

# Public Transport Projects Active List

## *Transport Infrastructure Ireland (TII)*

July 2023



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# Project Details (Note: All costs exclude VAT)





# Projects at / or Progressing to Construction





Multi-  
Departmental  
Programme



Multi  
Annual Budget

Multi-Annual Programme (2021-2025)



Enhancements to:

- Sustainability,
- Safety,
- Reliability,
- Maintainability,
- Resilience and
- Performance of existing assets

Umbrella programme for network improvement/upgrade initiatives:

- Sustainability & energy saving measures: PV Solar arrays in depots, Tram energy use modifications
- Track Polymer Sealant Filler works
- Upgrade to temporary office accommodation at Red Cow Depot
- Accessibility Upgrades: New pedestrian crossing at Heuston Access Road and improvements to Albany Road crossing
- Tram Stop End Drainage Improvements



# RED COW DEPOT REDEVELOPMENT

Details



**Increased Maintenance Facilities**



**Transport Hub**



**Additional Office Space**



**Includes sustainable initiatives such as Solar Array**



**€25-50M Budget**

Timeline

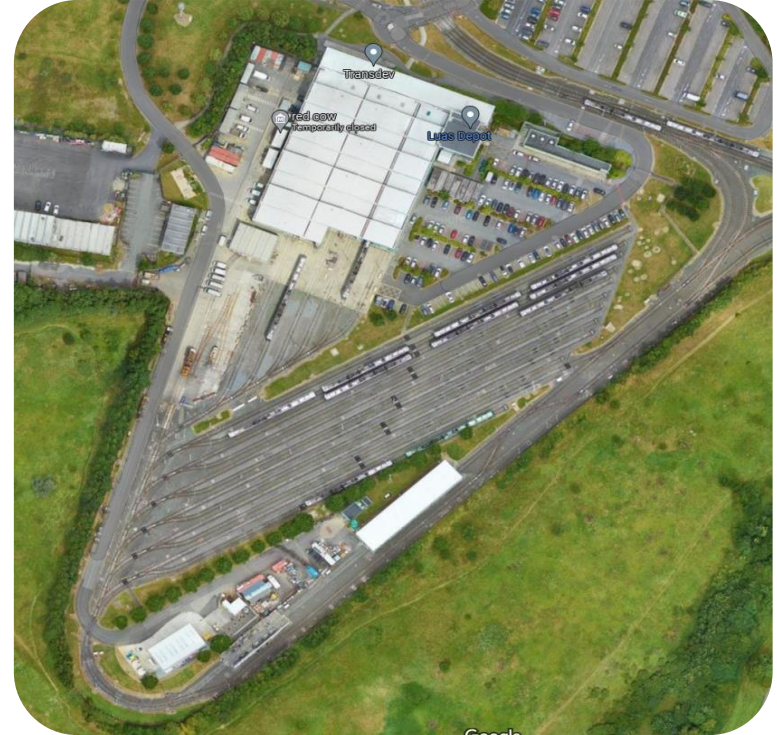
**2024**  
Planning  
Submission  
**Current Stage**

**TBC**  
Commence  
Construction  
**Next Stage**

**+3 years**  
**Completion**

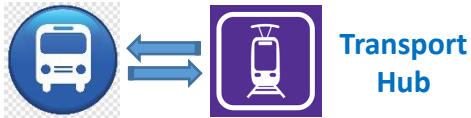
Benefits / Outputs

- Depot improvements
- Two new maintenance lanes
- Increased operational efficiencies
- Additional office accommodation
- Removal of existing temporary facilities
- Incorporating energy saving initiatives such as solar array and depot retrofit
- Regularise compliance issues with new building regulations

