee as author.

All reports may be published on the Department's websites. Where interim or final reports contain information of a confidential nature, the grantee must also provide a report suitable for publication.

Dissemination and Communication & Publicity

The grantee must ensure that all activities, publicity, and promotional events associated with the project make reference to the funding received from the Department of Transport, Tourism and Sport and publicise the *SmarterTravel* logo. This condition will apply should the Department re-title the Fund and amend the logo.

In the case of delivery of physical/infrastructural projects on the ground, the grantee is required to erect a Smarter Travel plaque or any other signage provided by the Department.

The grantee may, from time to time, be required to participate in meetings hosted by the Department to share knowledge and information on progress with the project.

The grantee is encouraged to publicise the project and raise public awareness of sustainable transport, and the Smarter Travel policy or any subsequent sustainable travel and transport policy, wherever possible. Where possible the Department should be notified in advance of any plans including any presentations, publicity, conferences, media releases etc. Reference to this aspect of work should also be made in reports to the Department.

Evaluation of Projects

The Department of Transport, Tourism and Sport, or its representatives, may wish to carry out independent evaluation of the projects at any stage of the project, or indeed beyond the lifetime of the project and prompt access to material related to the project must be afforded by the grantee.

Liability

The Minister for Transport, Tourism and Sport and his Department shall not be liable for any claims arising from the project. The grantee shall indemnify the Minister and his Department for and in respect of all and any losses, claims, demands, damages, or expenses suffered by the Minister arising from any cause whatsoever. For the avoidance of doubt, the terms of this condition shall survive termination of this agreement for any reason.

Deviations from the original proposal

Any proposals for deviations from the agreed project must be notified in advance, and agreed with the Department. The Department will consider such proposals, including any funding or other implications, on a case-by-case basis and reserves the right to discontinue funding.

Grant termination

Funding is provided by the Department of Transport, Tourism and Sport on a discretionary basis to the grantee and the Department of Transport, Tourism and Sport reserves the right, in the case of non-compliance by the grantee with these terms and conditions, to discontinue funding with one month's notice to the grantee without liability for the full grant.

Withdrawal from project by grantee

Should a grantee withdraw from a project in advance of completion, the Department of Transport, Tourism and Sport reserves the right to seek repayment in part or in full of any grant paid to the grantee.

General Additional Undertaking

The grantee undertakes to adhere to all relevant obligations (e.g. regarding procurement, employment law, usage of grant funding only for the purposes agreed to, Capital Appraisal Guidelines, relevant circulars etc.) which apply to the carrying out of the project.