



Comhairle Cathrach na Gaillimhe
Galway City Council

Public Transport Feasibility Study

Tender Document

July, 2008

Galway City Council Transportation Unit

Public Transport Feasibility Study

Study Brief

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1. Introduction

Galway City Council intends to appoint a suitably qualified consultant to undertake a Public Transport Feasibility Study for Galway City. The Study will have regard to transportation planning, development and settlement patterns in the adjoining County Council area as depicted in Fig. 1 in Appendix 1. This is the area that was included in the 1999 Galway Transportation and Planning Study.

The Study will examine the feasibility of public transportation options in the area of Bus Rapid Transit, Light Rail and associated Park and Ride facilities, taking account of existing public transportation proposals with particular reference to proposed commuter services on the Dublin/Galway rail line and the Western rail corridor.

This Brief specifies the requirements for the commission and prospective tenderers will be expected to take full account of the Brief when submitting their tender submissions.

2. Background

2.1 Study Context

Galway City serves as the regional capital of the Western Region and the greater Galway area. The City and its hinterland has been a regional success story in recent years.

Galway City is designated as a Gateway city in the National Spatial Strategy. The City currently has a population of 75,000 and the City Development Plan 2005 – 2011 projects that the population will increase to 85,000 during the course of the Plan.

In recent years the population growth in the City has been increasing faster than the other gateway cities outside Dublin. Labour force participation rates and the growth in total employment have also exceeded the other gateway cities outside Dublin.

The growth of Galway and its hinterland is expected to continue. In the latest CSO population projections, the West is projected to be the fastest growing region outside the Greater Dublin/Mid East area.

The transportation system in Galway City has not kept pace with the rapid growth and the City is experiencing increasing transportation problems and levels of congestion.

Galway City is heavily dependant on private transport for travel to work and to schools with only 4% of commuters regularly using public transport. Journey times for the private car are increasing and the road network is close to saturation. This is posing problems at present for all modes of travel including public transport and will lead to problems for future development of transportation, including public transport in the City.

The population of Galway City and its hinterland is envisaged to grow substantially between now and 2020, increasing from 345,100 in 2000 to 488,000 in 2020. This population growth will generate significant additional trips made within the city, and between the City and the surrounding area. It is in this context of the increased development in the city and its environs, and the continued growth of the region that a feasibility study on the public transportation options for the City and its environs including Bus Rapid Transit, Light Rail and Park & Ride is now required.

A land use and transportation study, '*The Galway Transportation and Planning Study (GTPS)*', was jointly commissioned by Galway City Council and Galway County Council in 1999. The study established the framework for the development of transportation in the City and its environs over a geographic area encompassing the City and an area of about 30 Kilometre radius.

In the years 2001 – 2002 Galway City Council and Galway County Council carried out a review of the 1999 GTPS. The review document sought to integrate and have regard to strengthened national policies that were emerging in the form of *The National Development Plan* and *The National Spatial Strategy*.

Having regard to national policy and the original GTPS recommendations, the Review, '*Galway Transportation and Planning Study (GTPS) Integration Study*', was completed in 2002. Not only are the underlying principles in the GTPS Integration Study consistent with national policy, but they have also informed the Western Regional Authority's '*Regional Planning Guidelines*', Galway City Development Board's Strategy '*Gaillimh Beo agus Bríomhar*', the County Strategy, and the City and County Development Plans.

2.2 Public Transportation Strategies

Among the recommended strategies that emerged from the policy principles in the original GTPS was the development of a significantly improved public transport system. This included:

- Bus based internal public transport loops in Galway City serving key destinations.
- A major bus priority initiative to accelerate bus timings on the city street network so as to offer an alternative to the car.
- The development of Park and Ride facilities at a number of strategic locations.

The policy principles that were used in the review of the Land Use and Transportation Strategy included:

- Use of transport corridors to focus critical mass in settlements.
- Using settlement strategy to promote sustainable public transport.

Having regard to the policies that informed the review, the *Integration Study* recommended the continued development of the bus network, including bus priority measures and the adoption and development of appropriate traffic management policies and demand restraint measures so as to:

- Achieve a 10 minute frequency along routes within the City.
- Design routes and layouts in residential estates that would accommodate efficient provision of bus services.
- Produce a joint Bus Eireann / City Council Study for Bus priority measures.
- Develop and implement City centre parking controls to operate alongside effective use of Park and Ride facilities.