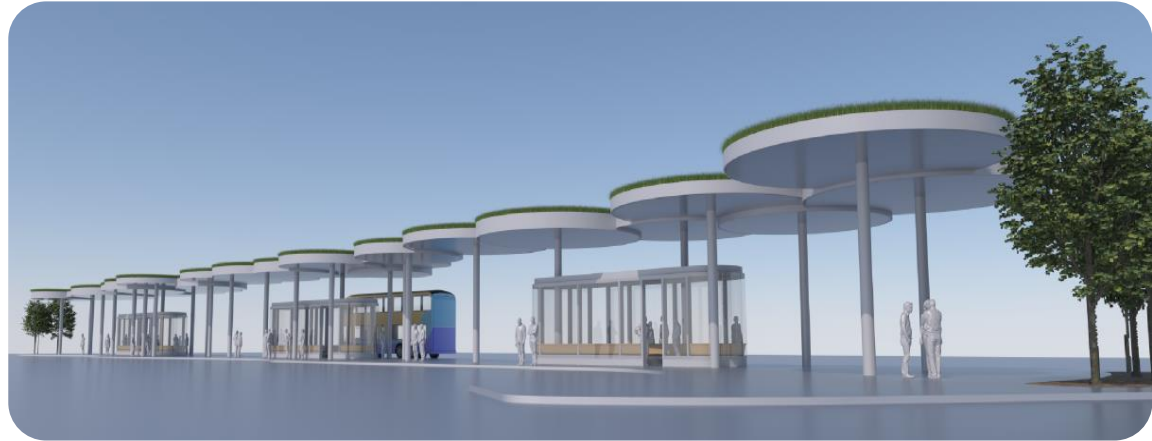


# RED COW BUS INTERCHANGE

Details



€20M Budget



Timeline

2023 Planning Submission <b>Current Stage</b>	2024 Commence Construction <b>Next Stage</b>	<b>1 year Completion</b>
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Benefits / Outputs

- Provide new transport hub for greater connectivity between Bus Connects and Luas
- Removal of existing temporary bus interchange
- 9 No. new sawtooth type bus bays and associated bus shelters
- Driver welfare and public welfare facilities
- Bicycle storage facilities
- Public realm improvements
- Improvements to cycling and walking access routes



Details



Solar Arrays



Depot Retrofits



Energy Monitoring Systems



€tbc Budget

Timeline

Multi-annual Programme

Benefits / Outputs

- Increase energy efficiency of Luas rolling stock & infrastructure
- Solar arrays on depots
- Depot retro-fit programme
- Tram Energy Monitoring System (TEMS)
- Tram Stop Lighting – LED Retrofit
- Park and Ride Car Parks – LED Retrofit







Multi-  
Departmental  
Programme



Multi Annual  
Budget

## Multi-Annual Programme (2021-2025)

- ❑ Rolling renewal programme of existing worn rail sections
- ❑ Rolling renewal programme of overhead line equipment
- ❑ Renewal of Energy and Systems equipment to improve reliability and add resilience including:
  - Passenger Information Displays
  - CCTV
  - Signalling
- ❑ Renewal of existing lifts and escalators
- ❑ Replacement of RRV
- ❑ Renewal of tram wash plants at Sandyford and Red Cow depots
- ❑ Rolling programme of tram overhauls



# Projects at Planning & Design





# METROLINK

Details



16  
Stations



19 km  
Route Length



€7-12Bn  
Budget

Timeline

2023

Statutory Process  
Current Stage

2024

Procurement  
Next Stage

TBC

Passenger Operation

Benefits

- High-frequency
- High-capacity system
- Caters for 20,000 passengers per direction per hour
- Up to 50 million passengers per annum
- Low journey time 25 mins Swords to City Centre
- Services Dublin Airport
- Fully integrated with bus, light rail, DART and Irish Rail
- 3,000 space park & ride
- Active travel improvements
- Low emissions transport system
- Supports economic development and compact growth
- Regeneration opportunities



