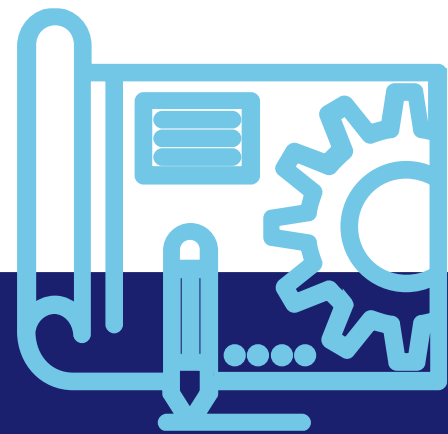
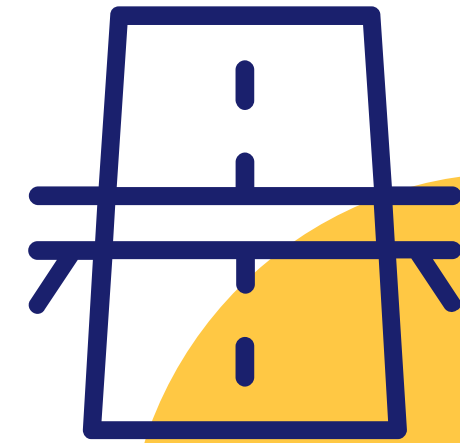


Transport Infrastructure Ireland

# Public Transport Projects Active List





# Contents

## 01

### Project Details

- Construction
- Planning and Design
- Early Planning

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### Project Stages

- Project Stages

## 03

### Background

- Background to Active List
- National Strategic Outcomes
- Project Lifecycle and Public Spending Code

## 04

### Investment Priorities

- Investment Priorities





# 1. Project Details

(Note: All costs exclude VAT)





# Projects at / or Progressing to Construction





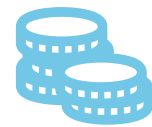
# Public Transport Luas Upgrades (PTLU)

LUAS

## Details



Multi-Departmental  
Programme



Multi  
Annual Budget

## Timeline

**Rolling Multi-Annual Programme**  
**Current = (2021-2025)**

## Benefits

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: Measures to address existing desire lines to increase permeability at multiple stops.





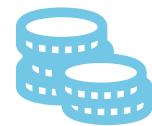
# Red Cow Depot Redevelopment

Public Transport Luas Upgrades (PTLU)

## Details



Increased Maintenance Facilities



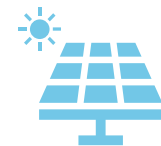
€25-50M Budget



Additional Office Space



Additional Storage Facilities



Includes sustainable initiatives such as Solar Array

## Timeline

**2025**

Planning Submission  
Current Stage

**2026**

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

Public Transport Luas Upgrades (PTLU)

## Details



## Timeline

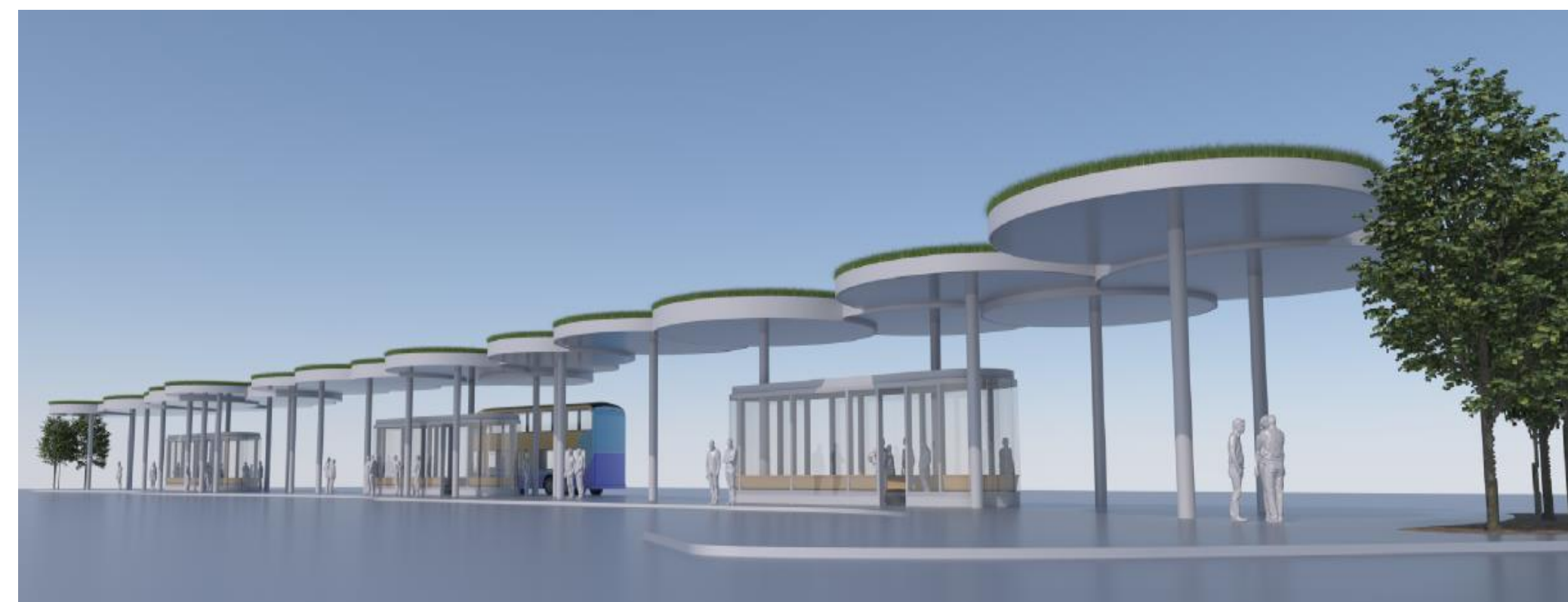
**2024**  
Detailed Design  
Current Stage

**2025**  
Commence Construction  
Next Stage

**2026**  
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

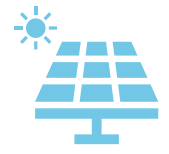




# Luas Energy Efficiency Programme

Public Transport Luas Upgrades (PTLU)