- Extend the urban bus network to include Ardaun (proposed new town on eastern environs of the City, part in City Council area and part in County Council area).
- Improve bus interchange facilities at Eyre Square.
The Integration Study also included in its recommendations the development of:
- Commuter rail services.
- Cycling and walking.

Since the adoption of the GTPS, additional plans have been developed. These include NDP and Transport 21 Plans for a commuter rail service to include a new rail station at Oranmore and commuter services on the Western Rail Corridor from Gort, Ardahan, Craughwell, Athenry, Ballyglunin, Tuam and Milltown and current commuter services from Ballinasloe, Woodlawn and Attymon. (Note also: proposed Garraun transport hub in County Galway and connectivity to Galway Airport).

2.3 Galway Strategic Bus Study

The Galway Strategic Bus Study was commissioned in 2006. It established the strengths and weaknesses of the existing City Bus system and established a vision incorporating Quality Bus Corridors, Park & Ride proposals, General Traffic Management, Marketing and Planning Policy and Practice. It envisaged building a transport planning and traffic engineering team capable of:

- Integrated transport and land use planning.
- Devising a strategy for the future use of roads.
- Effective bus-supportive development control.
- Roll-out of improved traffic management, including introduction of UTC.
- Liaison with public transport stakeholders (both operators and Department of Transport).
- Establishing and overseeing a project office to construct the quality bus corridors.
- On-going maintenance of Quality Bus Corridors.
- Progressing Park and Ride.
- Dealing with other transport planning and traffic engineering issues.

The Study was adopted by the City Council in 2007 and forms the basis for the development of bus services in the city.

2.4 Galway Transportation Unit

A new office, The Galway Transportation Unit (G.T.U), has been established for the development and provision of an improved integrated transport system in Galway City.

A business plan has been prepared for the G.T.U. and includes the following vision statement:

“Galway City Council established the Galway Transportation Unit (GTU) to develop and implement an Integrated Transport Solution for Galway City in accordance with best practice and the objectives outlined in Transport 21. Working in partnership with transport stakeholders in the City, the Integrated Transport Solution will be developed and implemented to promote increased use of public and non-car based transport services, overcome existing congestion and delays in the network and promote a sustainable transport system for Galway City.

The Galway Transportation Unit aims to develop public transportation and other travel modes to the extent that the City will become a model for a sustainable traffic system in an urban environment.”

The Integrated Transport solution would aim to improve strategic road linkages and importantly greatly enhance the existing public transport network. Some of the measures include the completion of essential strategic road links, the development of a suburban rail network and a high quality bus network, supported by Park and Ride facilities and improved cycle and pedestrian networks.

The Transport 21 investment programme will invest significant bus and rail resources towards developing such measures in the Galway City Council area. In response to economic growth and expectations over the next 20 years, Galway City and its environs will need to adapt to compete in a rapidly changing international market. Modern and effective public transport is based on a package, which includes an appropriate level of service, linked and supported by the necessary public transport infrastructure, such as traffic and bus priority measures and also on-going capital and operating investment.

2.5 Existing Travel Patterns

The population of Galway City as reported in the 2006 Census was 72,414 people. This indicated a 26.5% increase over 1996 census figure for the City in comparison to 16.9% increase for the population figures nationally. Car ownership currently stands at 41% of households having one car whilst 24.7% of households have two cars. An analysis of the travel to work, school or college patterns indicate that the main modes of transport are as follows:

- 36.5% of persons travel as a car driver
- 8.6% travel by bus.
- 26.7% travel on foot
- 4.6% travel by bicycle.
- 0.2% travel by train

It is evident that public transport usage is low in the City particularly amongst car owners but the potential to increase this modal share has been identified in the Galway Transportation and Planning Study and in the Strategic Bus Study. Building on the works and plans already in place to develop public transport, the aim now is to offer potential users an attractive alternative to car use.

2.6 New Development Schemes

Significant infrastructural and planning schemes which will impact on the development of public transport in the City and its hinterlands include the development by C.I.E of Ceannt Railway Station in the City and the development of the docklands area of the City. Work on both of these schemes is being advanced by the relevant agency. However, it is recognised that both of these schemes have the potential to significantly influence the development of public transport infrastructure in the City.