## Details



4 Stops



4 km Route Length



€300m-€600m Budget

## Timeline



NDP

Pre 2030 Preliminary Design  
Current Stage

Pre 2030 Statutory Process  
Next Stage

2035 Passenger Operation



Earliest Possible

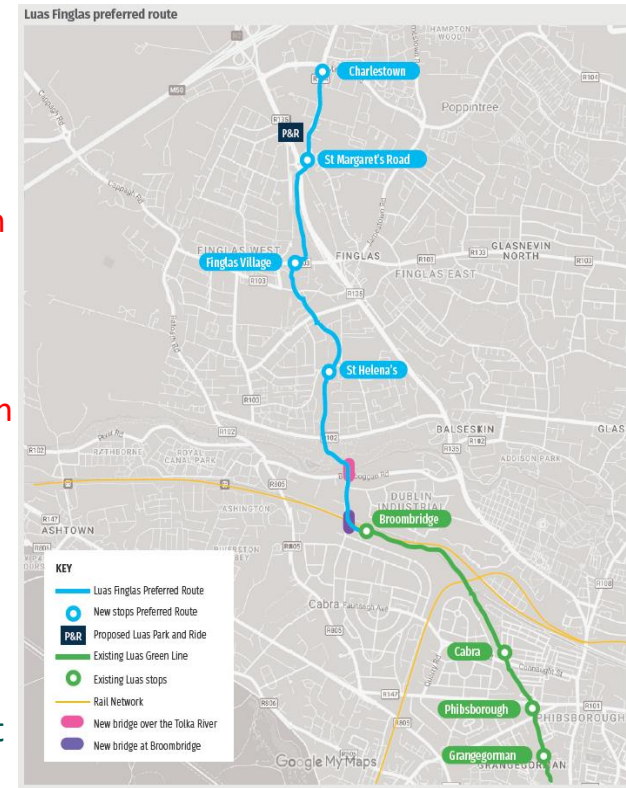
2023 Preliminary Design  
Current Stage

2024 Statutory Process  
Next Stage

2029 Passenger Operation

## Benefits

- Short journey time to city centre
- Optimises capacity on network
- Technological University Dublin Link
- Park & ride
- Address public transport deficit
- Rail & bus interchange
- Radial connectivity
- Grass track & cycle path
- Enables future development
- Enables regeneration
- Public realm enhancement opportunity
- Reduce reliance on cars





# CORK LRT

Details



25 Stops



17 km Route Length



€2 – 3Bn Budget



Timeline



NDP

Pre 2030  
Option Selection  
Current Stage

Pre 2030  
Preliminary Design  
Next Stage

TBC  
Passenger Operation



Earliest Possible

2023  
Option Selection  
Current Stage

2025  
Preliminary Design  
Next Stage

TBC  
Passenger Operation

Benefits

- Efficient, fast, reliable & high capacity system
- Initially as a high quality bus service
- Scalable to Light Rail System
- Serves all major destinations within corridor
- Interchange with Irish Rail at Kent Station
- Park & ride on N22
- Relieve congestion on existing routes

- Support planned expansion of key facilities at UCC, Cork Institute of Technology & Cork University Hospital
- Enables future development
- Enables regeneration
- Public realm enhancement opportunities
- Reduce reliance on cars
- Increased active travel options

Details



**2**  
New Turnbacks



**1**  
Enhanced Turnback



Improved  
Operation  
Flexibility



€tbc  
Budget

Timeline

Multi-annual Programme

Benefits

- New turnback facilities at:
  - St. Stephens Green
  - Heuston Station
- Enhance existing turnback at Smithfield
- Greater operational flexibility
- Enables more flexible timetables
- Minimises the effect of line disruptions to services





# GREEN LINE – 30 TRAMS PER HOUR

Details



**Grade separate key junctions**



**Traffic signalling improvements**



**New turnback facilities**



**€tbc Budget**



Timeline

TBC

Benefits

- Additional capacity for Green Line
- Addresses bottlenecks in the system
- Junction modifications / improvements
- Upgrade traffic signalling system
- Grade separate some junctions
- Caters for projected passenger growth