## Details



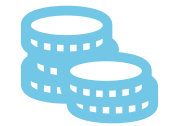
Solar Array



Depot  
Retrofits



Energy Monitoring  
Systems



€tbc  
Budget

## Timeline

### Multi-annual Programme

## Benefits/ Outputs

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



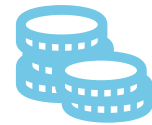


# Life Cycle Asset Renewals (LCAR)

## Details



Multi-Departmental  
Programme



Multi Annual  
Budget

## Timeline

**Rolling Multi-Annual Programme**  
**Current = (2021-2026)**

## Benefits/ Outputs

- 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

<p><b>2024</b> Statutory Process Current Stage</p>	<p><b>2025</b> Commence Procurement Next Stage</p>	<p><b>TBC</b> Passenger Operation</p>
--	--	---

## Benefits/ Outputs

- 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  
 **€420m-€760m** Budget

## Timeline

 Project Ireland 2040 Building Ireland's Future NDP	<b>Pre 2030</b> Preliminary Design Current Stage	<b>Pre 2030</b> Statutory Process Next Stage	<b>2035</b> Passenger Operation
	 Earliest Possible	<b>2024</b> Preliminary Design Current Stage	<b>2025</b> Statutory Process Next Stage

## Benefits/ Outputs

- 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

Luas Finglas preferred route





# Cork LRT

## Details

**25** Stops
 **17 km** Route Length
 **€2-€3Bn** Budget

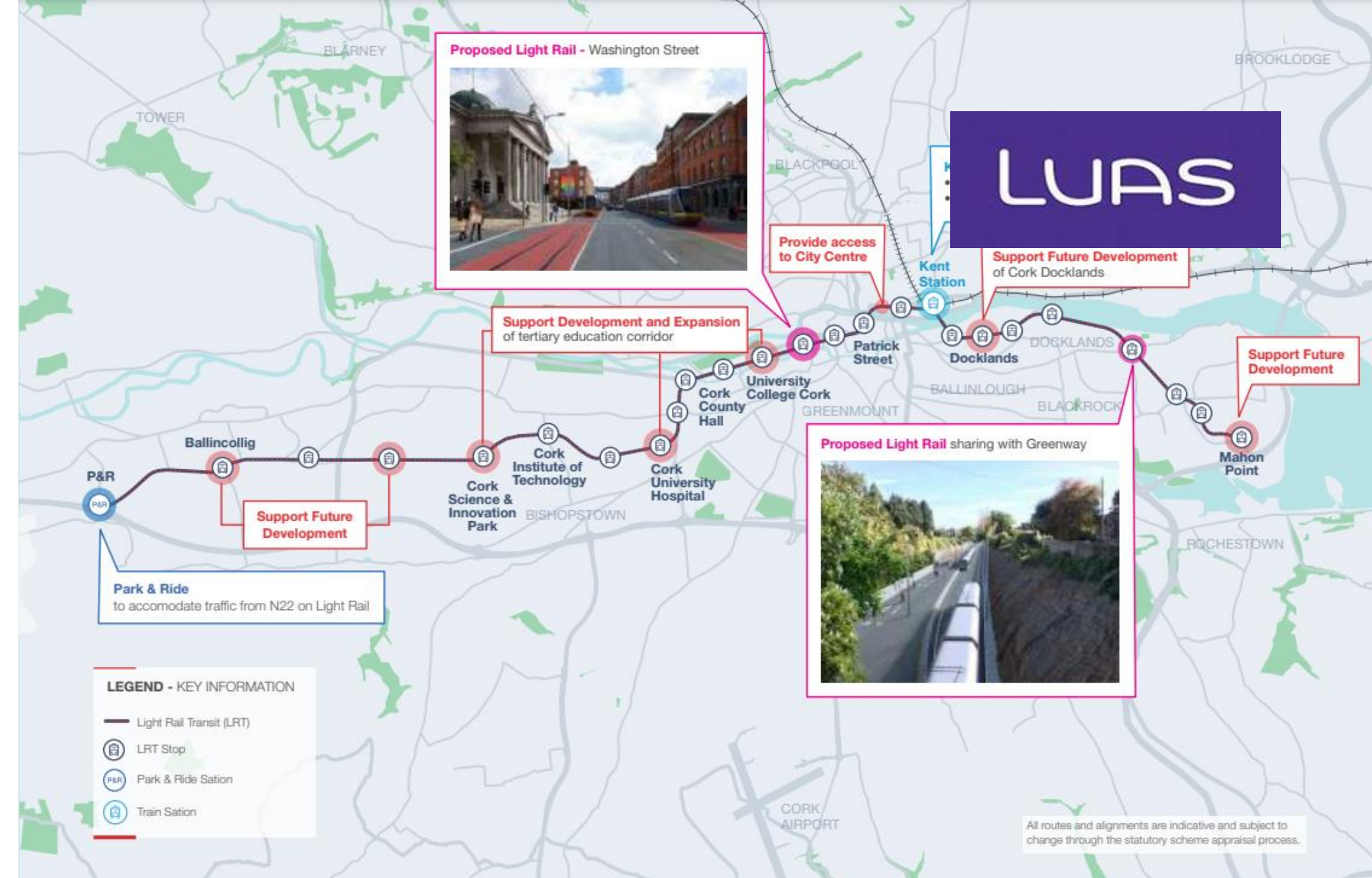
## Timeline

<p>Project Ireland 2040 Building Ireland's Future NDP</p>	<p><b>Pre 2030</b> Option Selection Current Stage</p>	<p><b>Pre 2030</b> Preliminary Design Next Stage</p>
<p>Earliest Possible</p>	<p><b>2024</b> Option Selection Current Stage</p>	<p><b>2025</b> Preliminary Design Next Stage</p>

