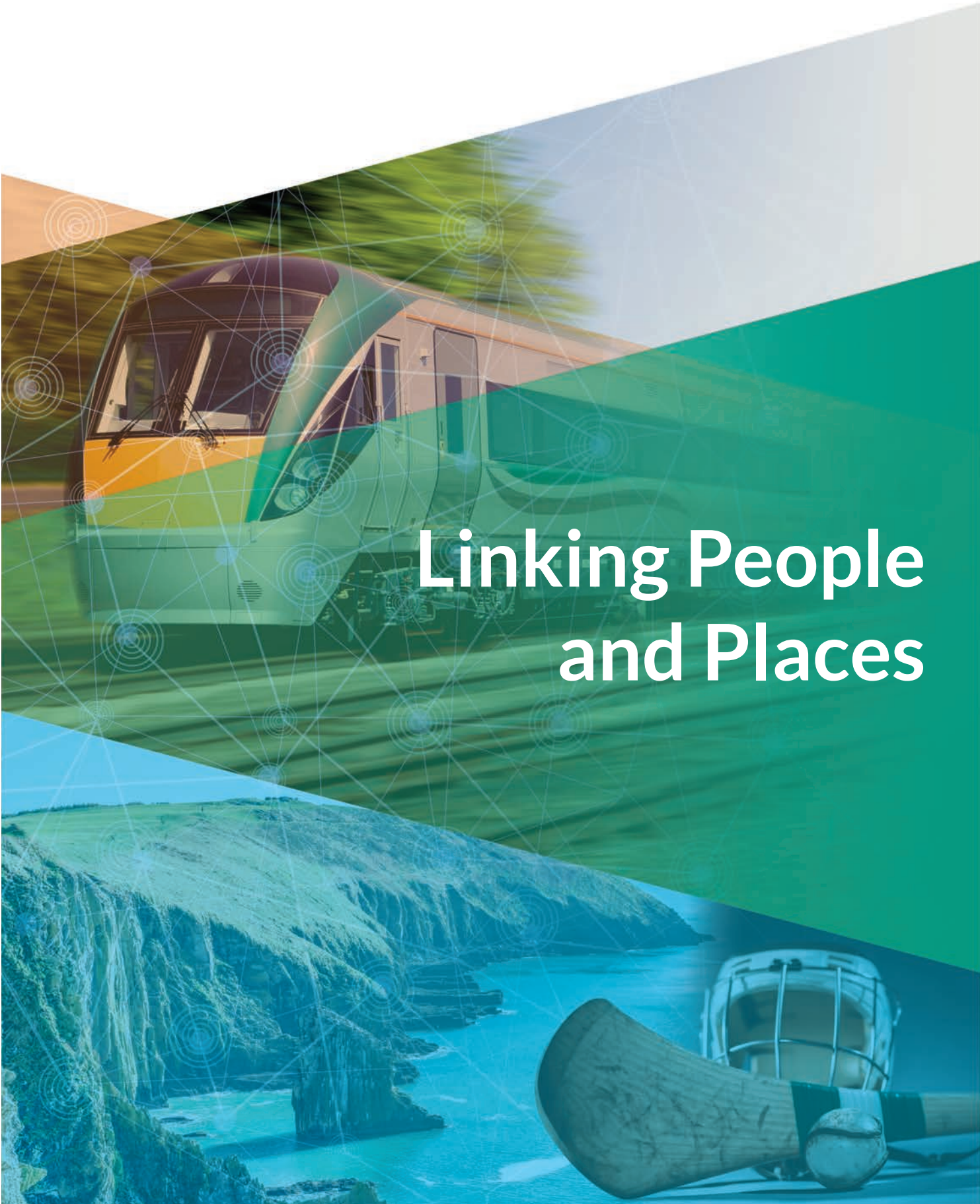




An Roinn Iompair,
Turasóireachta agus Spóirt
Department of Transport,
Tourism and Sport



Project Ireland 2040
Building Ireland's Future



Linking People and Places

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Ministers' Foreword

zLinking People and Places outlines the investment committed by Government across the transport, tourism and sport sectors to deliver upon the ambition of Project Ireland 2040.

Where we live and work, how much leisure time we have and how we spend it, and what we do to our natural and built environment have noticeable and lasting impacts on our transport system and on the attractiveness of our cities, towns and rural areas as places to visit. These decisions also impact on our ability to participate in sport and to integrate within our communities.