In addition to the above the County Council and the City Council are jointly engaged in the planning and development of a new town on the Eastern environs of the City in the area of Ardaun, traversing the City and County boundary. It is envisaged that the new town, which was identified in the GTPS, will have a population of 18,000 and will be developed with high quality public transport linkages to the City centre. A Concept Plan for this location is at present being developed jointly by the City and County Councils.

Other projects which will impact significantly on the future of transportation in the City are the development of the new M6 which is due for completion in 2010 the new M18 Oranmore to Crusheen Scheme, the future provision of the Galway City Outer By-pass, the Rathmorrissey to Claremorris, and the R336 to Rossaveal and Screeb.

3. Objectives of the Feasibility Study

This study should demonstrate the type(s) and extent of public transport and Park and Ride facilities required to ensure the sustainable development of the City and its environs. The study should consider the phased implementation of a public transport network and the package of supporting infrastructure measures that includes all modes of travel, including BRT and/or LRT and public transport priorities which are capable of catering for the short (2013), medium (2020) and long term (2030) demands of the City and environs. The study should also include an examination of the role that park and ride has to offer in the context of public transportation and in the development of the new transport system.

The increased development of the GTPS area is dependent on the development of an integrated public transport network. Such a public transport network would provide viable options for car users and reduce the dependency on car use particularly during peak time periods and is critical to enable the city to develop in a sustainable manner.

4. Study Requirements

Introduction

The successful candidate will be required to undertake a public transport feasibility study for the City and its environs. The study should make recommendations on the feasibility of developing an augmented and integrated public transport network with associated Park and Ride facilities including consideration of Bus Rapid Transit and/or Light Rail Transit and which is capable of catering for the demands of the study area up to 2030. The transport network and public transport infrastructure should also be capable of catering for the transport needs of the study area beyond this timeframe.

The Consultant will work closely with Galway City Council and will liaise with, Galway County Council, public transport providers, and other stakeholders in undertaking the Study, while taking the leading role in developing and executing the work programme in this brief.

Particular emphasis should be placed on investigating the following issues:

- Baseline evaluation of the existing public transport service in terms of the following:
 - Areas currently served by public transport;
 - The public transport mode (i.e. rail or bus) serving these areas;
 - The service offered in each area (i.e. routes served, frequency and timetabling, journey time, service reliability, interchange facilities);
 - the areas within the study area that currently generate significant levels of trip demand and an identification of key desire lines of trip movement within the study area;
 - Patronage data on all existing public transport services within the study area;
 - Integration of existing public and private transport modes and service providers;
 - The current public transport usage in Galway City and its environs as depicted in the Study area.
- Recommend objectives for the development of an integrated public transport system.
- The Role that BRT and /or Light Rail and the feasibility thereof may have to offer in the development of the future transportation system for the City.
- Review of future identified optimal spatial distribution of development within the City and its environs as identified in the GTPS Integration Study, to determine the areas that will generate significant levels of trip demand in future and an identification of the associated key desire lines of trip movement within the study area.
- Review existing public transport and highway network plans for the Study Area (Transport 21, Galway City and County Development Plans, including reviews, GTPS Integration Study, Strategic Bus Study) and determine impact on the study area travel characteristics.
- Identify the measures required to enhance/ upgrade the existing public transport network to cater for its future demands over and above the existing Transport 21 plan.
- Identify and assess various corridor, alignment and network options.

- Having examined both Bus Rapid Transit and Light Rail and taking cognisance of heavy rail proposals current and proposed, to identify and recommend the most appropriate new public transport system in terms of economic, financial, social and environmental criteria, required to cater for the future transport demand in the City and it's environs.
- Identify the operational requirements in the short, medium and long term, for the proposed public transport system and it's integration with existing public transport services in terms of:
 - The length of the routes;
 - The capacity needed to serve the designated corridor and areas penetrated;
 - The frequency of service required;
 - The journey time requirements;
 - Consequential adjustments to current public transport services.
- Identify the measures required to integrate existing and future public transport modes and services, and the additional measures required to integrate private transport with public transport, including future park and ride sites.
- Provide estimates of the modal shift likely to be achieved by the provision of the public transport system on a citywide level, along each corridor and by each public transport mode.
- Identify Park and Ride requirements to complement the preferred public transportation option. (Note: Current proposals by Galway County Council in the Oranmore/Garraun areas and Galway Airport).
- Provide estimates for:-
 1. Capital cost for the provision of Park and Ride facilities
 2. Annual operating requirements and financial projections for the associated park and ride facilities
- Having regard to the recommendations of the Strategic Bus Study, the City Development Plan, the County Development Plan, and the provision of the Galway City Outer By-pass, identify road space to be given over to public transport priority i.e. identify the streets and roads including use of hard shoulders and additional space on all routes, on which the public transport service will operate, envisaged operating conditions and the capacity implications on general traffic for the public transport mode.
- Examine the impact on the existing and proposed road network of the proposed public transport service on different areas around the city and recommend initial measures for mitigation of impact.
- Provide estimates of the capital cost of the public transport intervention along each corridor/route.
- Provide estimates of the annual operating requirements and financial projections of the future public transport network upgrades along each corridor within the study area.