## Benefits/ Outputs

- 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





# Luas Lucan

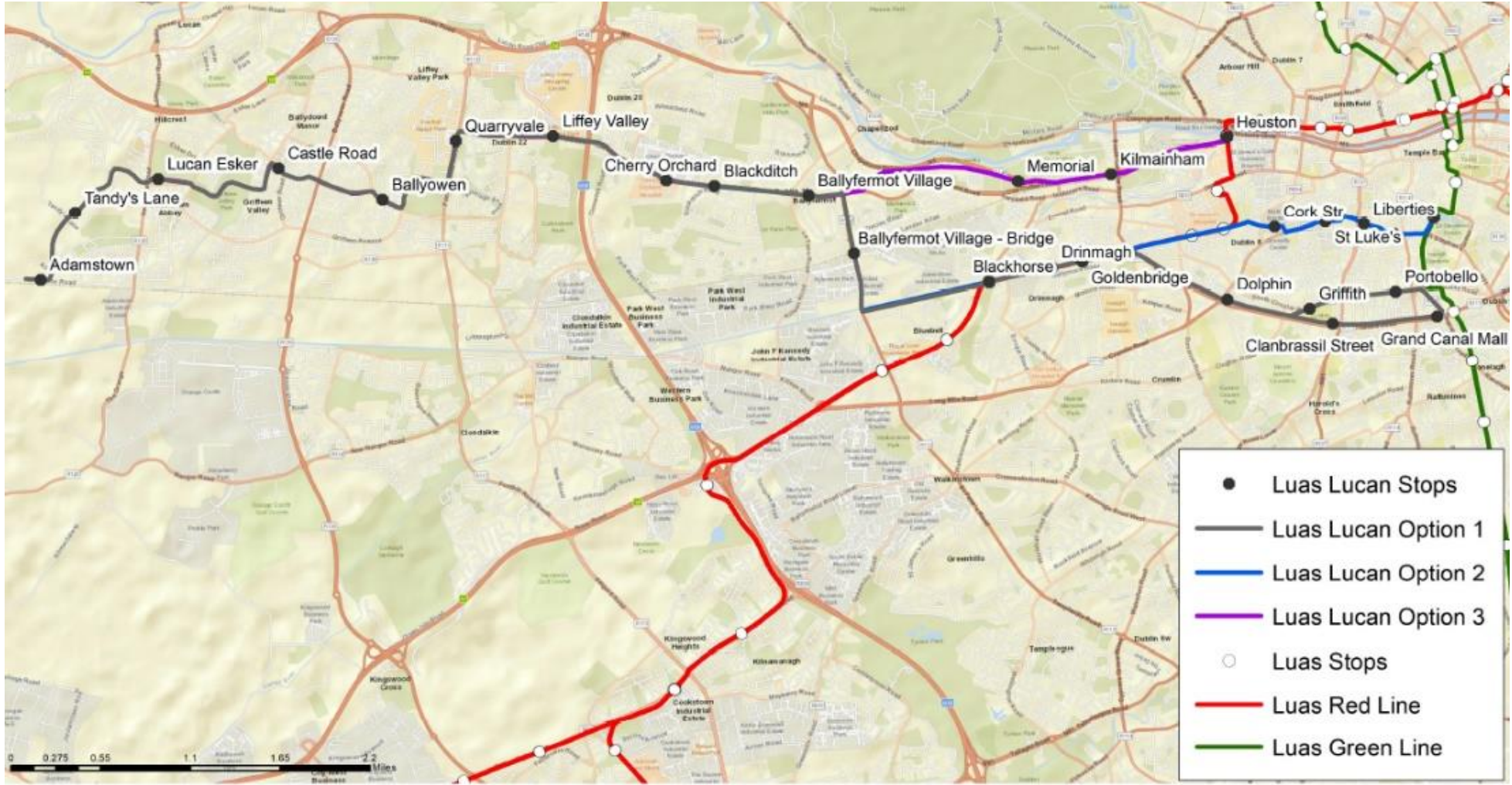


## Details

**15-18** Stops  
**16 km** Route Length  
**> €2Bn** Budget

## Timeline

<p><b>GDAS</b></p>	<p><b>Pre 2030</b> Project Commencement</p>	<p><b>8-12 yrs</b> Pre-Implementation Next Key Stage</p>	<p><b>2036</b> Passenger Operation</p>
<p><b>Earliest Possible</b></p>	<p><b>2024</b> Scope &amp; Purpose Current Stage</p>	<p><b>2025</b> Pre-Implementation Next Key Stage</p>	<p><b>2036</b> Passenger Operation</p>



## Benefits/ Outputs

- 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



# Green Line Operational Flexibility



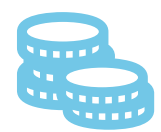
## Details



Junction Modifications



Traffic Signalling Improvements



€tbc Budget



Improved Operation Flexibility

## Timeline

### Multi-Annual Programme

## Benefits/ Outputs

- Caters for projected passenger growth
- Enable additional capacity for Green Line
- Enable more flexible timetables
- Minimise the effect of line disruptions to services
- Addresses bottlenecks in the system
- Junction modifications / improvements
- Modifications to traffic signalling system
- Identify infrastructure improvements such as turnback or crossover locations