# IMPROVED PLATFORM ACCESSIBILITY

Details



Luas Stop Improvements



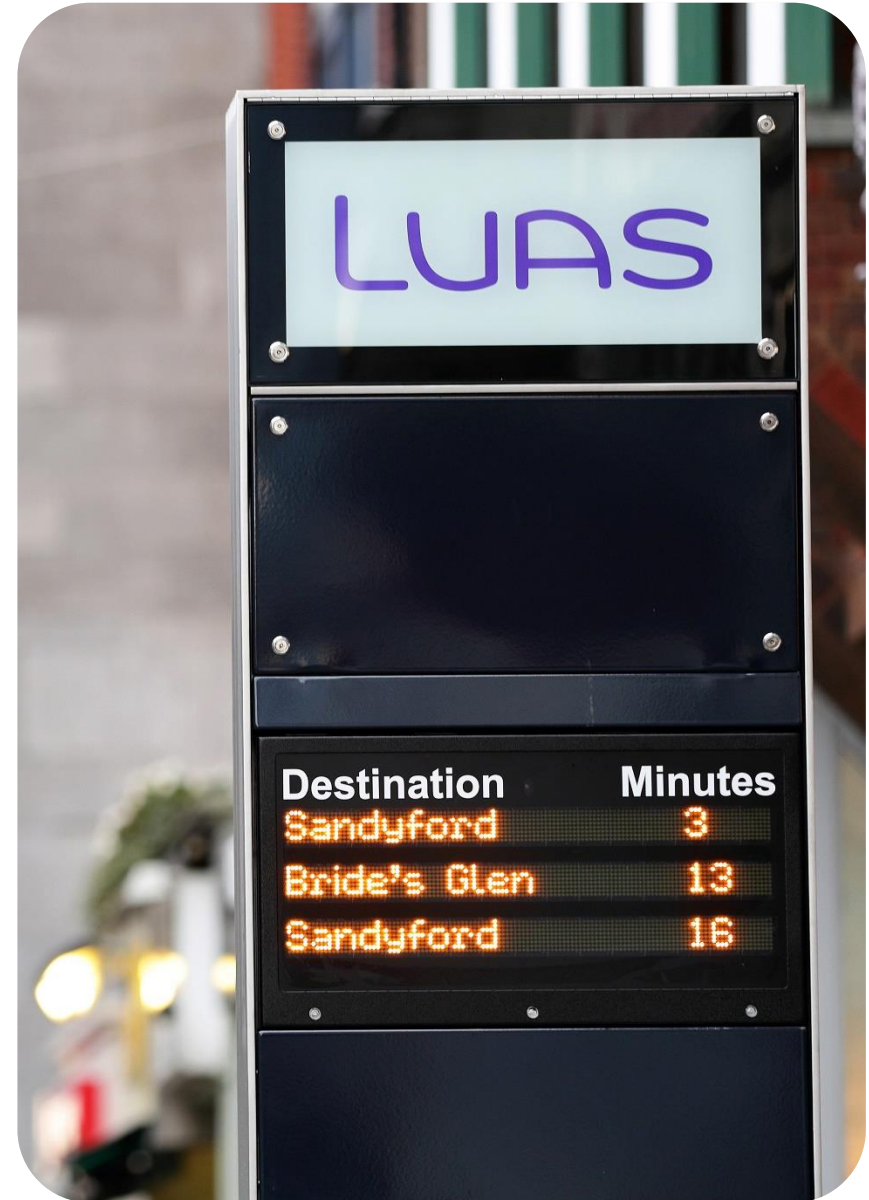
€TBC Budget

Timeline

Multi-Annual Programme

Benefits

- Abbey St and Busárus Stop are first planned projects
- Improve pedestrian mobility and accessibility
- Improve interchange between Red & Green Lines & other transport modes e.g. Connolly Station
- Public realm improvements
- Improved security / addresses anti-social behaviour
- Promote urban regeneration





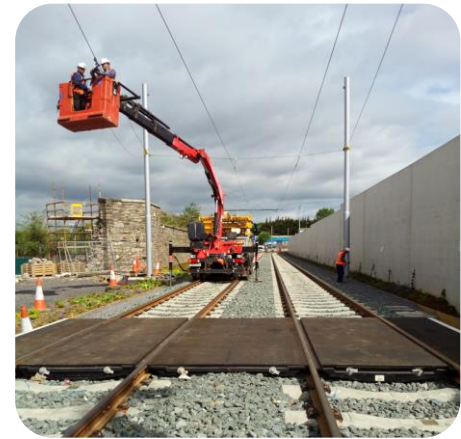
Details



Operating Systems Upgrade



€TBC Budget



Timeline

2024 Onwards

Benefits

- ❑ Procurement of an Energy and Systems Contractor on a long term basis (10-20 years)
- ❑ Major and minor renewals and replacements
  - Central and line wide systems renewals / replacement (2028 onwards)
  - General asset renewals
- ❑ Carrying out Energy and Systems work on new projects
  - Luas Lines
  - New Trams





New Trams



€TBC  
Budget

2023 onwards

Contract signing expected in 2024

- Procurement of long term rolling stock supply contract
  - New Projects
  - Capacity Enhancement
  - Fleet Replacement
  
- The first order is expected to be for the replacement of the red line fleet (2026-2030)





