



Sustainable Transport Overview and Opportunities

15 November 2023

Thank you for having us!



The purpose of our visit is to share information with UK companies on upcoming sustainable transport opportunities in Ireland. This will focus on non heavy rail opportunities as Irish Rail have outlined these in their DART+ presentations.

Thanks to the National Development Plan 2021-2030, Ireland is facing into a period of unprecedented levels of investment in sustainable transport. We will introduce you to our ambitious portfolio that includes projects and programmes that vary in size, scale, and necessary expertise.

Eoin Gillard

Assistant Director – Transport Investment
National Transport Authority

About the National Transport Authority

The NTA's role at a national level is to:



Procure public transport services by means of public transport service contracts



Develop an integrated, accessible public transport network



Regulate public bus passenger services not subject to a public transport services contract



Provide cycling facilities and schemes to promote cycling



Develop and maintain regulatory framework for control and operation of Small Public Service Vehicles



Prepare statutory submissions in relation to Regional Planning Guidelines



Operate as the national conciliation body for electronic toll service providers



Provide integrated ticketing, fares, and public transport information



Promote the use of sustainable transport multi-channel marketing and promotional activities



Provide bus infrastructure and fleet



Develop and implement single public transport brand



Regulate vehicle clamping in the State



Collect statistical data and information on transport



Enforce EU passenger rights in rail, maritime, and bus and coach transport

The NTA has the additional roles for the Greater Dublin Area:



Undertake strategic planning of transport



Secure the effective management of traffic and of transport demand



Invest in all public transport infrastructure

Why Work in Ireland?

1

Strong commitment from Government to invest in infrastructure and sustainable transport



3

Opportunities to deliver infrastructure across sectors



2

Coordinated approach to delivery of sustainable transport portfolio



4

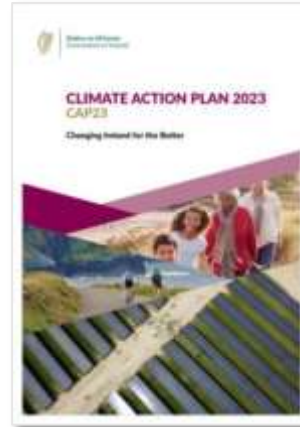
Opportunities to deliver transport programmes that vary in scale, complexity and delivery timelines



1. Government's Commitment | Policy & Legislative Context



National Planning Framework ([NPF](#))



Government's Climate Action Plan 2023 ([CAP](#))



National Investment Framework for Transport in Ireland ([NIFTI](#))



National Development Plan 2021-2030 ([NDP](#))



Department of Transport's National Sustainable Mobility Policy ([SMP](#))



Our Rural Future [2021-2025](#)

2. Coordinated Portfolio Delivery | Sustainable Transport Governance



The NTA is the **funding agency** for programmes delivered by TII and Irish Rail like MetroLink and DART+, and also acts as a **delivery agency** for bus programmes, including BusConnects.



DELIVERY AGENCIES

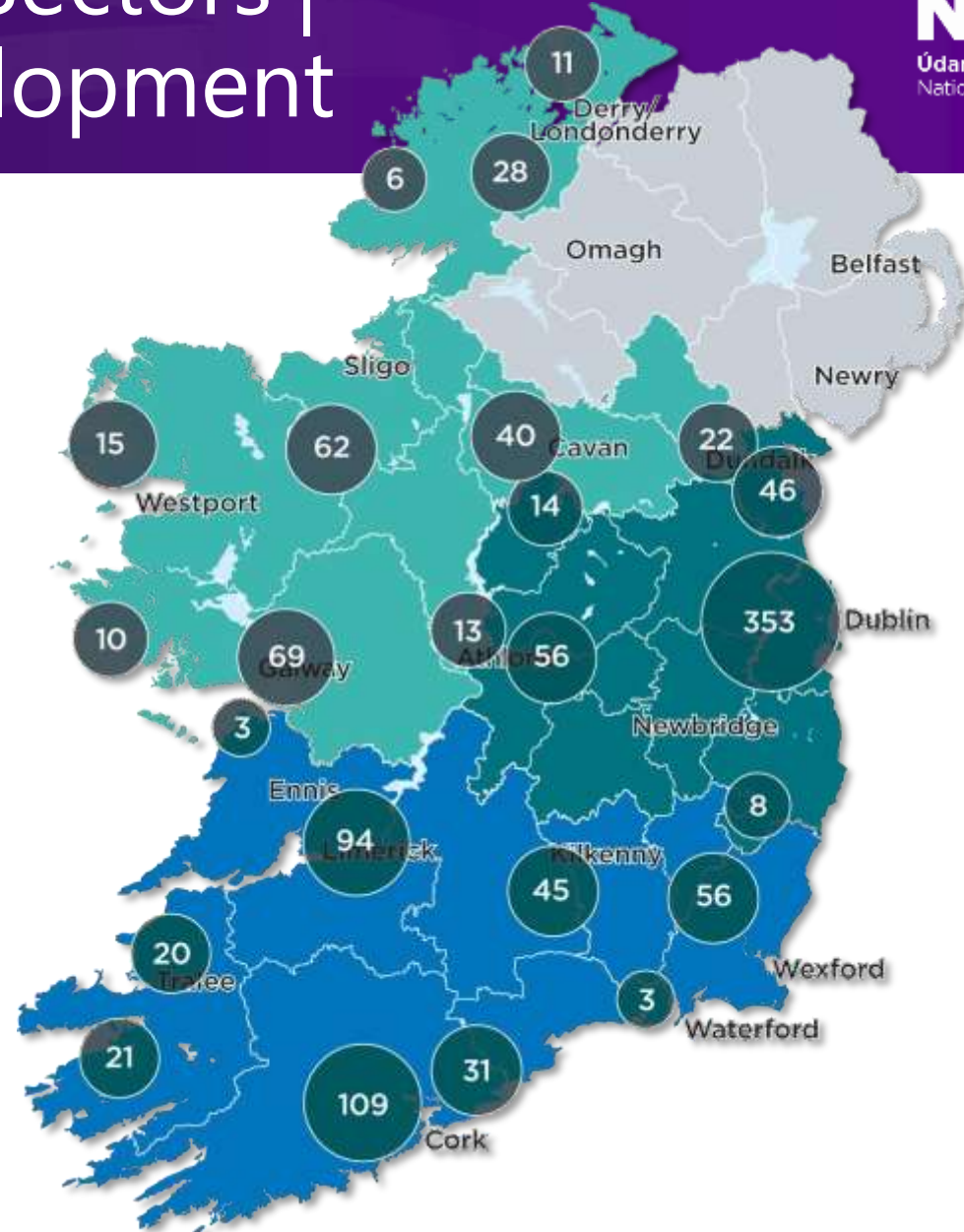


3. Opportunities across Sectors | Irish Infrastructure Development

National Development Plan (NDP) 2021-2030 investment allocated across Ireland:

- East and Midlands: **490 projects**
- South and Southwest: **379 projects**
- West and Northwest: **276 projects**

Further detail is available on www.gov.ie/2040, including an interactive map and downloadable Microsoft Excel sheet of projects.