# Red Line Operational Efficiency

LUAS

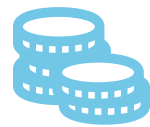
## Details



Junction  
Modifications



Traffic  
Signalling  
Improvements



€tbc  
Budget



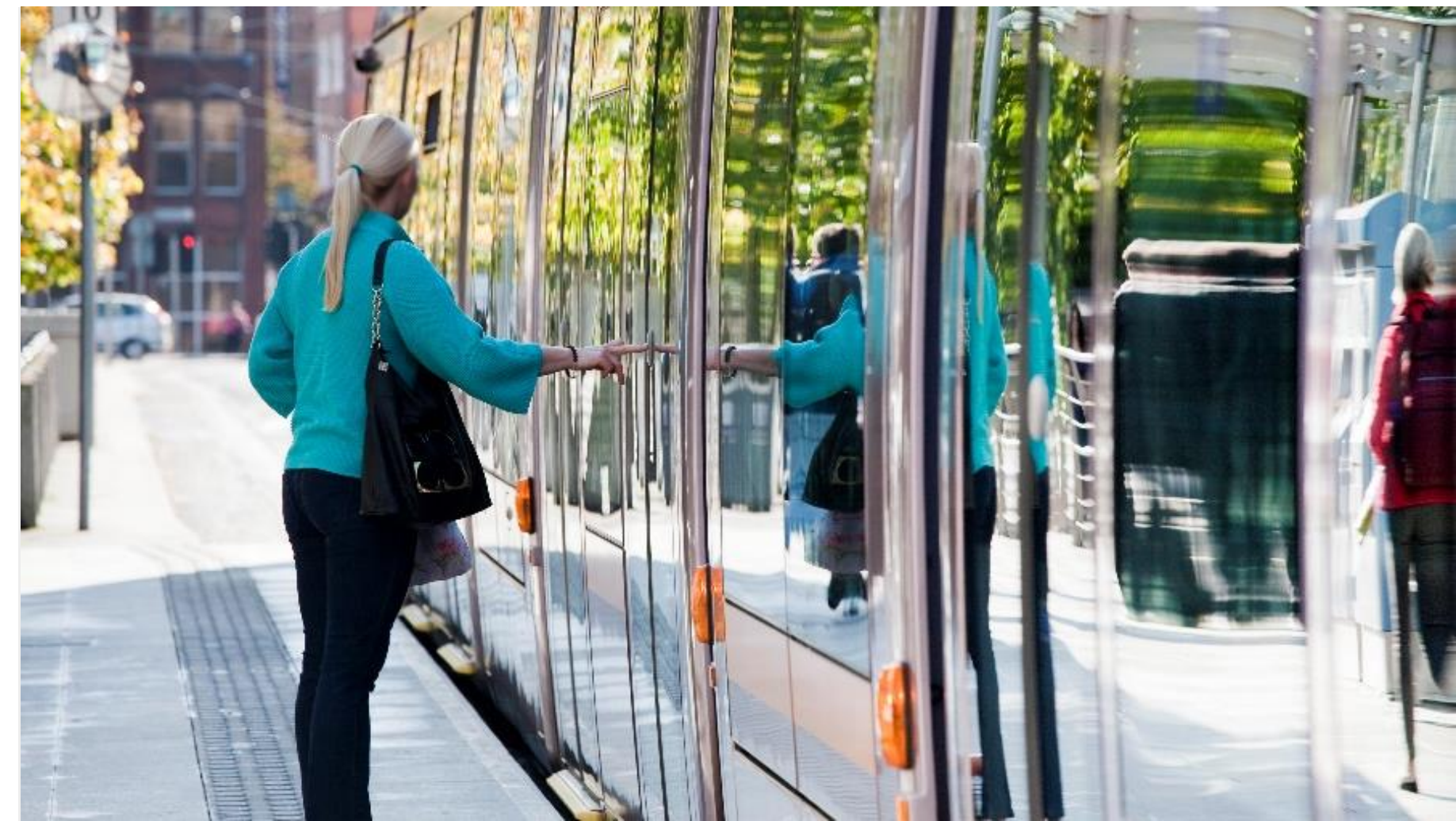
Improved  
Operation  
Flexibility

## Timeline

### Multi-Annual Programme

## Benefits/ Outputs

- Caters for projected passenger growth
- Enable additional capacity for Red Line
- Enable more flexible timetables
- Minimise the effect of line disruptions to services
- Addresses bottlenecks in the system
- Junction modifications / improvements
- Modifications to traffic signalling system
- Identify infrastructure improvements such as turnback or crossover locations



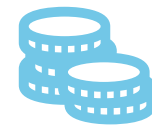


# Improved Platform Accessibility

## Details



Luas Stop  
Improvements



€tbc  
Budget

## Timeline

### Multi-Annual Programme

## Benefits/ Outputs

- 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



LUAS

Destination	Minutes
Sandyford	3
Bride's Glen	13
Sandyford	16

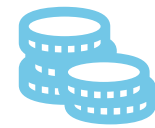


# Systems Technology Enhancement And Expansion Project (Steep)

## Details



Operating Systems  
Upgrade



€tbc  
Budget

## Timeline

2024 Onwards

## Benefits/ Outputs

- Programme to renew and replace Energy & Systems infrastructure for the entire Luas Network for coming decades and to deal with obsolescence and new technology requirements (such as improved safety systems and energy efficiency improvements)
- Major and minor renewals and replacements
  - Central and line wide systems renewals / replacement (2028 onwards)
  - General asset renewals
- Procurement of an Energy and Systems Contractor on a long term basis (10-20 years)



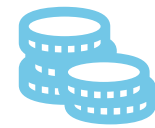


# Rolling Stock Supply Programme

## Details



New Trams



€0.5 to €1Bn  
Budget

## Timeline

**2023 onwards**

Contract signing expected in 2025

## Benefits/ Outputs

- Procurement of long term rolling stock supply contract
- New Projects
- Capacity Enhancement
- Fleet Replacement
- The first order will be for the replacement of the red line fleet\* (2025-2034)

\*Red Line fleet replacement expected cost <€200m





# Carrickmines Multi-storey Car Park

LUAS

## Details



## Timeline

**TBC**

\*Commence Design & Procurement  
Current Stage

**TBC**

Commence Construction  
Next Stage

**+2 yrs**  
Completion

## Benefits/ Outputs

- 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



\*The programme for this project is dependent on third party developer in relation to their development plans for the wider site as well as their agreement to complete purchase of land for the car park