# CARRICKMINES MULTI-STOREY CAR PARK

Details



**350**  
spaces



Car Charging &  
Bike Parking



Transport  
Interchange



€35M  
Budget



Timeline

TBC  
Commence  
Design &  
Procurement  
Current Stage

TBC  
Commence  
Construction  
Next Stage

+2 yrs  
Completion



Benefits

- Increased car charging and cycle parking facilities
- Improved transport interchange arrangements
- Facilitate Bus Connects and other transport improvements
- Public realm improvement opportunities
- Replaces temporary parking located on private land to be developed

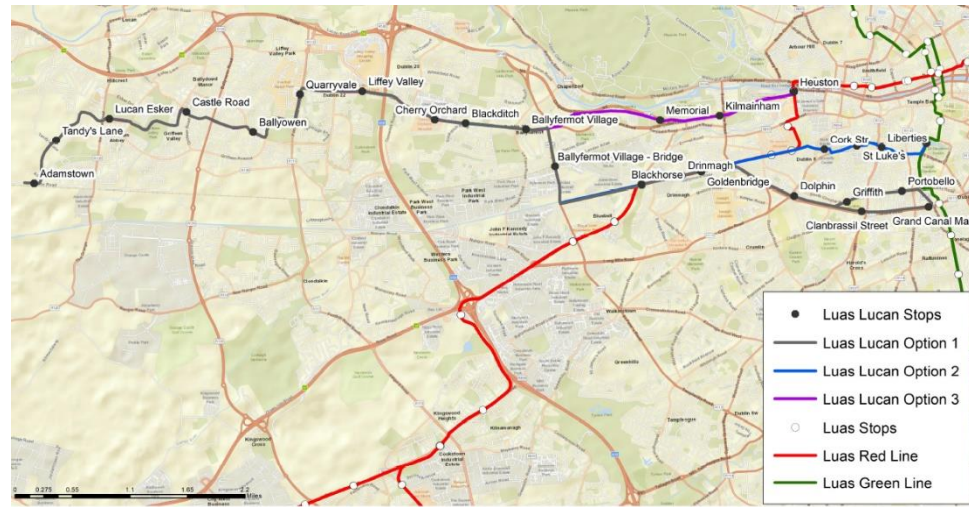
- Ensures continuity of service
- Complies with Strategic Development Zone (SDZ)
- Facilitates planned residential development



# Details of Projects at Early Planning







Details



15-18  
Stops



16 km  
Route Length



> €2 Bn

Timeline



GDAS

Pre 2030  
Project Commencement

5-10 yrs  
Pre-Implementation  
Next Key Stage

TBC +6 yrs  
Passenger Operation



Earliest Possible

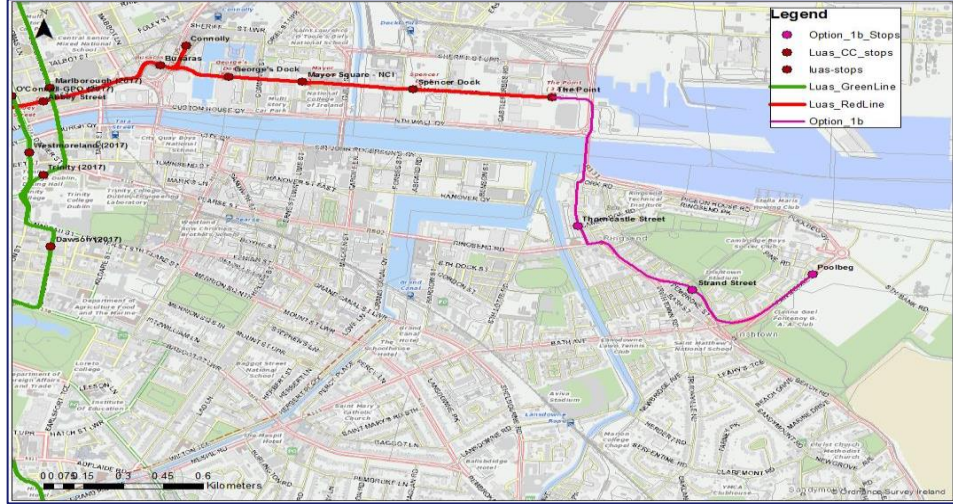
2024  
Scope & Purpose

2025-30  
Pre-Implementation  
Next Key Stage

TBC +6 yrs  
Passenger Operation

Benefits

- ❑ High capacity radial service responding to high demand in study area
- ❑ Proximity to two SDZ's
- ❑ Interchange with bus, rail and other light rail lines
- ❑ Enables future development
- ❑ Enables regeneration
- ❑ Public realm enhancement opportunities