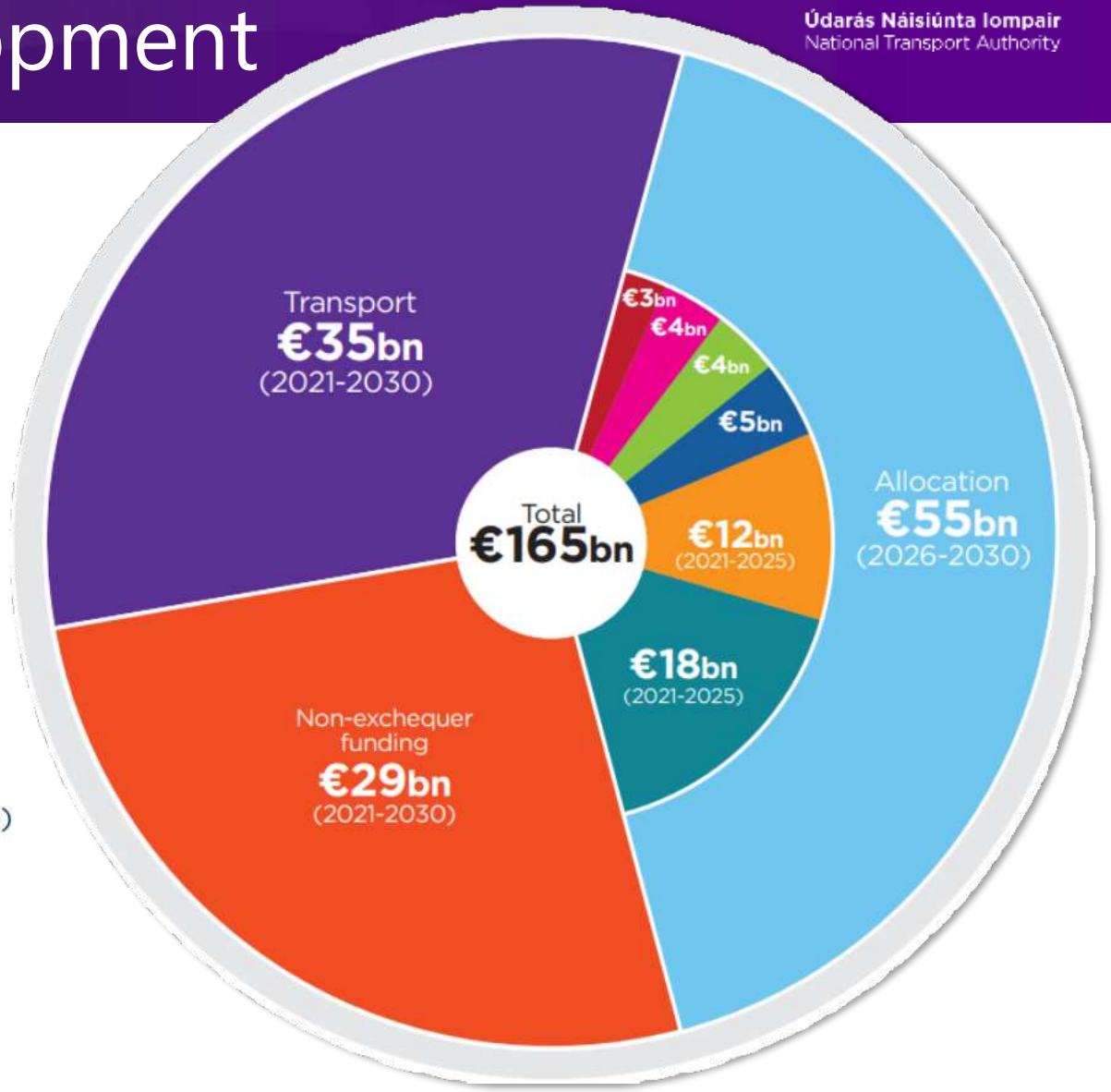


3. Opportunities across Sectors | Irish Infrastructure Development

The National Development Plan (NDP) 2021-2030 sets out a 10-year capital envelope to 2030 of €165 billion including **approximately €35 billion allocated to transport with €15 billion for the NTA.**

Sectors (years allocated)

- Transport
- Non-exchequer funding
- Health (2021-2025)
- Housing (includes Irish Water) (2021-2025)
- Higher Education (2021-2025)
- Education (2021-2025)
- Environment, Climate & Communications (2021-2025)
- Other (Justice, Agriculture, Tourism, etc.) (2021-2025)
- Funding to be allocated by sector for 2026-2030