# Details of Projects at Early Planning





# Luas Poolbeg



## Details

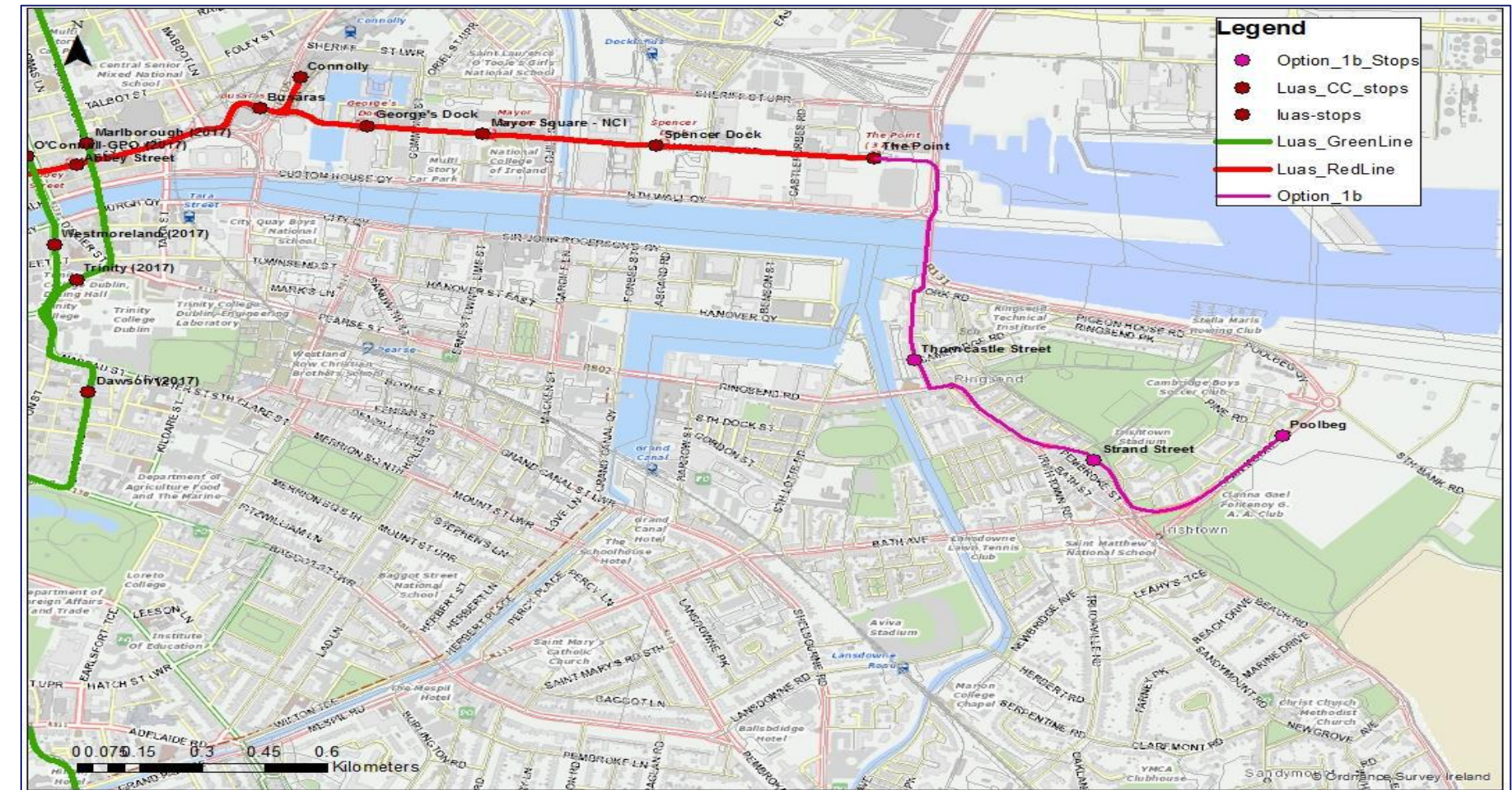
**3 stops**
**2 km Route Length**
**€ tbc Budget**

## Timeline

<p>GDAS</p>	<p><b>Pre 2030</b> Project Commencement</p>	<p><b>7-12 yrs</b> Pre-Implementation</p>	<p><b>+ 5-8 yrs</b> Passenger Operation</p>
	<p><b>2025</b> Commence Scope &amp; Purpose</p>	<p><b>2032</b> Complete Pre-Implementation</p>	<p><b>2036</b> Passenger Operation</p>

## Benefits/ Outputs

- 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	<b>Pre 2030</b> Project Commencement	<b>7-12 yrs</b> Pre-Implementation	<b>TBC +5-8 yrs</b> Passenger Operation
 Earliest Possible	<b>2025</b> Commence Scope & Purpose	<b>7-12 yrs</b> Pre-Implementation	<b>TBC +5-8 yrs</b> Passenger Operation

## Benefits/ Outputs

- 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





# Additional Luas Lines Post 2042

LUAS

## 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
8. Potential Orbital Lines (Routes not yet identified and not illustrated on adjacent map)

## Timeline



GDAS

**2042+**  
Project  
Commencement

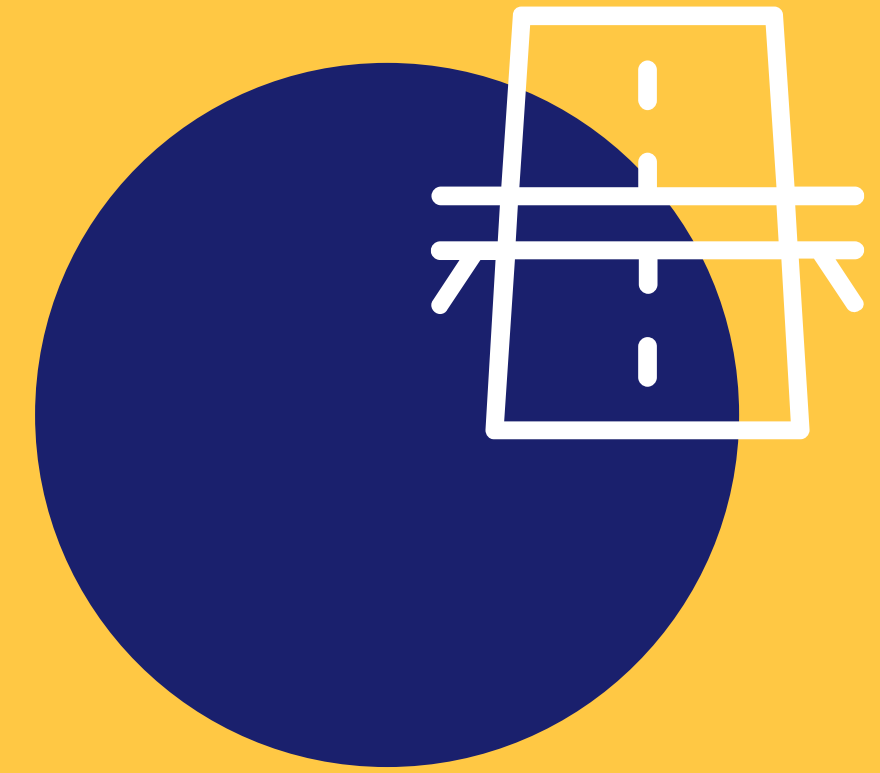
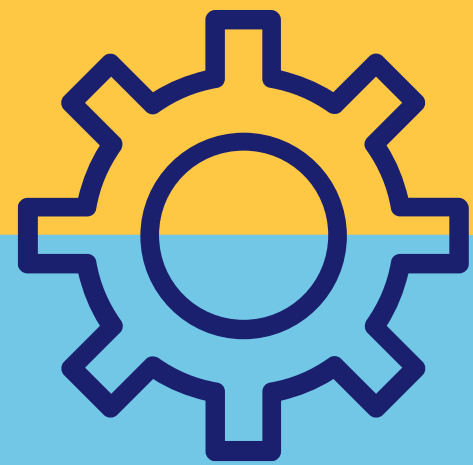
**7-12 yrs**  
Pre-Implementation