Details



**3**  
Stops



**2 km**  
Route Length



**€ tbc**  
Budget

Timeline



GDAS

**Pre 2030**  
Project Commencement

**5-10 yrs**  
Pre-Implementation

**TBC +3 yrs**  
Passenger Operation



Earliest Possible

**2025**  
Scope & Purpose

**2025-30**  
Pre-Implementation

**2030-33**  
Passenger Operation

Benefits

- Serve area set for high density development
- Facilitate Poolbeg SDZ and Dublin Port Masterplan
- Interchange with bus, rail and other light rail lines
- Enables future development
- Enables regeneration
- Public realm enhancement opportunities



# LUAS BRAY

Details



Qty Stops  
tbc



7-11 km  
Route Length



€tbc  
Budget



Timeline



GDAS

Pre 2030  
Project Commencement

5-10 yrs  
Pre-Implementation

TBC +5 yrs  
Passenger Operation



Earliest Possible

2025  
Scope & Purpose

2025-30  
Pre-Implementation

2030-35  
Passenger Operation

Benefits

- Additional rail link to Bray
- Link to major future development site at Fassaroe
- Potential link to Shankill
- Improved connectivity to surrounding areas such as Cherrywood & Loughlinstown
- Potential interchange with bus, rail and other light rail lines
- Enables future development
- Enables regeneration
- Public realm enhancement opportunities

# ADDITIONAL LUAS LINES POST 2042

Details

1. City Centre to Clongriffin;
2. City Centre to Beaumont and Balgriffin;
3. Green Line Extension to Tyrrelstown;
4. City Centre to Blanchardstown;
5. Red Line Reconfiguration to provide the following lines:
  - a. Clondalkin-City Centre; and
  - b. Tallaght-Kimmage-City Centre.
6. Tallaght to City Centre via Knocklyon; and
7. Green Line Reconfiguration to provide the following lines:
  - a. b. Sandyford to City Centre



Timeline



GDAS

2042 +  
Project Commencement

5-10 yrs  
Pre Implementation  
Next Stage

+5 yrs  
Passenger Operation





## Public Transport Project Stages

# Public Transport List – Project Stage

## Early Planning

Projects designated 'Early Planning' in this document are considered to be at one of the following Phases of the National Transport Authority (NTA) lifecycle:

- Phase 1: Scope & Purpose
- Phase 2: Concept Development & Option Selection

This includes projects at Pre-Appraisal or Strategic Assessment Stage of the Public Spending Code Lifecycle.

## Planning & Design

Projects at 'Planning and Design' stage are considered to be at one of the following Phases of the NTA lifecycle:

- Phase 3: Preliminary Design
- Phase 4: Statutory Process

This includes projects either in the Preliminary Business Case stage or the Final Business Case stage of the Public Spending Code Lifecycle and as such, may have been through Decision Gate 0 and progress towards Decision Gate 1. MetroLink and Luas Finglas are categorised as being at Planning and Design.

## Progressing to or at Construction

Projects at 'Progressing to or at Construction' stage are considered to be at:

- Phase 5: Detailed Design & Procurement
- Phase 6: Construction and Implementation

This includes projects in the Final Business Case stage of the PSC lifecycle and have been through Decision Gate 2 and possibly Decision Gate 3. A range of projects captured under the Public Transport Luas Upgrades (PTLU) portfolio are currently in this phase.

## Close Out

Projects at 'Construction' stage are considered to be at:

- Phase 7: Close Out and Review

This includes projects where construction has been recently completed.



# Background

3



# Background to the Active List

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- Transport Infrastructure Ireland (TII) primary function is to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout Ireland.
- The Government (through the National Planning Framework) sets the overall framework for capital investment in Ireland, including the identification of specific Public Transport projects (Active List) to be progressed during the period of the plan. TII is charged with delivering Government policy.
- This Active List provides a credible portfolio of nationally significant public transport projects that support sustainable economic growth in Ireland, and enable the national strategic outcomes and priorities of the National Development Plan. The Active List projects offer many benefits to the lives and safety of the population of Ireland and underpins a range of Government policies.
- They help:
  - Deliver economic & health benefits to the community;
  - Reduce road congestion;
  - Amplify mobility;
  - Facilitate regional development, tourism and economic investment;
  - Improve environmental conditions; and
  - Reduce the cost of travel to business and individuals.