- Provide estimates of the annual revenue from the future public transport network within the study area.
- Undertake a multi-criteria and an economic appraisal of the proposed public transport system from an area wide perspective, taking account of the impact the system will have on all users of the transport network.
- Examine and report on the impact on public transport of present parking policy and on possible future demand policies.
- In the light of the assumptions made and clearly stated, undertake a financial appraisal of the proposed public transport system, inclusive of associated Park and Ride facilities.

Tenderers' submissions should outline their proposed approach to the study with particular reference to:

- Study Inception;
- Economic and financial appraisal;
- Social and environmental impacts;
- Integration with existing public transport services and other potential transport providers and potential Park and Ride sites;
- Connectivity to centres of education and employment e.g. NUIG, UCH, GMIT and Industrial Estates;
- Accessibility and social inclusion;
- Evaluation of options;
- Public and stakeholder consultation; and
- Transportation modelling (highway and public transport).

Inception Report

A Draft Inception Report and project execution plan will be prepared by the consultant within 15 working days of an Inception Meeting, which will be held immediately following the award of the commission. The Inception Report will confirm their proposed methodology and approach to the Study, composition of the Study team and the Study programme. The appointed Consultant will participate in a review, with the Integrated Transportation. Co-ordinating Group of the Inception Report to confirm the proposed approach to the completion of the Study.

12 No. bound copies of both the Inception Report and the Draft Inception Report shall be provided, together with an electronic copy in PDF format to the employer.

Transport Modelling

Transport modelling is a critical element of the Public Transport Feasibility Study. Tenderers should set out the extent of modelling envisaged and the robustness of their proposed approach, making use where appropriate of the City Council's highway based City Centre SATURN based model which is at present being validated. Furthermore tenderers should outline other modelling techniques they envisage to be required to complete this study.

Consultation

Consultation and partnership is a key element of a public transport feasibility study. Tenderers should set out their proposed approach to allow for a minimum of two rounds of consultation with the public and key stakeholders in their submissions. The Business Plan for the Galway Transportation Unit has identified the key stakeholders for the consultation process including but not limited to the following groups or organisations:

Dept. of Transport	Galway County Council
Gardaí	Strategic Policy Committee on Transport
Education Sector	Galway City Development Board
Business Sector	Public Transport Providers
NGO's	Galway City Council

Study Management

It is considered that the management of the Study is being critical to the overall process and therefore the City Council expects prospective Consultants to demonstrate high levels of experience in successfully managing multi-disciplinary consultancy commissions. Tenderers should provide clear proposals as to how they intend to manage this Study.

5. Deliverables

The following is a list of the key study deliverables:

- Draft Inception Report and Project Execution Plan within 15 days of appointment;
- Baseline Evaluation Report;
- Route Options Report identifying and assessing a set of possible public transport routes;
- Recommended public transport system and network Report including an analysis of the roles which BRT, Park & Ride and LRT will have in the recommended network;
- Draft Public Transport Feasibility Report;
- Report on consultations;
- Final Public Transport Feasibility Report;
- Presentations to Integrated Transportation Co-ordinating Group which has been formed under the structures of the Galway City Development Board;
- Presentations to Transportation & Infrastructure Strategic Policy Committee;
- A minimum of 6 No. additional presentations to Galway City Council and other stakeholders as identified by the City Council.

Tenderers as part of their submission should provide an outline of the contents of the Public Transport Feasibility Report. 12 bound copies, together with an electronic copy in PDF format and Word format, will be provided to the client upon completion of the study.