**+5-8 yrs**  
Passenger  
Operation





# 2. 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 Infrastructure Guidelines 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 Detailed Business Case stage of the Infrastructure Guidelines Lifecycle and as such, may have been through Approval Gate 1 and progressing towards Approval Gate 2. 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

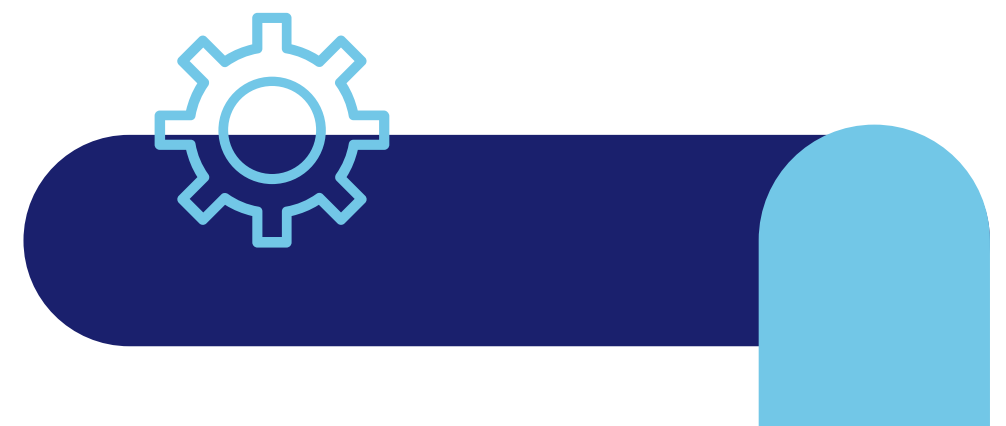
This includes projects in the Final Business Case stage of the Infrastructure Guidelines lifecycle and have been through Approval Gate 2 and possibly Approval Gate 3. A range of projects captured under the Public Transport Luas Upgrades (PTLU) portfolio are currently in this phase.

### Close Out

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

- Phase 7: Close Out and Review

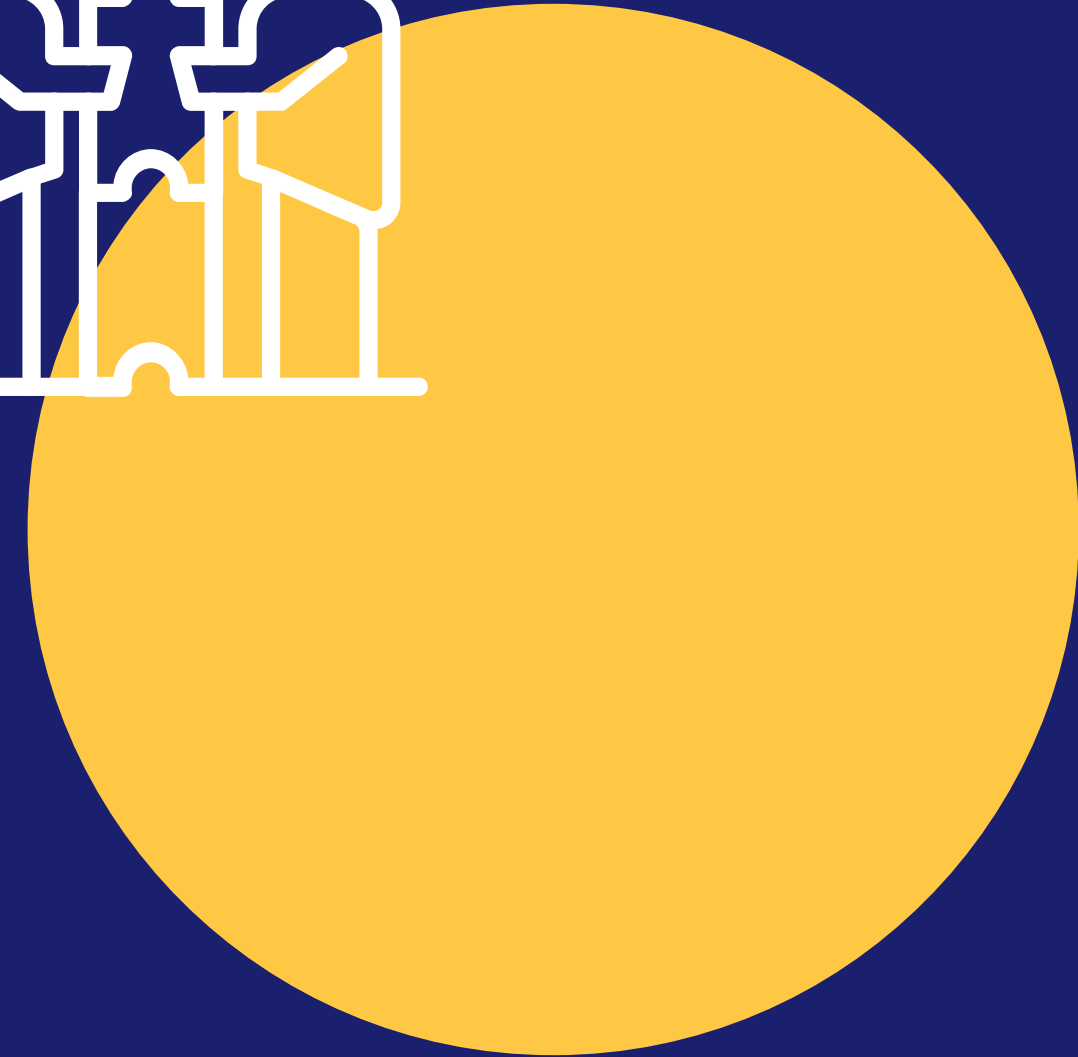
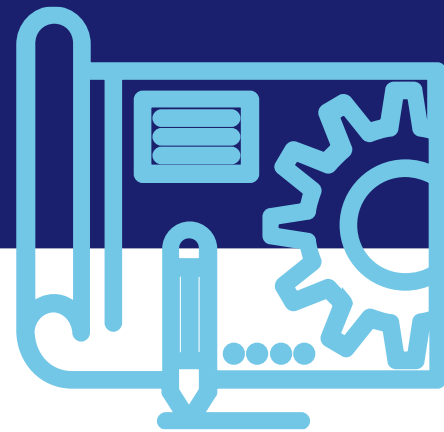
This includes projects where construction has been recently completed.





