

National Cycle Network Funding Scheme 2012/2012 Application Form

Section 1:Project Outline	
Name and Address of Local Authority	Waterford City Council
Contact person/proposed project manager	Paul Cleary, Executive Engineer
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Planned route start and end points (e.g. Newport to Mulranny). Detailed map to be included as appendix.	Tramore Road R675, Waterford City; from Junction of R675 (Tramore Road) with R709 (Inner Ring Road) to Tramore Road (R675) at City Boundary
Proposed route distance (km)	3.2km
Estimated total project delivery costs (€)	€289,000
Total grant funding being sought (€)	€289,000
Planned duration of project/works (months)	3 Months
Planned start date and completion date	Mid August 2012 – Mid November 2012
Brief outline of planned project	The proposal is to upgrade and widen the existing amenity walkway along the route of the abandoned Waterford / Tramore Railway as far as Sheep's Bridge on the R675. Then widen existing path from Sheeps Bridge to Outer Ring Road (R710) cycle path and finally extend along to join proposed Waterford to Tramore Cycle path being planned by Waterford County Cycle

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	This route forms part of Corridor 3 Wexford- Tralee of the National Cycle Network Scoping
Is this project proposal for a standalone route, or is it a single phase of a longer proposed route (outline details).	This is a section of a route that, when combined with the proposed Waterford County Council proposal will connect Tramore (population 9,700) with Waterford City (population 46,700).
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.)	Approximately 85% of the route will be off-road, using a combination of abandoned rail and existing footpath. The remainder shall be on road (hard shoulder) to match Waterford County Council proposal.
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?	All land is in public ownership, with no ownership issues.
Are there any other outstanding issues which could impact on deliverability of the proposed route (e.g. statutory requirements)?	None
What is the proposed width of the route? (metres)	3.0m
What is the proposed surfacing type for the route?	Due to the route passing through a pNHA, the route will primarily be finished in blinded hardcore. This is to reduce the amount of runoff generated from the surfacing. A section of where the available width is reduced a timber decking board walk will be provided over the pNHA.

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)
Preliminaries			November 2012
Excavate along existing amenity walkway on abandoned railway for 1,700 x 3m wide with a 6mm gravel finished cycleway including provision of land drain	170,000	170,000	November 2012
Replace existing 1.2m wide wooden footbridges over drainage ditches with 3m wide combined footbridge	15,000	15,000	November 2012
Clear 900m of existing overgrown abandoned rail track	65,000	65,000	November 2012
Provision of on road cycle lane in existing hard shoulder including lining, logos, signs and coloured surfacing at conflict points	10,000	10,000	November 2012
Provide new Toucan Crossing + power supply	26,000	26,000	
Total	289,000	289,000	November 2012

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

Tramore Town is a seaside town and popular tourist destination. It also serves as a commuter satellite to Waterford City. The City, has large employers (Waterford Institute of Technology, Regional Hospital, Bausch & Lomb, Genzyme, Canada Life, Honeywell etc) is a large source of employment to Tramore Town; therefore it is foreseen that there will be usage by both commuters and leisure/tourist cyclists alike. The current vehicular traffic on the Waterford Tramore route is 10,500 vehicles per

day, and is within the optimum 30minute cycle range for commuting

With Waterford City and Tramore Town situated close to Rosslare Europort, a noticeable amount of continental touring cyclists are regularly spotted in both locations. The addition of a top quality cycle track along this route would further enhance the attractiveness of visiting both locations.

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 proposed route ties into both the 8.5km long off road cycle path along the R710 Outer Ring Road, from the Regional Hospital and the large residential area to the East of the City to the Waterford .I.T. Carriganore Sports & Research Campus. The proposed route also connects to the existing cycle lanes on the R680 Cork Road and R709 Inner Ring Road connecting Waterford City Centre to the Regional Sports Centre, IDA Industrial Estates as well as the main WIT Campus

A number of local organisations participate in the Work Place Travel Plans such as the City & County Councils, the Institute of Technology and Genzyme, Both Waterford City and County Councils are very active in promoting cycling, and work with the local cycling clubs to achieve the highest level of awareness of cycling including participation in the Green Schools, Bike Week (joint hosting of National Opening Event 2012) and the ever popular Sean Kelly Tour, which in 2011 has over 4000 cyclists take part in various length cycles in the county, from 10km and 30km family cycles to 90km and 160km cyclist for committed sports cyclists.