3. Opportunities across Sectors | Infrastructure in Delivery

€4+bn
Irish Rail Projects & Investments



Iarnród Éireann
Irish Rail

€2+bn
EirGrid Transmission Development Plan



EIRGRID

€4+bn
NTA BusConnects



NTA
Údarás Náisiúnta Iompair
National Transport Authority

€1bn p.a.
ESB Invested in Ireland



ESB Energy for generations

€6+bn
TII MetroLink Project



TII
Iompar Éireann
Transport Infrastructure Ireland

€3bn
DAA Capital Investment Programme



daa



€7+bn
Irish Water Capital Investment Plan



Uisce Éireann
Irish Water

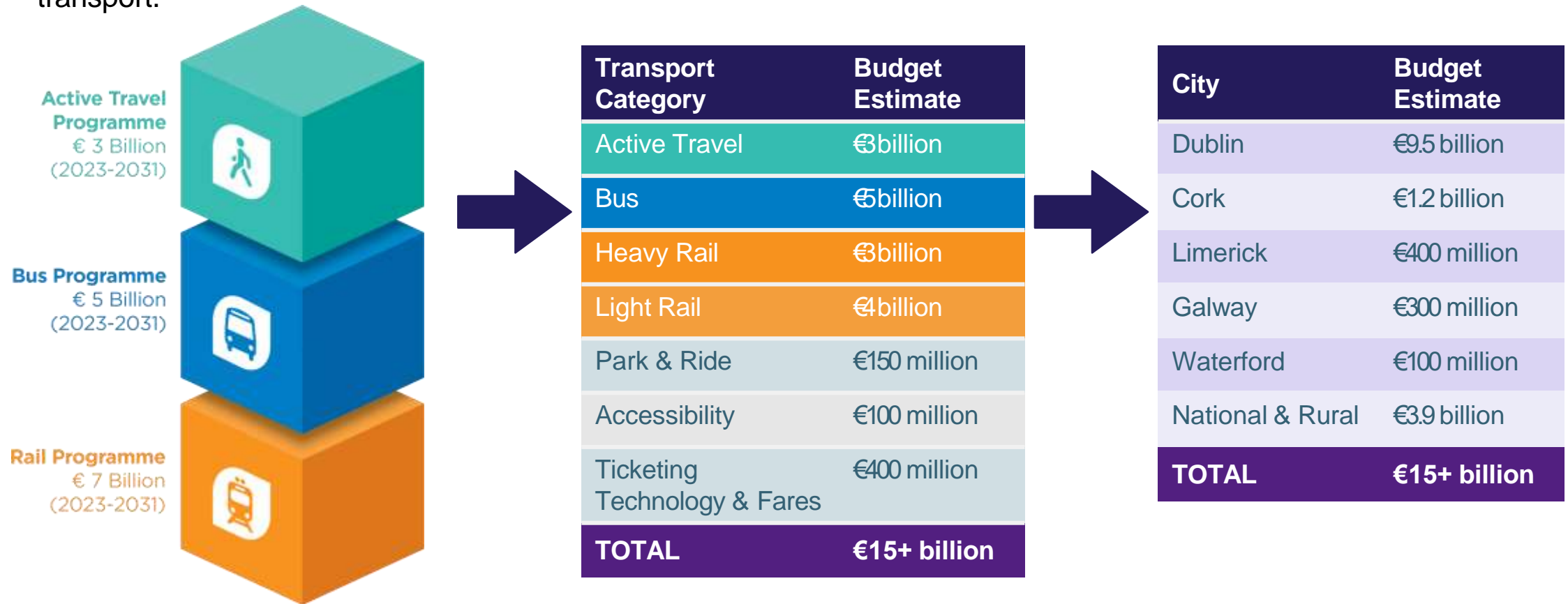
€1bn
Dublin Port Masterplan 2040



DUBLIN PORT CO.

4. Sustainable Transport Opportunities | NTA Portfolio

The NTA's €15 billion capital envelope is allocated across different programmes, regions and modes of transport.









Active Travel Programme
€ 3 Billion
(2023-2031)

Bus Programme
€ 5 Billion
(2023-2031)

Rail Programme
€ 7 Billion
(2023-2031)

4. Sustainable Transport Opportunities | Major Projects & Programmes

Some of the key major transport projects and programmes that make up Ireland's sustainable transport portfolio:

	Project / Programme	Estimated Construction Timeline	Indicative Cost Range
	Active Travel	2021 – 2030	€3-4 billion
	BusConnects Dublin – Core Bus Corridors	2025 – 2030	€1.5-3 billion
	BusConnects Cork – Sustainable Transport Corridors	2025 – 2030	€0.5-1 billion
	BusConnects Galway – Bus Corridors	2025 – 2030	€250-400 million
	BusConnects Limerick – Bus Corridors	2025 – 2030	€250-400 million
	BusConnects Waterford – Bus Corridors	2025 – 2030	€250-400 million
	MetroLink (by Transport Infrastructure Ireland)	2025 – early 2030s	€6-10 billion
	DART+ (by Iarnród Éireann)	2024 – 2027 (West corridor)	€2-3 billion (all corridors)
	Cork Area Commuter Rail Programme (by Iarnród Éireann)	2023 – 2031	€1-1.5 billion
	Limerick Area Commuter Rail Programme (by Iarnród Éireann)	2024 – 2031	€0.5-1 billion
	Luas Finglas (by Transport Infrastructure Ireland)	2031 – 2035	€300-500 million
	Luas Cork (by Transport Infrastructure Ireland)	2031 – 2035	€1.5-2.2 billion

Light Rail & Metro Investments



METROLINK

Scheme Description


- Estuary in Swords to Charlemont, south Dublin City via Dublin Airport
- Single Bore tunnel - 8.5m internal diameter
- State-of-the-art automated (driverless) Metro services
- 18.8km (approx. 12km in tunnel)
- 16 Stations (11 Underground and 5 surface (including 1 No. future station at Dardistown))
- Park and Ride facility for 3,000 vehicles (north Swords)
- Swords to city centre journey time 25mins
- Interchanges with DART, Luas and Bus
- Design capacity of 20,000 passengers per hour each direction
- 8 traction power substations to provide energy to the line
- Metrolink will provide over 1 billion carbon neutral, fully electrified, passenger trips by 2050