Project Ireland 2040 brings together one integrated plan to address the challenges Ireland faces today and better plan for the Ireland of tomorrow.

In 2040 we expect to see 1 million additional people living in the country as compared with today with 600,000 more people working in the State.

The investment planned under the National Development Plan 2018 to 2027 in transport, tourism and sport will meet the twin challenges of addressing current investment gaps and preparing for the needs of this projected population growth.

Our Department's investment programmes are fully aligned with the National Strategic Outcomes and Strategic Investment Priorities set by Government in Project Ireland 2040.

By the end of the current National Development Plan, we are confident that we will have achieved our ambition to connect more people with more places.

We will achieve that through improved public transport in and between our cities and regions, better roads between the regions and from the regions to Dublin, sustainable airports and more capacity in our major seaports. We will also see further enhancement of our tourist attractions and much better sports and leisure facilities in communities across the country.

We look forward to the delivery of the vision outlined in this document in the years ahead and are confident that this joined-up approach to investment can play an influential part in further shaping a better Ireland.



Shane Ross T.D.
Minister for Transport, Tourism and Sport



Brendan Griffin T.D.
Minister of State for Tourism and Sport

Project Ireland 2040

Project Ireland 2040 sets out Government's ambition for the long-term development of Ireland. The realisation of Project Ireland 2040 rests on twin pillars – the National Planning Framework (NPF) and the National Development Plan (NDP), published simultaneously in February 2018.

The National Planning Framework will frame the development of regional spatial and economic strategies, local development plans and local area plans across the country in the years ahead.

The National Development Plan is a ten year strategy for public capital investment of almost €116billion. The alignment of a national investment strategy with strategic planning is a first for the State and provides an opportunity to ensure publicly funded capital investment supports the implementation of our land-use and planning strategies over this initial ten year period.

The Government is committed to the delivery of the NPF as a blueprint for spatial planning in Ireland to 2040. In the past, there has been insufficient coordination between land use planning and infrastructure/ services. The NPF seeks to address this issue and recognises that there is a requirement for improved linkage between zoning of land and the availability of infrastructure.

The NPF outlines ten National Strategic Outcomes. The delivery of these Outcomes is supported by ten corresponding Strategic Investment Priorities, as illustrated below.

The National Planning Framework seeks to –

- Carefully manage the sustainable growth of compact cities, towns and villages to achieve effective density and consolidation through a streamlined and co-ordinated approach to their development.

- Reinforce the accessibility between key urban centres of population and their regions.
- Ensure that the fabric of rural areas is strengthened and the contribution of rural communities is harnessed as a major part of Ireland's strategic development.
- Continue to enhance Ireland's public transport and the environmental sustainability of our mobility systems.
- Foster enterprise and innovation and attracting investment and talent by building regional economic drivers and by supporting opportunities to diversify and strengthen the rural economy.
- Further support Ireland's high-quality international connectivity which is crucial for overall international competitiveness.
- Address opportunities and challenges from Brexit through investment in our ports and airports.
- Enhance amenities and heritage linked to and integrated with our built, cultural and natural heritage.
- Achieve a transition to a competitive, low-carbon, climate-resilient and environmentally sustainable economy by 2050.
- Safeguard Ireland's abundant natural and environmental resources through the sustainable management of water, waste and other environmental resources.
- Improve access to quality education and health and childcare services.