# 3. Background

Subtitle





# Background to the Active List

Transport Infrastructure Ireland (TII) primary function is to provide an integrated approach to the future development and operation of the national roads network, light rail & metro 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.

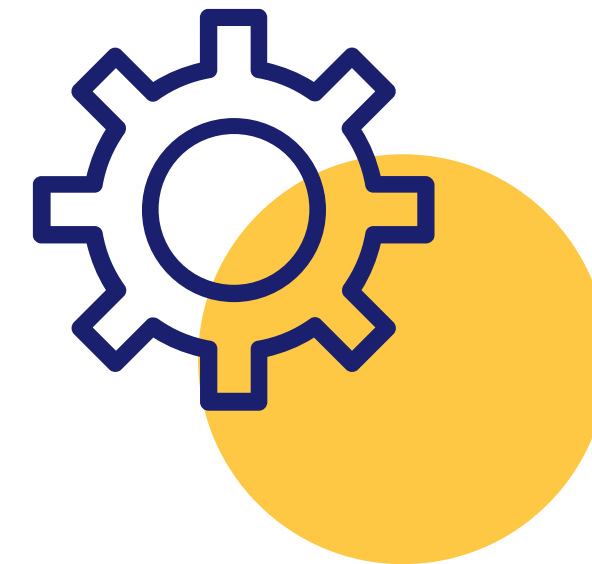


**TII's mission is to deliver public transport infrastructure and services, which contribute to the quality of life for the people of Ireland and support the country's economic growth.**





# National Strategic Outcomes





# National Strategic Outcomes and Active TII Public Transport Projects



	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	10. Access to Quality Childcare, Education and Health Services
Public Transport Luas Upgrades (PLLU)	✓			✓	✓	✓		✓	✓
Life Cycle Asset Renewals (LCAR)		✓		✓				✓	✓
Metrolink	✓	✓	✓	✓	✓	✓	✓	✓	✓
Luas Finglas	✓	✓	✓	✓	✓			✓	✓
Cork LRT	✓	✓	✓	✓	✓		✓	✓	✓
Luas Lucan	✓	✓	✓	✓	✓			✓	✓



# Project Lifecycle and Infrastructure Guidelines

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 Infrastructure Guidelines (IG), before Exchequer resources are ultimately invested.

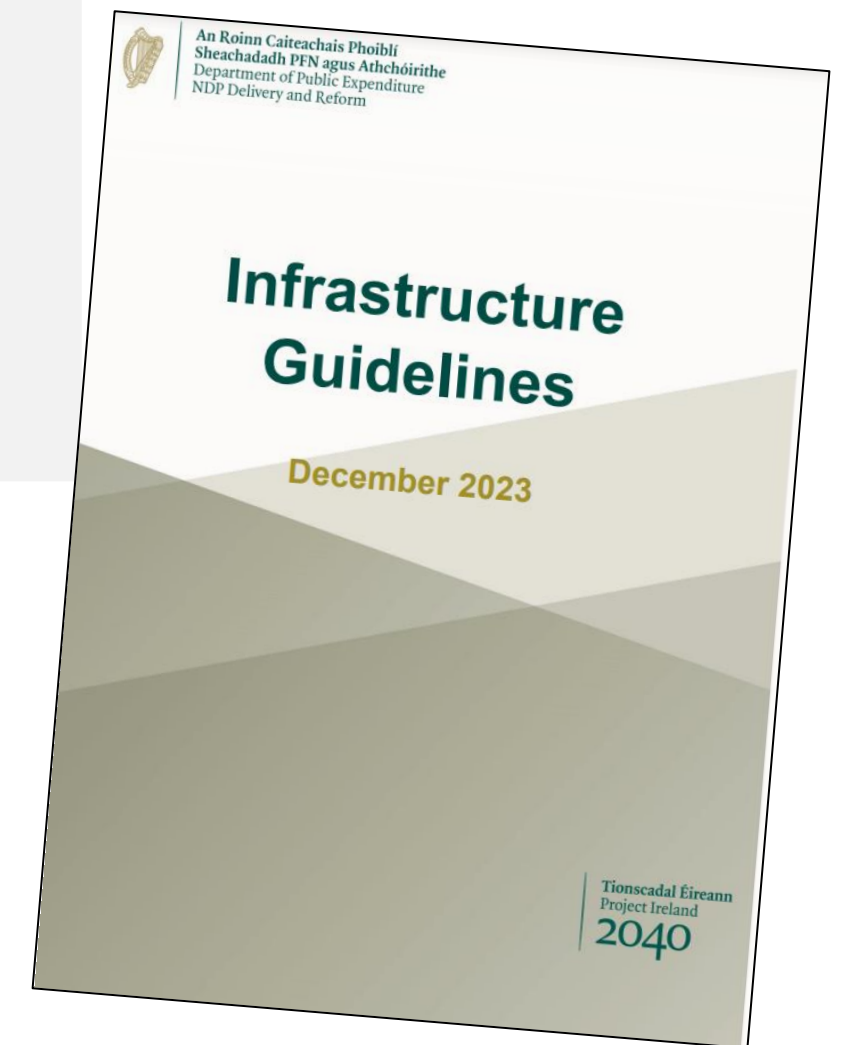
The Infrastructure Guidelines identify a Project Lifecycle that includes a series of steps and activities necessary to take proposals from concept to completion and evaluation. These Approval Gates are listed in adjacent Table 1 and mapped against the NTA’s appraisal lifecycle illustrated in Table 2 on page 32.

There are five project phases or steps required by the Infrastructure Guidelines 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 Infrastructure Guidelines.

TII has extensive experience evaluating, planning and managing public investment in alignment with the Infrastructure Guidelines (and previously the Public Spending Code). This document identifies the current stage of each project as at September 2024.