Scheme Benefits


METROLINK

Integrating with the Wider Public Transport System




Dublin Airport Iarnród Éireann DART Luas BusConnects

Enhanced Regional and International Connectivity



Dublin Belfast Europe & Rest of the World



Benefit to Cost Ratio 1.4
Range 1.1 → 2.0

8,000 Direct construction jobs per annum

2,750 Indirect supported jobs per annum during construction

300 Operations period staff
300 permanent staff during operations

Delivering Sustainable Mobility

Opening Year
53 Million Trips



Encouraging 146 Million*
Cycling Trips

1 Billion*
Fully Electrified Carbon Neutral Trips

Diverting up to 360 Million* Car Trips



Supporting compact growth

90 second
Peak Frequencies

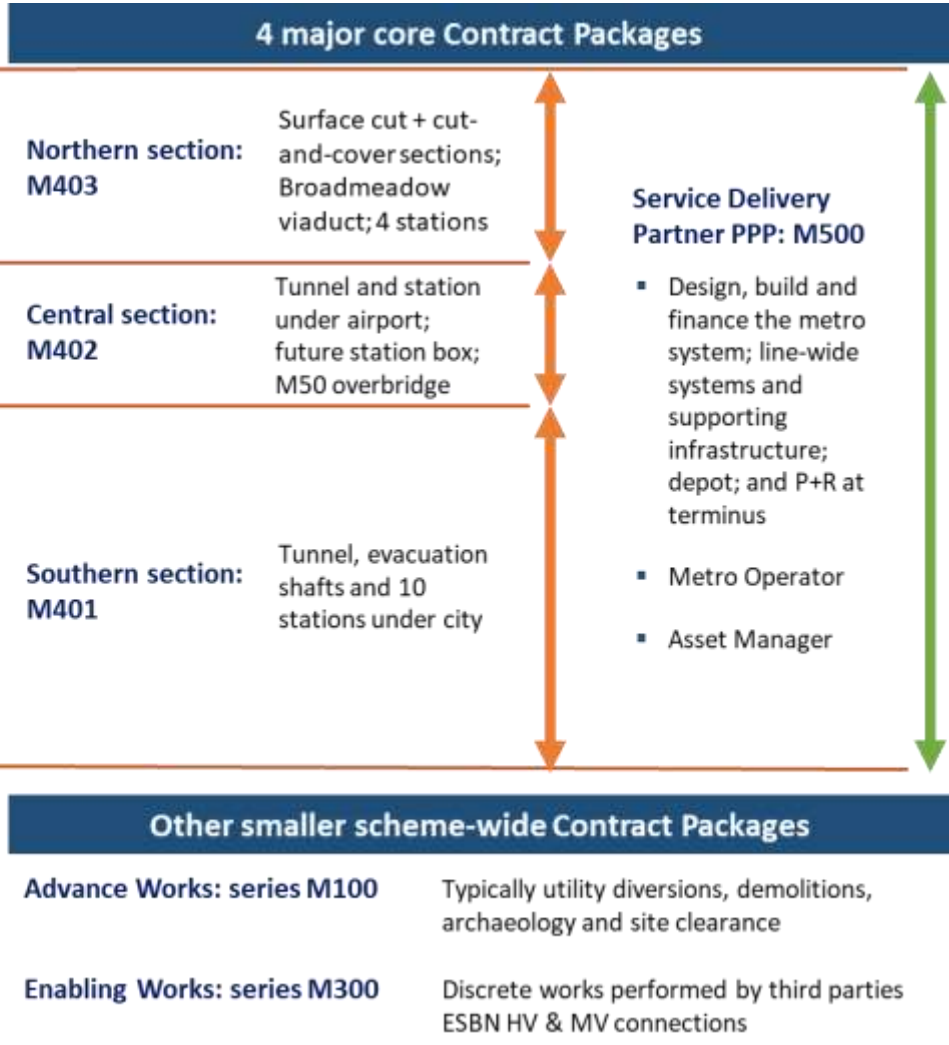
Automated operations enhancing reliability 365 days

Enhanced accessibility for all

Create Connections to
127 Schools
3 Third Level Institutions
5 Hospitals

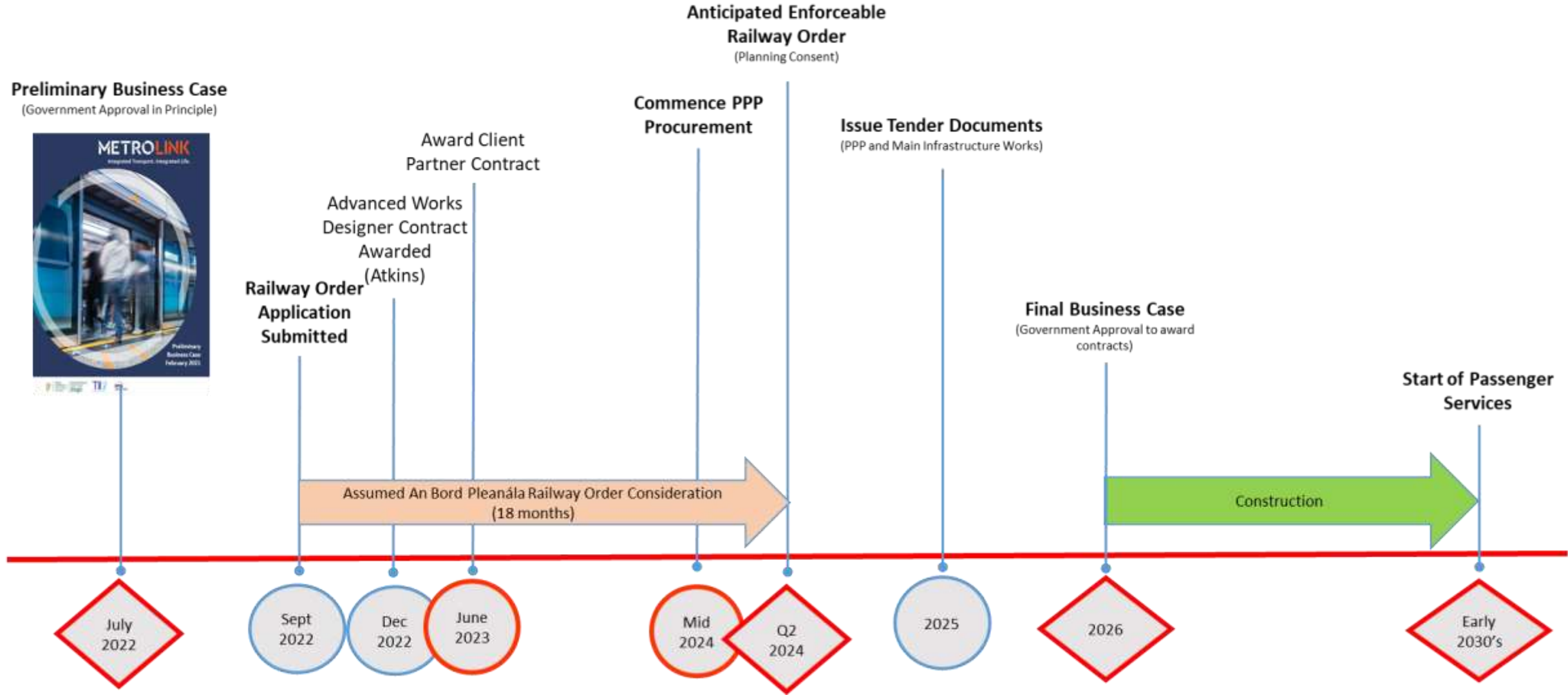
*Cumulative from opening year to 2050, depending on the potential future growth scenario.