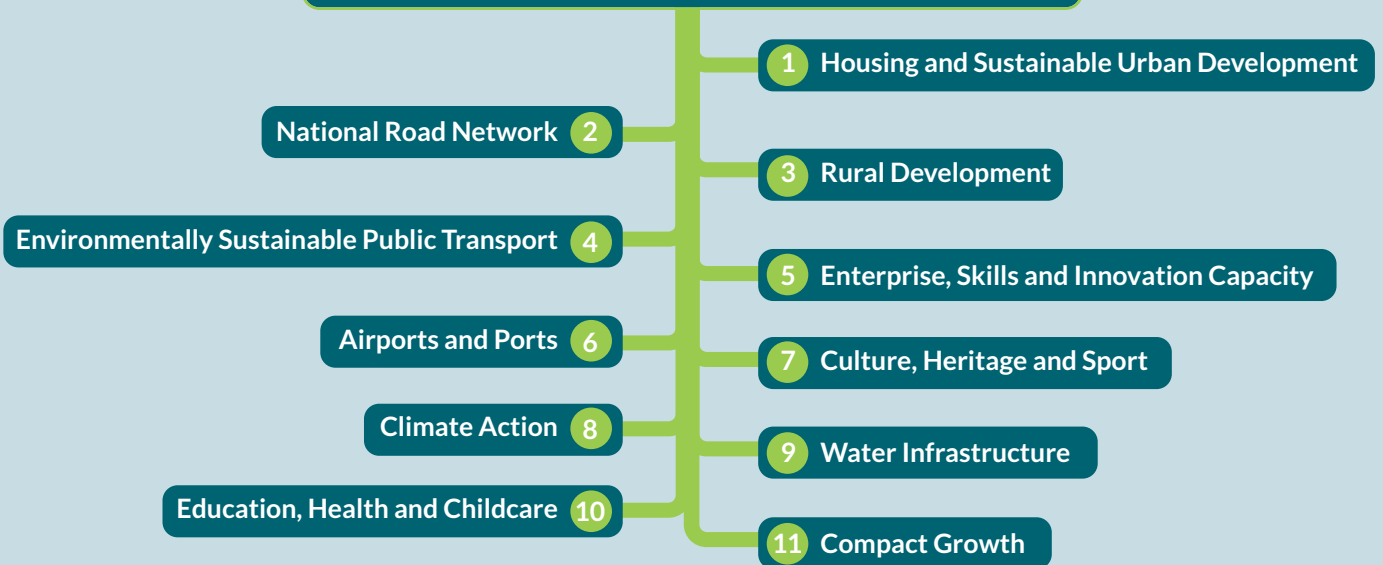
Project Ireland 2040 is an ambitious statement of Government's intent to shape our future growth and development out to the year 2040. This ambition is underpinned by the investment committed under the NDP to supporting projects and programmes aligned with the Strategic Investment Priorities. These will result in significant and sustained increases in the level of funding available across all sectors, including transport, tourism and sport.



National Planning Framework and its National Strategic Outcomes and Priorities of the National Development Plan



Strategic Investment Priorities







Linking People and Places

Linking People and Places outlines the investment planned over the period 2018 to 2027 across the transport, tourism and sport sectors.

This investment will support delivery of the following National Strategic Outcomes as envisaged under Project Ireland 2040:

- **compact growth:** enhanced public transport connectivity and targeted investment in local sports facilities and cycling infrastructure will support the sustainable growth of compact cities, towns and villages and create more attractive places in which people live and work;
- **enhanced regional accessibility:** improvements to the national road network as well as increased investment in mainline rail will provide better transport within and between our regions;
- **strengthened rural economies and communities:** strategically targeted investment in tourism branding and infrastructure will strengthen rural economies and communities, while improved transport links, including upgrades to regional and local roads and enhanced public transport, will support their continued development;
- **sustainable mobility:** the National Development Plan provides for an acceleration of investment levels in public transport infrastructure and services which will assist with the required shift to sustainable modes of transport;
- **high quality international connectivity:** our State Owned Enterprises in both the aviation and maritime sectors are currently undertaking significant investment programmes which will enhance

and improve Ireland's access to trade and facilitate tourism in the years ahead; these will be complemented by public investment in land transport links to our main international gateways, by both air and sea;

- **enhanced amenities and heritage:** enhanced supports to sporting organisations will contribute significantly to communities throughout the country while there will also be increased investment in other recreational facilities, such as greenways and visitor attractions;
- **transition to a low carbon and climate resilient society:** overall the transport sector has the ability to support the transition toward a low-carbon and climate resilient society and the investment available under the NDP enables progress in this important area.

The investment committed by Government under Project Ireland 2040 in our transport, tourism and sport sectors will enhance the quality of life of citizens across the country and facilitate continued economic growth and prosperity.

This investment programme can be categorised under three broad headings –

- **Linking our Cities and Regions:** investing in our land transport networks and services
- **Linking with the Wider World:** investing in our air and sea links to the wider world
- **Linking with Our Communities:** investing in our communities' amenity and tourism related facilities.



Project Ireland 2040 provides for significant investment in our land transport networks and services across the State.

Linking our Cities and Regions



Project Ireland 2040 provides for significant investment in our land transport networks and services across the State. This investment will enhance connectivity within our urban centres, better connect our regions with each other and with the major urban centres, and support the move toward a low-carbon and climate resilient society.

In 2015 the Department of Transport, Tourism and Sport published its

Strategic Investment Framework for Land Transport which set out the level of on-going expenditure needed to protect the investment made in recent decades in our land transport network, and also established overarching priorities to guide the allocation of public investment in the network.