6. Available Information

The following information will be made available to the successful tenderer if required:

- Digital mapping at 1:1000 or 1:2500 scale;
- GTPS Reports;
- Galway City and County Development Plans;
- Local Area Plans and framework plans;
- The Existing City Centre Saturn highways based traffic model which is at present validated;
- Strategic Bus Study Report;
- Business Plan 2008- 2012 for the Galway Transportation Unit;
- Traffic count data where available;
- Bus/rail route and service information; and
- Demographic and planning data.

7. Study Administration

Project Management

Galway City Council will be the employing authority for this study. The Client's Project Manager will be Mr. Joe Tansey who will be responsible for day-to-day liaison with the consultant. Contact details are as follows:

Mr. J. Tansey,
Transportation Unit,
Galway City Council
City Hall
College Road ,Galway.

Telephone: 353 91 536400

Fax: 353 91 568014

E-mail: jtansey@galwaycity.ie

In the event of Mr. Tansey's absence or unavailability the contact person is to be:

Ms. Cathy Joyce,
Transportation Unit,
Galway City Council
City Hall
College Road
Galway.

Telephone 353 91 536400

Fax 353 91 568014

E-mail cathy.joyce@galwaycity.ie

Should there be any change of Project Manager, the Consultant will be notified in writing.

Staffing and Skills

Tenderers must demonstrate that the skills and staffing levels allocated to the project are appropriate for the wide range of tasks involved and the overall scale of the studies. Bids should indicate the composition of teams allocated to separate Work Packages and, where appropriate, the proportional contribution of all team members to the overall project. Details of qualifications and relevant experience (including CV's) of the proposed project team, current workload, and quality control procedures must be submitted with the Tender.

Timetable

The commission will be for a period of up to 6 months from the date of engagement. The expected timetable for the Study is shown in the table below:

Description	Date
Anticipated date of tender award	October 2008
Inception Report	15 days from Inception Meeting
Progress Meetings	To be held at max. intervals of 1 month but more frequently if required.
Draft Public Transport Feasibility Report	January 2009
Final Public Transport Feasibility Report	February 2009

Contract Management & Budgetary Control

Proposals for the management of the Project and methodology for delivery of service, in addition to a summary of the bidding Company's profile, including financial, personnel and equipment resources relevant to this type of project must be submitted with the tender. A project execution plan, together with an associated cost profile showing anticipated recovery of costs, should also be submitted with the tender. Details of the key activities and milestones and their interaction should be provided.

Unless as otherwise agreed, invoices shall be linked to milestones and/or deliverables to be agreed between Galway City Council and the successful tenderer. These shall give a brief summary of the work done in the accounting period and the accumulated amount in relation to the agreed cost profile. The payment schedule shall be agreed during the Inception Stage of the Study. No work outside the scope of the Brief shall be carried out without the prior approval of the Client's Project Manager.

The Study will be a single lump-sum commission, fixed price contract. Tenderers should include a breakdown showing how the lump sum was arrived at. The fee proposal should give a break-down of the Project teams input in person days for the services required and be related to specific outputs.

Progress and Reporting

Unless otherwise agreed, a statement of progress should be given to the Client's Project Manager at regular monthly meetings held, ordinarily, in the Galway City Council Offices. Additional details of progress may be requested from time to time and should be provided as soon as practicable following such a request and normally in the form of a progress report e-mailed to the Client's Project Manager.

The Consultant should advise the Client's Project Manager immediately if they judge that the progress of the Study will fall short in a way that is likely to be prejudicial to the completion of the Study on time and on budget with the specified/agreed outputs. The Consultant will prepare a minute of each Progress Meeting and pass it to the Client's Project Manager within 5 working days of the meeting.

Written Approvals

The Consultant will, in the execution of the commission, seek written confirmation from the Client's Project Manager for:

- any amendments to the project Brief;
- approval to vary key members of the project team staff;
- approval for incurring any additional costs;
- approval for changes to the programme; and
- approval for consultations.

8. Additional Tender Information

Questions on this Brief

Tenderers should contact Ms. Cathy Joyce, as detailed above, if further information or clarification about this commission is required. Questions raised during the tender process together with answers, will be circulated to all tenderers. The final time and date for submission of tender queries is **Friday, 29th August, 2008** at 12.00 Noon. All questions will be answered by **Thursday, 4th September, 2008** at 12.00 Noon.