MetroLink Overview



Programme

Preliminary Business Case (Government Approval In Principle)



Summary of MetroLink

- TII is looking for major experienced Civil Engineering Contractors to assist in the delivery of MetroLink:
 - 12km (9.5km & 2.5km) of 8.5m diameter single bore tunnel
 - 11nr underground metro stations and 5 nr at-grade / retained cut stations
 - 2.4km cut and cover, 2.3km retained cut, 0.4km elevated and 1.3km at-grade
- And railway systems manufacturers and contractors to deliver:
 - Signalling, trackwork, OCR, traction power, ventilation, PSD and rolling stock
 - Station fit-out and 3,000 space park & ride
 - Depot and operations control centre to stable over 40 trains
- All procurement updates are uploaded to the MetroLink website
 - [Procurement - MetroLinkWeb](#)



Luas Finglas

Key features

- 3.9km extension of the Luas Green Line
- 4 new stops
- 350-space Park & Ride
- Two new bridges over Tolka River and Royal Canal
- Mostly off-road and grass track
- New walking and cycling routes along most of its length
- 30min from Charlestown to Trinity College, 7.5minutes frequency

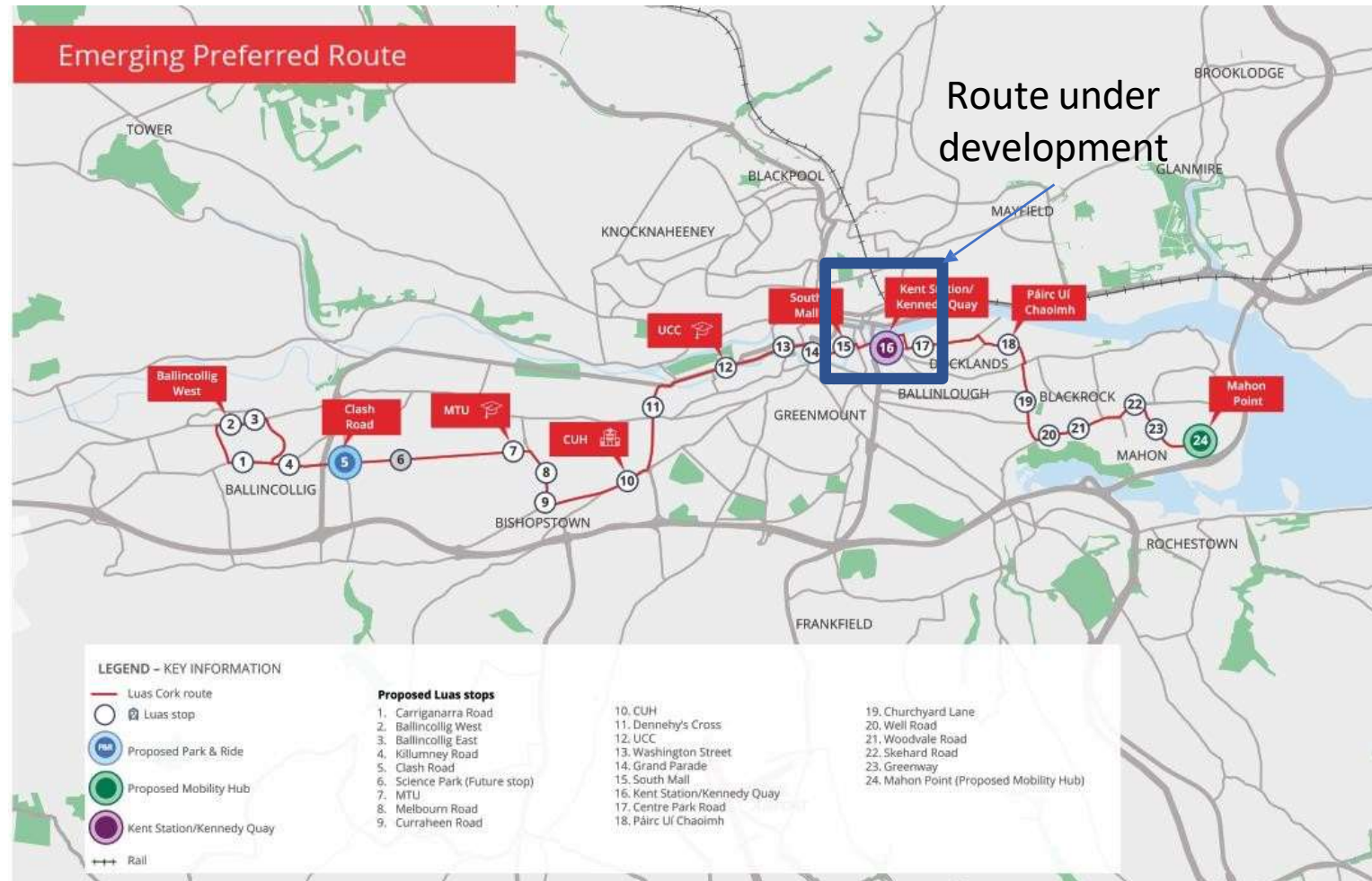
Project Timeline

- Preliminary Business Case submitted for approval
- Railway order to be lodged in Q1 2024
- Procurement Strategy in development & market consultation to be undertaken in 2024



Luas Cork

- 18km light rail line from Ballincollig in west to Mahon in the east
- 23 proposed stops
- Up to 10 trams per hour in peak
- Catenary free within the core city area
- New depot facility
- Potential Park & Ride sites at each end
- Interchange with rail and bus at key city centre location



LUAS LUCAN

Details



15-18
Stops



16 km
Route Length



€1 – 3Bn



Timeline

Current Programme

2023
Scope & Application
Current Stage

TBC 2027+
Project Concept &
Option Selection
Next Key Stage

TBC +6 yrs
Passenger Operations

Potential Accelerated Programme

2023
Scope & Application
Current Stage

2025
Project Concept &
Option Selection
Next Key Stage

2033
Passenger Operations

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

BUS CONNECTS



BusConnects Programme

The BusConnects programme is a transformative programme of investment in existing bus systems in 5 cities across Ireland—**Dublin, Cork, Galway, Limerick** and **Waterford**.

The goal of the **BusConnects Dublin** programme is to provide a better, more reliable and more efficient bus service for everyone. To do this, an integrated array of projects need to be implemented concurrently:



BusConnects Dublin Infrastructure

What are the aims and objectives of BusConnects Core Bus Corridors?

Aims: The aim of BusConnects Core Bus Corridors is to provide enhanced walking, cycling and bus infrastructure on key access corridors in the Dublin region, which will enable and deliver efficient, safe, and integrated sustainable transport movement along these corridors.