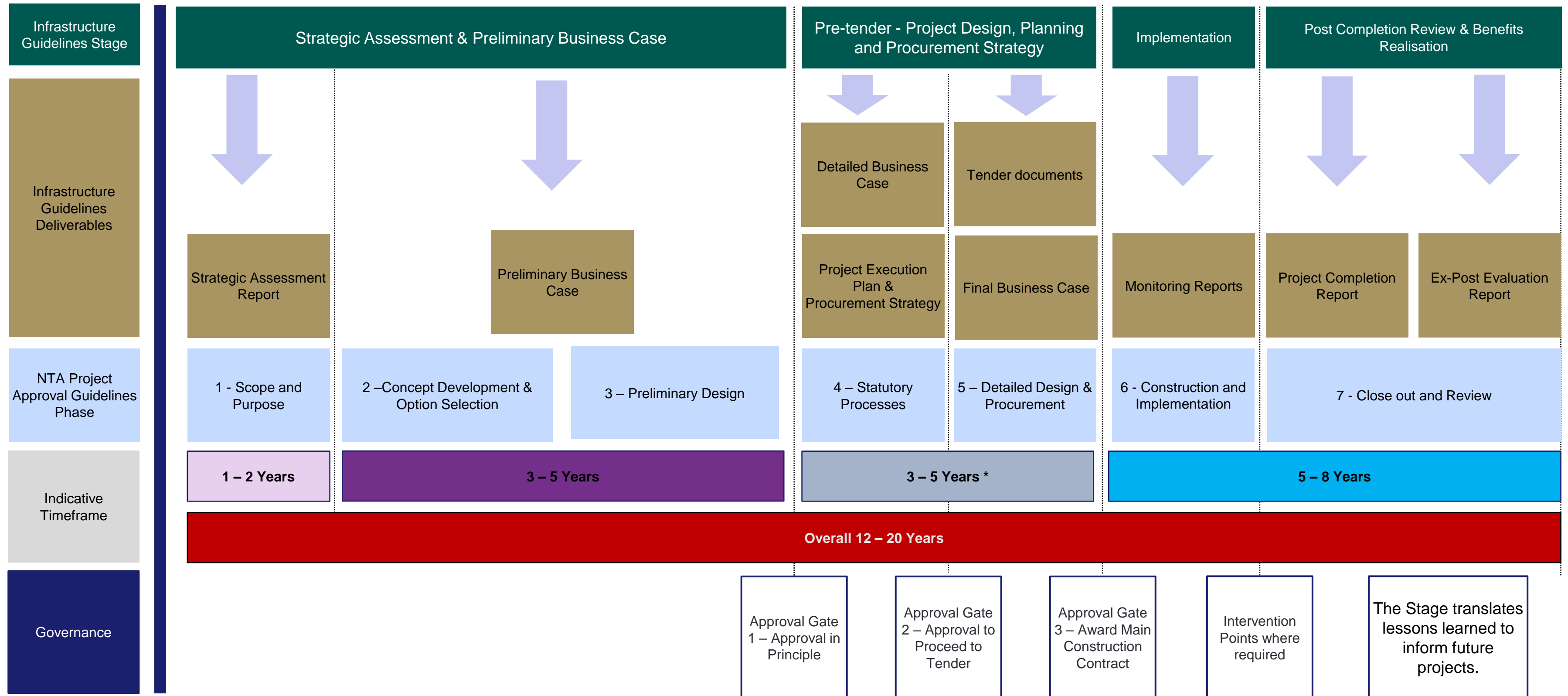
Table 1 - Approval Gates
<p><b>Government approval is required at:</b></p> <ul style="list-style-type: none"> <li>• Preliminary Business Case stage (Approval Gate 1)</li> <li>• Final Business Case stage (Approval Gate 3)</li> </ul>
<p><b>Ministerial approval is required at:</b></p> <ul style="list-style-type: none"> <li>• Detailed Business Case - Pre-Tender (Approval Gate 2)</li> </ul>





# Project Lifecycle and Infrastructure Guidelines

Table 2 - Lifecycle phases and decision gates



\* Including allowance for judicial review of planning decisions



# 4. Investment Priorities

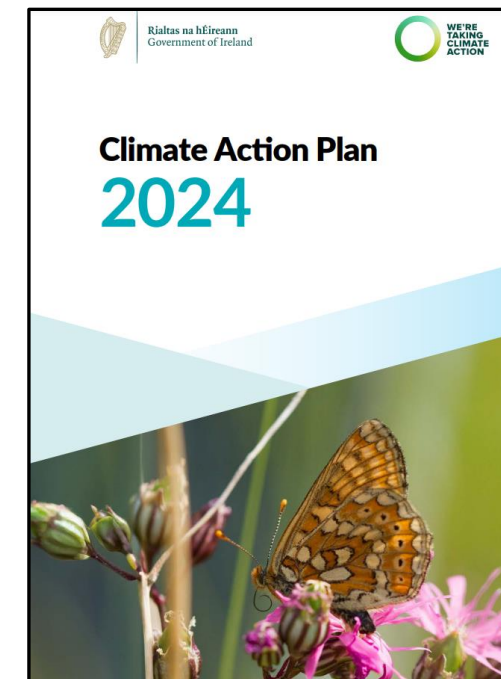
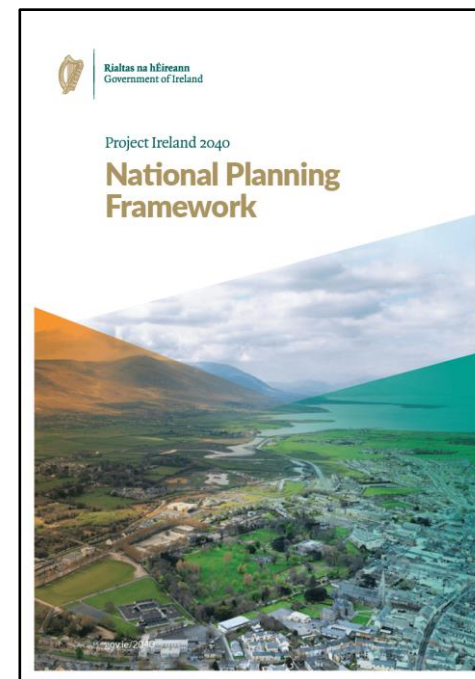




# Investment Priorities

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 (2024)
6. National Investment Framework for Transport in Ireland;







Bonneagar Iompair Éireann  
Transport Infrastructure Ireland