TII's mission is to deliver public transport infrastructure and services, which contribute to the quality of life for the people of Ireland and support the country's economic growth.



# National Strategic Outcomes





# National Strategic Outcomes and Active TII Public Transport Projects

<p>1. Compact Growth</p>	<p>2. Enhanced Regional Accessibility</p>	<p>3. Strengthened Rural Economies and Communities</p>	<p>4. Sustainable Mobility</p>	<p>5. A Strong Economy supported by Enterprise, Innovation and Skills</p>	<p>6. High-Quality International Connectivity</p>	<p>7. Enhanced Amenity and Heritage</p>	<p>8. Transition to a Low-Carbon and Climate-Resilient Society</p>	<p>10. Access to Quality Childcare, Education and Health Services</p>
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Public Transport Luas Upgrades (PLLU)	✓			✓	✓	✓		✓	✓
Life Cycle Asset Renewals (LCAR)		✓		✓				✓	✓
Metrolink	✓	✓	✓	✓	✓	✓	✓	✓	✓
Luas Finglas	✓	✓	✓	✓	✓			✓	✓
Cork LRT	✓	✓	✓	✓	✓		✓	✓	✓
Luas Lucan	✓	✓	✓	✓	✓			✓	✓



# Project Lifecycle and Public Spending Code

- TII must ensure that all individual projects and investment proposals relating to public transport projects meet relevant appraisal processes and value-for-money tests required under the Public Spending Code (PSC), before Exchequer resources are ultimately invested.
- The Public Spending Code identifies a Project Lifecycle that includes a series of steps and activities necessary to take proposals from concept to completion and evaluation. These decision gates are listed in adjacent Table 1 and mapped against the NTA's appraisal lifecycle illustrated in Table 2 on page 8.
- There are six project phases or steps required by the Public Spending Code to bring a proposed project from concept to completion and evaluation. The project lifecycle is not necessarily linear and projects can move sequentially or loop back as different circumstances change.
- The NTA's Project Approval Guidelines are highlighted overleaf and mapped against those of the Public Spending Code.
- TII has extensive experience evaluating, planning and managing public investment in alignment with the Public Spending Code. This document identifies the current stage of each project as at May 2023 having taken cognisance of Circular 06/2023.