Objectives:



Enhance the capacity and potential of the public transport system by improving bus speeds, reliability and punctuality through the provision of bus lanes and other measures to provide priority to bus movement over general traffic movements;



Support the delivery of an efficient, low carbon and climate resilient public transport service, which supports the achievement of Ireland's emission reduction targets;



Improve accessibility to jobs, education and other social and economic opportunities through the provision of improved sustainable connectivity and integration with other public transport services; and



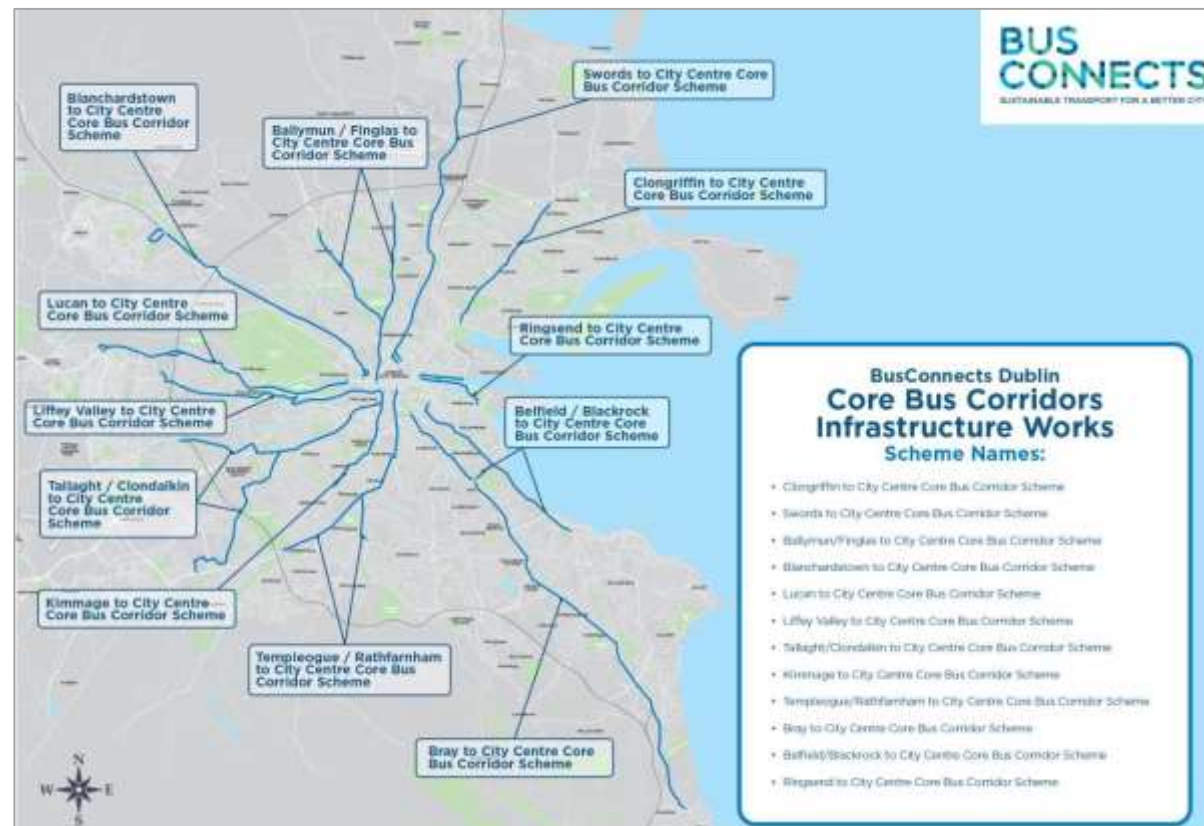
Enhance the potential for cycling by providing safe infrastructure for cycling, segregated from general traffic wherever practicable;



Enable compact growth, regeneration opportunities and more effective use of land in Dublin, for present and future generations, through the provision of safe and efficient sustainable transport networks;



Ensure that the public realm is carefully considered in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.



- Currently 12 schemes have been submitted to An Bord Pleanála
- Tendering sequence will ensure no more than 4 schemes would be under construction concurrently
- PIN Issued November 2023, Tendering expected to commence in H2 2024 with construction commencing in 2025

BusConnects Dublin Infrastructure

There will be **12 Core Bus Corridors** to be delivered in groups of 4 schemes. The proposed contract form for these major schemes is **NEC4 ECC Option C Target Cost Design and Build**, through a 2-staged public procurement tender process, PQQ and Tender.

Core Bus Corridor Scheme	Corridor Length
Clongriffin to City Centre	5.7 km
Belfield/Blackrock to City Centre	8.3 km
Blanchardstown to City Centre	10.9 km
Liffey Valley to City Centre	9.2 km
Ballymun/Finglas to City Centre	10.9 km
Lucan to City Centre	9.7 km
Templeogue / Rathfarnham to City Centre	10 km
Tallaght/Clondalkin to City Centre	15.5 km
Kimmage to City Centre	3.7 km
Ringsend to City Centre	3.2 km
Swords to City Centre	12 km
Bray to City Centre	18.6 km
Total	230 km (both directions)