Since then, and following the publication of the National Planning Framework, the Department has begun

developing a strategic infrastructure plan, known as *Planning, Land Use and Transport Outlook (PLUTO) 2040*. This plan will assess the future needs for land transport in Ireland, based on the population projections within the NPF. It will identify required infrastructure and service provision to meet the needs of the 2040 population. A draft *PLUTO* strategy will be published for consultation in Q4 2018.

National Strategic Outcome: Enhanced Regional Accessibility

Inter-Urban Roads

- M20 Cork to Limerick
- N6 Galway City Ring Road
- M7 Naas to Newbridge bypass widening, Osberstown interchange and Sallins Bypass.
- N6/N25 Dunkettle Interchange
- N69 Listowel Bypass
- N28 Cork to Ringaskiddy Road
- N21/N69 Limerick to Adare to Foynes
- N22 Ballyvourney to Macroom
- N72/N73 Mallow Relief Road
- N59 Moycullen Bypass
- N25 New Ross Bypass
- M11 Gorey to Enniscorthy

Accessibility to the North-West

- N4 Collooney to Castlebaldwin
- N5 Westport to Turlough
- N5 Ballaghaderreen to Scramogue
- N52 Ardee Bypass
- N2 Slane Bypass
- N56 Dungloe to Glenties
- A5 Road Development
- N56 Mountcharles to Inver

Rail Network

- Protect investment in existing inter-urban rail network
- A feasibility study of high speed rail between Dublin Belfast, Dublin Limerick Junction/Cork and an evaluation of its economic benefits against improvements to existing line speeds will also be carried out against relevant appraisal processes and value-for-money tests required under the Public Spending Code to commence within a year.

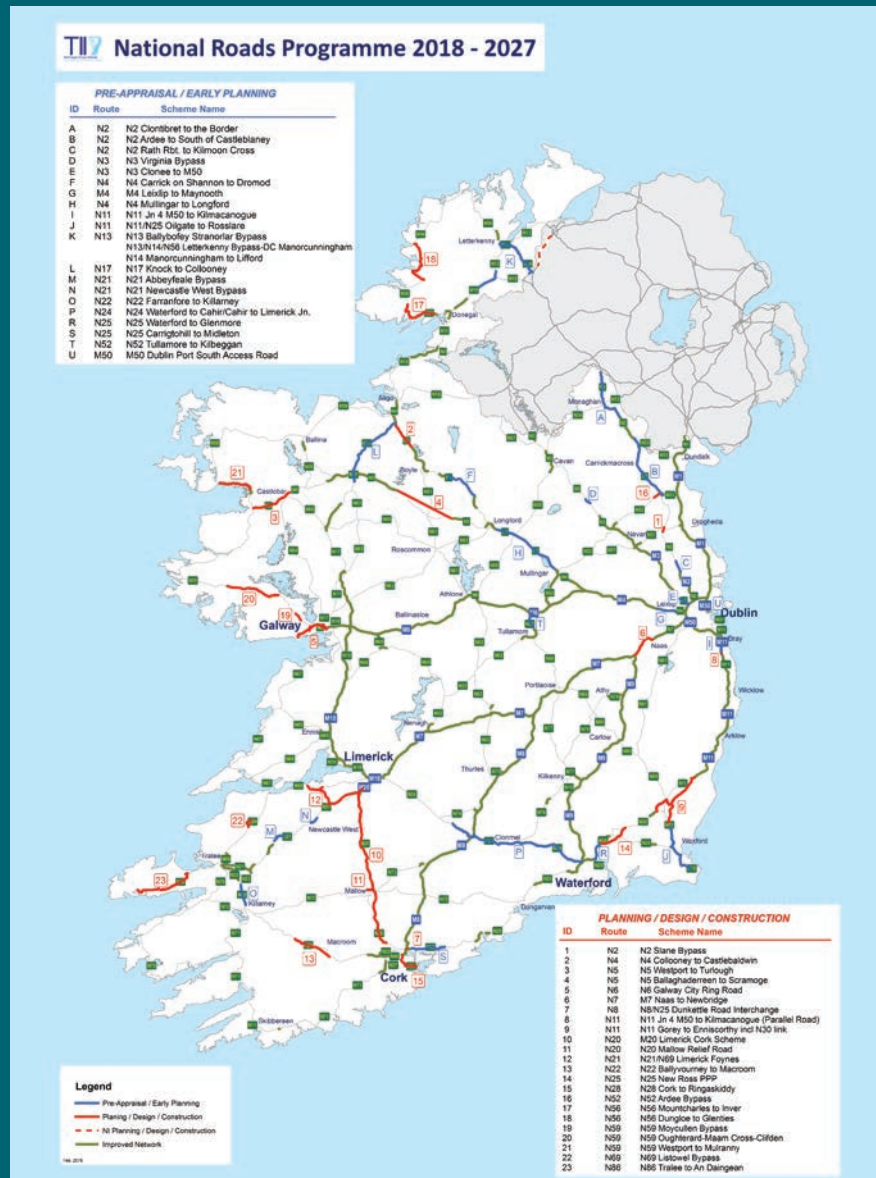
A core priority under the NPF is the essential requirement to enhance and upgrade accessibility between urban centres of population and their regions, in parallel with the initiation of compact growth of urban centres. This has a crucial role to play in maximising the growth potential of the regional urban centres and the economy as a whole.

