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Project Details  (Note: All costs exclude VAT)
Projects at / or Progressing to Construction
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
- 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

**Budget**

€25-50M

**Timeline**

- **2024**
  - Planning Submission
  - Current Stage
- **TBC**
  - Commence Construction
  - Next Stage
- **+3 years**
  - Completion

**Benefits / Outputs**

- Increased Maintenance Facilities
- Transport Hub
- Includes sustainable initiatives such as Solar Array

**RED COW DEPOT REDEVELOPMENT**

**Public Transport Luas Upgrades (PTLU)**
RED COW BUS INTERCHANGE

Public Transport Luas Upgrades (PTLU)

Transport Hub

Details

Budget

€20M

Timeline

2023
Planning Submission
Current Stage

2024
Commence Construction
Next Stage

1 year
Completion

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
LUAS ENERGY EFFICIENCY PROGRAMME

Multi-annual Programme

- 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

Budget: €tbc

Timeline

Details
LIFE CYCLE ASSET RENEWALS (LCAR)

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
- 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
**LUAS FINGLAS**

**Details**

- **4 Stops**
- **4 km Route Length**
- **€300m–€600m Budget**

**Timeline**

- **Pre 2030**
  - Preliminary Design
  - Current Stage
- **2023**
  - Preliminary Design
  - Current Stage
- **2024**
  - Statutory Process
  - Next Stage
- **2029**
  - Passenger Operation
- **2035**
  - 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

**Stops**

- 4

**Route Length**

- 4 km

**Budget**

- €300m–€600m
CORK LRT

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

25 Stops
17 km Route Length
€2 – 3Bn Budget

Timeline

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
NEW & ENHANCED TRACK TURNBACKS

Multi-annual Programme

- 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

- **Grade separate key junctions**
- **Traffic signalling improvements**
- **New turnback facilities**
- **€tbc Budget**

TBC

- 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

- 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

Multi-Annual Programme

- Luas Stop Improvements
- €TBC Budget

Timeline

Details

Benefits
LUAS SYSTEMS UPGRADE

- 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

2024 Onwards

Benefits:

Timeline:

Operating Systems Upgrade

€TBC Budget
ROLLING STOCK SUPPLY PROGRAMME

Details

New Trams

€TBC
Budget

Timeline

2023 onwards
Contract signing expected in 2024

Benefits

- 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

- 350 spaces
- Transport Interchange
- €35M Budget

**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

**Timeline**
- TBC: Commence Design & Procurement
- TBC: Commence Construction
- +2 yrs Completion

- Ensures continuity of service
- Complies with Strategic Development Zone (SDZ)
- Facilitates planned residential development
Details of Projects at Early Planning
LUAS LUCAN

15-18 Stops

16 km Route Length

> €2 Bn

Pre 2030
Project Commencement

GDAS

5-10 yrs
Pre-Implementation
Next Key Stage

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
**LUAS POOLBEG**

- **3 Stops**
- **2 km Route Length**
- **€ tbc Budget**

**Timeline**

- **Pre 2030**
  - GDAS
  - Project Commencement
- **5-10 yrs**
  - Pre-Implementation
- **TBC +3 yrs**
  - Passenger Operation

**Scope & Purpose**

- **2025**
  - Earliest Possible
- **2025-30**
  - Pre-Implementation
- **2030-33**
  - Passenger Operation

**Benefits**

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

**Details**
- Qty Stops: tbc
- Route Length: 7-11 km
- Budget: €tbc

**Timeline**
- Pre 2030
  - GDAS
  - Earliest Possible
- 2025
  - Scope & Purpose
- 2025-30
  - Pre-Implementation
- 2030-35
  - Passenger Operation

**Pre-2030**
- Project Commencement

**5-10 yrs**
- Pre-Implementation

**TBC +5 yrs**
- 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

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. Sandyford to City Centre

Timeline

- 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.
3

Background
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

1. Compact Growth
2. Enhanced Regional Accessibility
3. Strengthened Rural Economies and Communities
4. Sustainable Mobility
5. A Strong Economy supported by Enterprise, Innovation and Skills
6. High-Quality International Connectivity
7. Enhanced Amenity and Heritage
8. Transition to a Low-Carbon and Climate-Resilient Society
9. Sustainable Management of Water, Waste and other Environmental Resources
10. Access to Quality Childcare, Education and Health Services
### National Strategic Outcomes and Active TII Public Transport Projects

| Public Transport Luas Upgrades (PLLU) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Life Cycle Asset Renewals (LCAR) | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Metrolink | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Luas Finglas | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Cork LRT | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Luas Lucan | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
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

<table>
<thead>
<tr>
<th>Government approval is required at:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Preliminary Business Case stage</td>
</tr>
<tr>
<td>• Final Business Case stage</td>
</tr>
</tbody>
</table>
Table 2 - Lifecycle phases and decision gates

- **1 - Scope and Purpose**: Strategic Assessment Report
- **2 - Concept Development & Option Selection**: Preliminary Business Case (to be published)
- **3 - Preliminary Design**: Detailed Project Brief/Procurement Strategy
- **4 - Statutory Processes**: Final Business Case
- **5 - Detailed Design & Procurement**: Monitoring Reports
- **6 - Construction and Implementation**: Project Completion Report
- **7 - Close out and Review**: Ex-Post evaluation Report

### NTA Project Approval Guidelines Phase
- **1 - 2 Years**: 1 - Scope and Purpose
- **2 - 3 Years**: 2 - Concept Development & Option Selection
- **2 - 5 Years ***: 3 - Preliminary Design
- **3 - 5 Years**: 4 - Statutory Processes

### Indicative Timeframe
- 1 - 2 Years
- 2 - 3 Years
- 2 - 5 Years *
- 3 - 5 Years

### Overall 8 – 15 Years

- **Decision Gate 1 – Approval in Principle**
- **Decision Gate 2 – Pre-tender approval**
- **Decision Gate 3 – Approval to proceed**
- **Intervention Points where required**
- **Reflection of findings in PSC implementation arrangements**

*Including allowance for judicial review of planning decisions*
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)