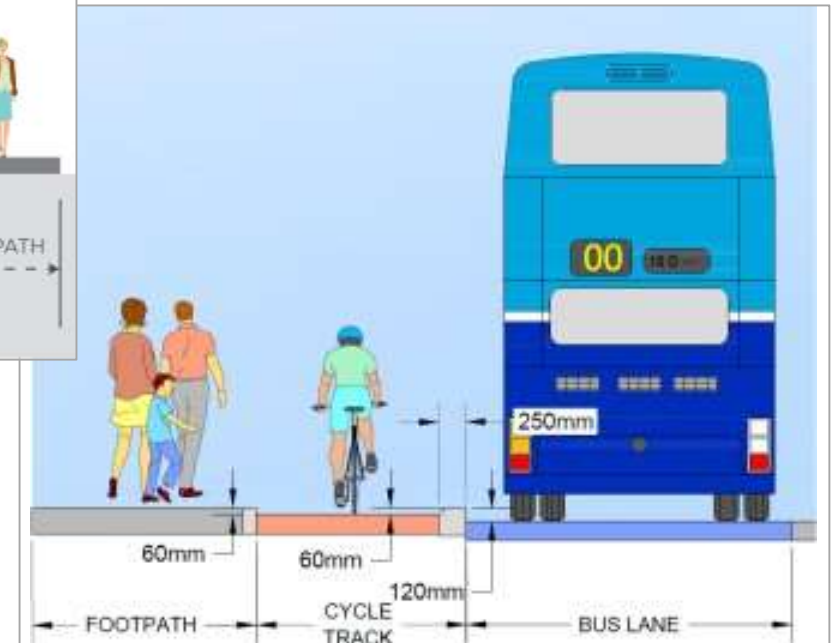
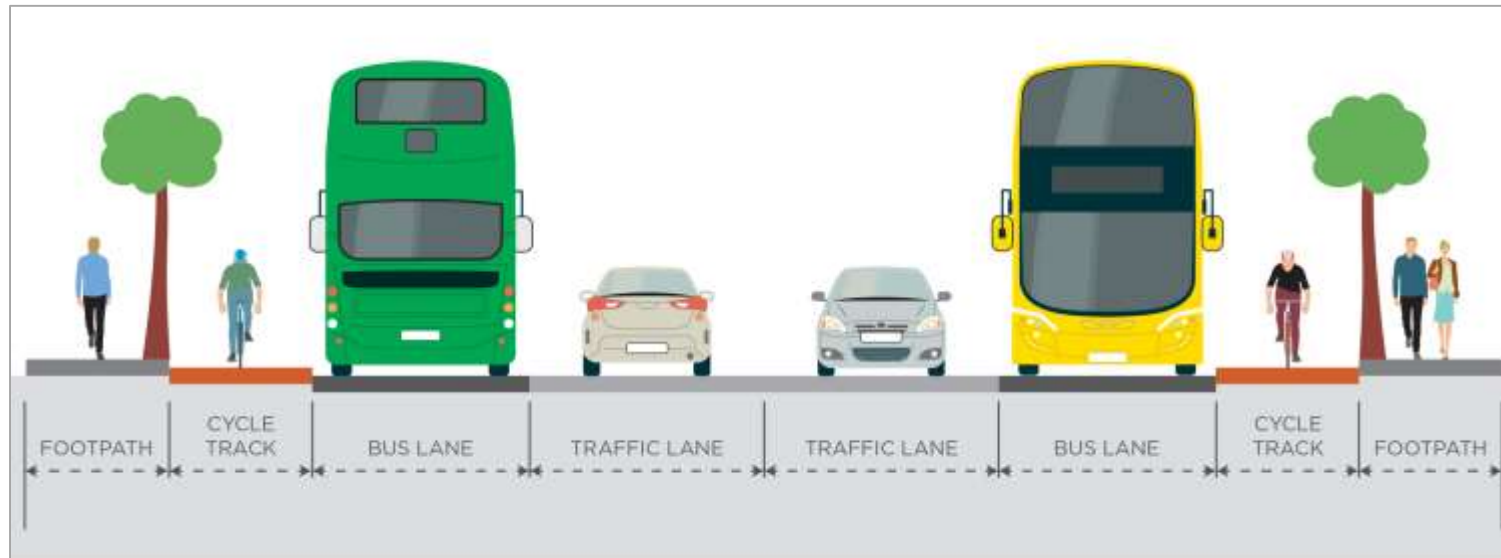
Schemes range in value between **€75 million and €300 million**.

The scope of each scheme will include some or all of the following road upgrades:

- Realignment, upgrade, and extension of bus lanes including carriageway widening
- Realignment and upgrade to footpaths
- Construction of segregated cycle tracks
- Junction reconfigurations (approximately 340 signaled junction upgrades)
- Works to utility services (approximately 140km)
- Construction of bespoke structures, including bridges
- Landscape and urban realm upgrades including semi-mature tree planting (approximately 5700 trees to be planted)
- Construction interface co-ordination across approx. 8,500 private driveways

BusConnects Dublin Infrastructure

Typical cross sections for BusConnects Dublin Core Bus Corridors



Blanchardstown to City Centre



Scheme Length: 10.9 km

Approx. Total Cost Range: €210-250 million



Blanchardstown to City Centre



Scheme Length: 10.9 km

Approx. Total Cost Range: €210-250 million



Blanchardstown to City Centre



Scheme Length: 10.9 km

Approx. Total Cost Range: €210-250 million



BusConnects Cork Sustainable Transport Corridors

- A** Dunkettle to City
- B** Mayfield to City
- C** Blackpool to City
- D** Hollyhill to City
- E** Ballincollig to City
- F** Bishopstown to City
- G** Togher to City
- H** Airport Road to City
- I** Maryborough Hill to City
- J** Mahon to City
- K** Kinsale Road to Douglas



- A **€600 million** investment to be implemented by 2030
- Includes across **91km of bus lanes**, **96km of cycle facilities** (one direction) and **48km of cycle network** (both directions)
- A central part of the Cork Metropolitan Area Transport Strategy (CMATS), which set out an ambitious vision to deliver an integrated and sustainable transport system for the region
- Most advanced of the BusConnects regional city programmes with consultation underway on preferred route options for the sustainable transport corridors



Active Travel Programme

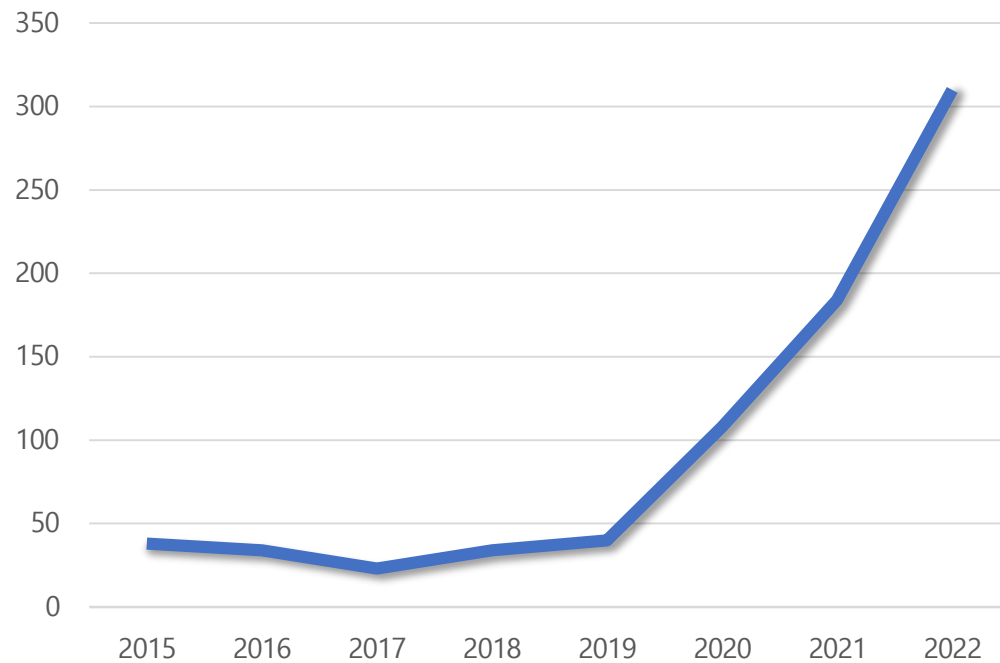
Total number of projects	High >€10m	Medium €500k > €10m	Low <€500k
1,210	48	585	577