National Roads Network and Accessibility to the North-West

Substantial progress has been made since the year 2000 in improving the road linkages between Dublin and most of the other urban areas and regions. The National Development Plan aims to complete those linkages so that every region and all the major urban areas are linked to Dublin and to each other by a high-quality road network, in particular those in the North-West which were comparatively neglected until recently.

This will be a major enabler for balanced regional development. A particular priority is substantially delivering the Atlantic Corridor, with a high quality road network linking Cork, Limerick, Galway and Sligo.

The A5 has been identified by the Northern Ireland Executive as one of its five key transport corridors and links Aghnacloy, on the border between Counties Tyrone and Monaghan, with Derry. In doing so it improves accessibility from the N2 in County Monaghan with the North-West generally. Commitment was made under the 2015 Fresh Start Agreement to provide support and funding for the first part of the A5 road project, from New Buildings in Derry to North of Strabane. The Government is committed to participation in the further development of the A5 and the NDP reflects the Government commitment to continue to engage with the Northern Ireland Executive in relation to this project.



These objectives will be achieved by the programme of investment set out in the NDP. This investment in regional access will be complemented by investment in, and maintenance of, local and regional routes throughout the country, enabling local communities to access local, national and international markets and services.

There are sensitive areas where their environmental and tourism value mean that major new alignments are neither

feasible nor appropriate. On those routes, there will be targeted improvements to address bottlenecks and enhance safety, for example, the N59 in Mayo on the Wild Atlantic Way and the N26 linking Ballina to the N5. Key roads projects will also connect with existing public transport networks, and facilitate the delivery of high-quality public transport in the major urban centres, by providing the capacity for high- quality, rapid and frequent bus services.

Case study: N6 Galway City Ring Road

Current Status:
Design and Environmental
Assessment Phase

Estimated Cost:
€550 to 600 million

Estimated Completion Date:
2025

Galway City and County Councils have established that there is a need to provide relief from traffic congestion. The aim is to implement smarter mobility and public transport measures, such as Galway BusConnects including a network of park-and-ride sites. Previous studies have indicated that this cannot be achieved without another River Corrib bridge crossing. The N6 Galway City Transport Project confirms that such a crossing is possible and has identified a preferred location for this crossing.

The scheme is currently at Phase 3 Design and Phase 4 Environmental Impact Statement (EIS) Environmental Assessment Report (EAR) and the required Statutory Processes. These two phases run concurrently. The objective of Phase 3 is to develop the design of a

scheme, following the selection of a Preferred Route Corridor, to a stage where sufficient levels of detail exist to establish land-take requirements and to progress the scheme through the statutory processes.

The objective of Phase 4 is to complete an environmental assessment of the design developed in Phase 3, identify the potential impacts of the proposed development on the receiving environment and establish mitigation measures required. Legal documentation for land acquisition is also completed as part of this phase. In addition, the statutory processes necessary to confirm that the proposed scheme is in accordance with planning and environmental legislative and procedural requirements are progressed.

Case study: M20 Cork to Limerick Road

Current Status:
Due to commence planning

Estimated Cost:
€850 to 900 million

Estimated Completion Date:
2027 subject to appraisal, planning
and procurement

Cork and Limerick are Ireland's second and third largest cities located in the southwest and mid-west respectively. The two cities are approximately 100 km apart yet at present the economic interaction and inter-relationships between the cities is limited with poor transport connectivity being a factor.