9. Assessment of Tenders

The contract will be awarded according to the most economically advantageous tender by reference to the following award criteria and the relative weightings for each criterion:

<i>Criterion</i>	<i>Weighting</i>
Relative experience of Consultant and study team in the area of public transport planning including BRT and LRT	30%
Understanding and appreciation of the Brief	15%
Proposed Approach / Methodology	25%
Quality of submitted Programme	10%
Fee proposal	20%

The price tendered should be provided exclusive of VAT and should detail all expenses associated with the execution of the study. The price should also be disaggregated into each of the constituent study tasks. The resources allocated to each task, in terms of staff input (person days) should also be clearly identified in the proposal. The price should hold good for three months from the final date for the submission of tenders.

10. Freedom of Information Act

All records in relation to any contracts with Galway City Council may be subject to a Freedom of Information request, from any person, at any time in the future (includes all records in relation to works carried out on behalf of Galway City Council). Galway City Council will endeavour to withhold any information that the appointed Consultant feels could be deemed as commercially sensitive information under section 27(1) of the Freedom of Information Act, 1997. Typically, such information may include records that could be considered trade secrets or financial, commercial, scientific, technical or other information that could be reasonably expected to result in a material financial loss or gain to the person to whom the information relates.

Your Company must, at tender stage, indicate to Galway City Council, which information, if any, requires protection. Before access would be given to a third party, your Company would be advised of the request under Section 29 and that Galway City Council intend releasing the information. This intention can be appealed to Galway City Council.

The appointed consultant shall be under the same obligation as the commissioning authority under the Freedom of Information legislation, with regard to requirements concerning responses to queries in relation to the project from members of the public.

11. Conditions of Appointment

The firm or persons to whom the contract is awarded and all subcontractors shall produce a current Tax Clearance Certificate (TC2 Certificate) from the Revenue Commissioners, within 7 working days from the request from the commissioning authorities, and shall continue to hold a valid certificate for the duration of the contract.

Under the Finance Act 1987, a ‘Withholding Tax’, currently at 20% (revised April 2001), must be deducted from payments for professional services. The commissioning authorities will remit the deducted tax to the Revenue Commissioners.

The consulting firm/persons shall also hold adequate insurance to cover their liabilities in connection with the project. Employers Liability Insurance of €2,700,000, Public Liability Insurance of €6,400,000 and Professional Indemnity Insurance of €6,400,000 will be required. It is a condition of the award of the contract that the selected firm shall produce acceptable evidence of such cover prior to the award of the contract and that such cover shall remain in place for a period of at least 6 years after the completion of the project.

Tendering companies should detail any existing links with major landowners in the Galway City Council administrative area and its environs. This will be considered by the City Council in relation to a potential conflict of interest that may arise in undertaking the Feasibility Study.

Tenderers must confirm that none of the exclusion criteria set out in Articles 29(a) to 29(f) inclusive, of Directive 92/50/EEC as amended by 97/52/EC applies to them.

12. Data Protection

During the initial period of this study, when the successful tenderer is required to collect and collate data from the various stakeholders, he may be given access to financial, scientific, technical and other commercially sensitive information in the possession of individual stakeholders. Whilst the availability of such information is necessary for the baseline evaluation, the precise detail of supplied data will not be made available for publication in the general report, unless with the specific written agreement of the stakeholder supplying such information.

13. Form of Contract

The form of Contract to be employed for this commission is new *Government Standard Conditions of Engagement for Consultants* as published by the Department of Finance in 2006. Tenderers are required to submit an unequivocal offer on the basis of such a Contract. Tenderers should also note that any contract awarded by the Galway City Council to the successful Consultant will be on the basis of **Fixed Price Lump Sum**. The contract will be required to be signed in ink by the consultant.

14. Tender Submission

Three hard copies of the tender should be submitted before 12.00 Noon on **Thursday, 11th September, 2008**, enclosed in a sealed envelope clearly marked “**Tender for Public Transport Feasibility Study**” and delivered to:

Mr. C. Hayes,
Director of Services,
Transportation and Infrastructure,
Galway City Council,
City Hall,

College Road,
Galway, Ireland.

Bids must be made in English and the fee bid in euros(€).

The textual element of the tender submission should be restricted to a maximum of 25 A4 pages. Tables, Figures, CVs, together with Resource Allocation Tables etc., will be additional to this limit and should be included in Appendices.