Region	Number of projects	Accumulative corridor length	Range of costs
Greater Dublin Area	410	519 km	€8k - €66m
Regional Cities	235	273 km	€3k - €54m
Rural Local Authorities	544	306 km	€5k - €22m
Campuses, Hospitals, Education Institutions	21	N/A	€15k - €1.4m
Totals	1,210	1,098 km	€3k - €66m

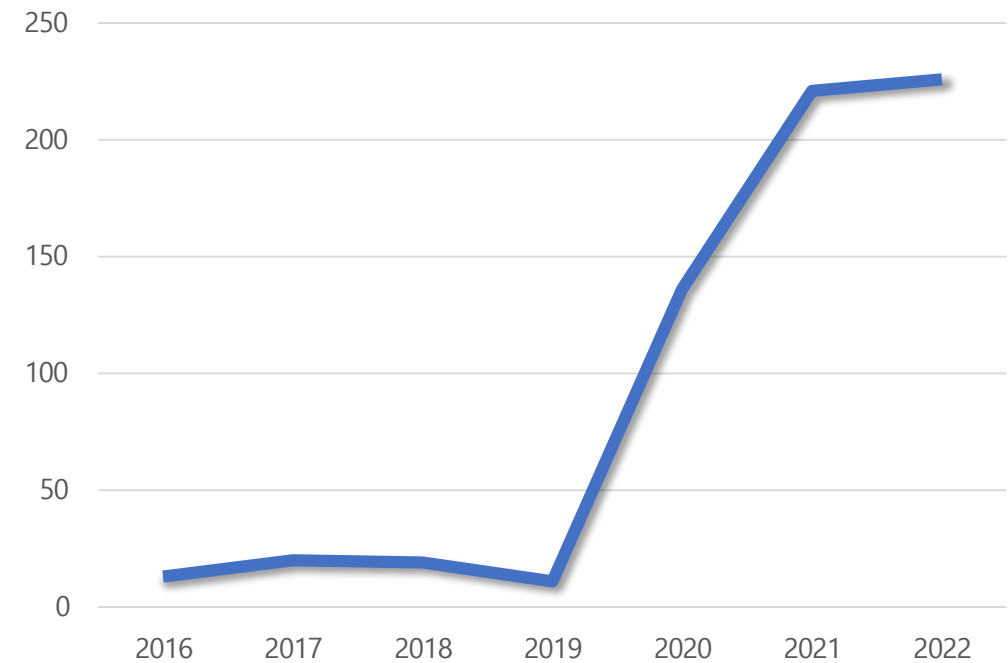
- **€3-4 billion programme** to provide dedicated active travel routes for pedestrians and cyclists to enable efficient, safe, and integrated sustainable transport in our urban centres
- Scale and complexity of projects vary due to constraints in their mainly urban locations
- May include works proposed in high traffic volume environments, pinch point intersections, bottlenecks such as overbridges, underbridges, retaining walls, listed buildings, heritage sites, etc.
- Projects will generally be delivered through existing **Local Authority frameworks** using the Public Works Contract (**Capital Works Management Framework** [CWMF])

Active Travel Programme

Active Travel Annual Spend (€ million)



Active Travel Infrastructure Constructed (km)



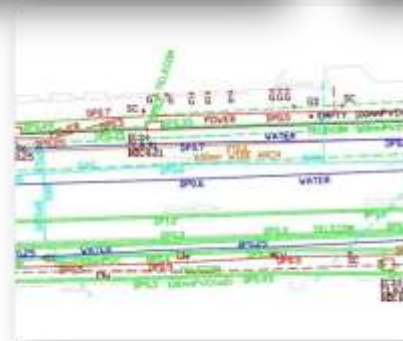
Unprecedented levels of spend in Active Travel in recent years due to the NPD 2021-2030 with €290m allocated from Department of Transport in 2022 and 2023, and similar levels expected in the next few years.

Active Travel Programme

Scope of Works

The scope of each project within the Active Travel programme will include some or all of the following road upgrade aspects:

- Reconfiguration of existing lanes to provide dedicated cycleway and pedestrian lanes
- Dedicated cycling, pedestrian or shared use pathways including crossings
- Protection, relocating or removal of existing vegetation, drainage and utilities services
- Upgrades to streetscapes including: landscaping, drainage, kerbing, delineation, traffic barriers, fencing, utility services, street lighting, traffic signals and intersections
- Retaining structures, bridges, boardwalks
- Pavements



Active Travel Programme

Full Reconstruction or New Build

- Boundary to boundary to reconstruction of roads
- Typically with significant drainage and utility works
- Each City has multiple projects of this scale

Construction Stage



McCurtain Street, Cork



Amien Street, Dublin

Planning Stage



Eyre Square, Galway



Carrigaline, Cork

Active Travel Programme

Pedestrian and Cycle Bridges

- Funded bridge ranging from small canal bridges to a 250m long opening bridge
- Currently funding the construction of 5 bridges, with up to 10 being designed



Active Travel Programme

Urban Greenways

- Shared pedestrian and cycleway through parks and along canals
- Connections from the national greenways into city/town centres. TII spending an additional €60m/ annum on the rural greenways



Coastal Mobility Route, Dublin

Come work with us in Ireland, and tell us how we can help.

1

Strong commitment from Government to invest in infrastructure and sustainable transport

3

Opportunities to deliver infrastructure across sectors

2

Coordinated approach to delivery of sustainable transport portfolio

4

Opportunities to deliver transport programmes that vary in scale, complexity and delivery timelines



For information and updates on market engagement activities, please visit:

<https://www.nationaltransport.ie/planning-and-investment/capital-programme/>



To set up a one-to-one meeting, please contact:

CapitalProgrammeOffice@nationaltransport.ie

Thank you for joining us today.