Table 1 - Decision Gates

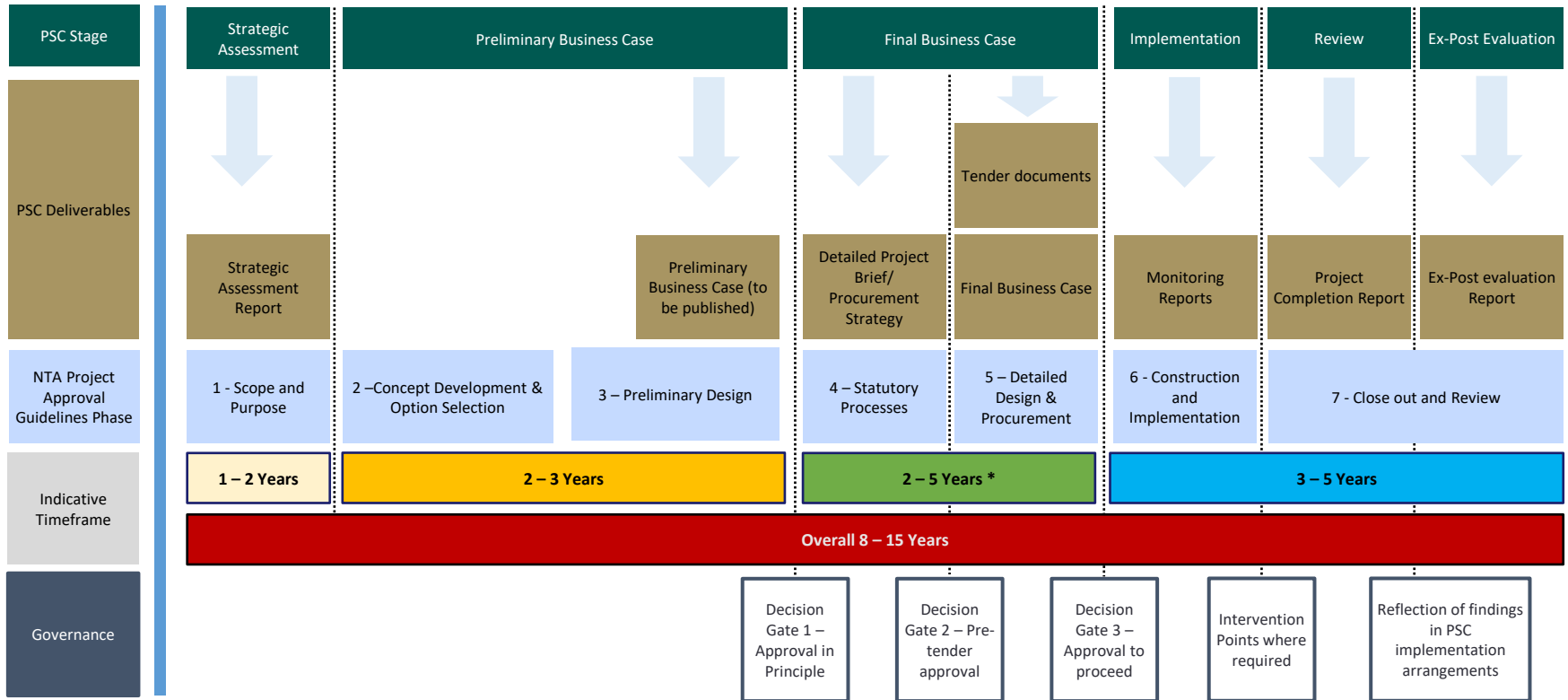
**Government approval is required at:**

- Preliminary Business Case stage
- Final Business Case stage



# Project Lifecycle and Public Spending Code

Table 2 - Lifecycle phases and decision gates



\* Including allowance for judicial review of planning decisions



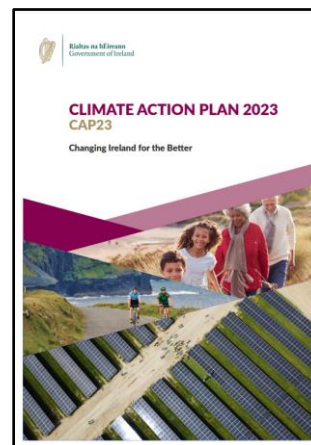
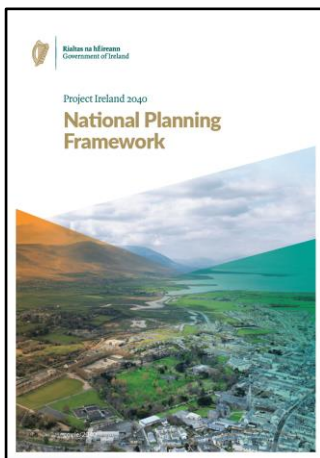
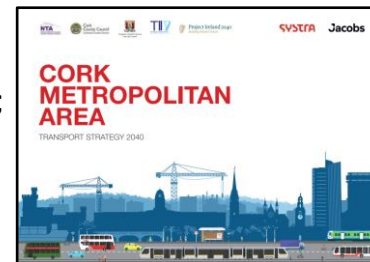
# Investment Priorities

4

# Investment Priorities

Public Transport capital investment is guided and prioritised by several transport policies and strategies including:

1. Project Ireland 2040: National Planning Framework (NPF);
2. Project Ireland 2040: National Development Plan 2021-2030;
3. Transport Strategy for the Greater Dublin Area 2022-2042;
4. Cork Metropolitan Area Transport Strategy 2040;
5. Climate Action Plan (2023)
6. National Investment Framework for Transport in Ireland;







Bonneagar Iompair Éireann  
Transport Infrastructure Ireland



Bonneagar Iompair Éireann  
Ionad Gnó Gheata na Páirce  
Sráid Gheata na Páirce  
Baile Átha Cliath 8  
Éire, D08 DK10



[www.tii.ie](http://www.tii.ie)



+353 (0)1 646 3600



Transport Infrastructure Ireland  
Parkgate Business Centre  
Parkgate Street  
Dublin 8  
Ireland, D08 DK10



[info@tii.ie](mailto:info@tii.ie)



+353 (0)1 646 3601