An opportunity exists to provide better connectivity between the two cities by improving the quality of the transport network. This investment will address road safety issues associated with the existing N20 route and provide for safer and more efficient journey

times. The solution for the M20 corridor will be identified through the appraisal process by the development of a business case for the scheme.

This process will examine the inclusion of the Cork North Ring Road linking the N20 to Dunkettle. The Cork North Ring Road is a complementary scheme to the M20. Consideration of the North Ring Road could best be assessed as part of an overall transport strategy for the metropolitan Cork area which would include the examination of public transport and demand management options.

Protecting the Quality and Value of Past Investments (Maintenance and Renewal)

It is an investment priority to ensure that the existing extensive transport networks are maintained to a high level to ensure quality levels of service, accessibility and connectivity to transport users. Prioritisation of this type of investment is a recommendation of the Public Investment Management Assessment (PIMA), conducted by the International Monetary Fund in 2017.

The Department's *Strategic Investment Framework for Land Transport* analysis established the investment level required to maintain, manage and renew the existing transport infrastructure to keep it in an adequate condition. This is known as 'Steady State' investment.

The Steady State investment requirements for the existing road and rail network are expected to be substantially achieved by 2021. However, there is a cumulative effect of underinvestment in our road and rail networks, which reflects the severe constraints on public capital investment following the period of economic and financial crisis. This underinvestment will continue to impact upon the road and rail networks in the short to medium term. Maintenance and renewal expenditure will increase over

the lifetime of the NDP to meet the required investment levels for the current transport network and as new projects are developed.

Investment in the Inter Urban Rail Network

The funding priority for the inter-urban rail network is to protect the investment already made in our national railway system. This will be achieved by funding maintenance and safety projects needed to maintain safety and service levels in railway operations, building on the recommendations in the PIMA study and the findings set out in the Rail Review 2016. This priority requires a significant level of spending directed toward maintenance and rehabilitation to prevent further degradation of the existing capital stock in order to regain and maintain at a steady-state level.

Currently a contract is underway to refurbish 28 rail carriages that are expected to re-enter service in 2019. Additionally, Irish Rail and the National Transport Authority (NTA) are assessing the availability of additional fleet that could be introduced to passenger services on the rail network in the short-term, prior to the delivery of new diesel electric trains expected in 2022. This programme of new diesel electric trains would enlarge the rail fleet by approximately 300 new rail carriages.

Over the period of the NDP it will be very important to examine the role the inter-urban rail network can play in enhancing regional connectivity.

This has a particular significance in an all-island context, in developing the wider economic and societal potential of the island by strengthening linkages between Belfast, Dublin and Cork.

Opportunities will therefore be examined on the Dublin–Belfast rail line to move to higher speeds through improvements to the infrastructure and rail fleet. The Dublin–Galway and Dublin–Limerick Junction/Cork rail lines will also be subject to an examination to move to higher speeds leading to improved connectivity to regional cities through better rail journey times. An evaluation of the economic benefits of high speed rail between Dublin–Belfast, Dublin–Limerick Junction and Dublin–Cork against improvements to existing line speeds will also be carried out using relevant appraisal processes and value-for-money tests required under the Public Spending Code by 2020.

In 2016, as part of the preparation of the *Transport Strategy for the Greater Dublin Area 2016–2035*, the NTA conducted a cost benefit analysis of an extension of the Dunboyne/M3 Parkway line to Dunshaughlin and Navan. The NTA is required to review its Greater Dublin Area Strategy before



the end of 2021. This review will include a reappraisal of the project, taking into account the scale of new and planned development along the route and will allow for its consideration during the Mid-Term Review of the NDP in 2022.

The Western Rail Corridor (WRC) Phase 2 from Athenry to Tuam, and Phase 3 to Claremorris could play an important role in the Atlantic Economic Corridor. The extension of the WRC could increase passenger, tourist and commercial use and, in line with the Programme for Government commitment, an independent review will be undertaken immediately. Subject to the findings of the review and Government approval, the project will be prioritised during this plan.

National Strategic Outcome: Strengthened Rural Economies and Communities

The full participation of rural communities in the strategic development as envisaged under the NPF is imperative to achieving the full potential of a broad range of strategic outcomes detailed in the NDP. Public capital investment has a vital role to play to support the regions, including rural areas, in achieving their economic and social potential, and in particular to facilitate the jobs growth necessary to support future population growth.

Regional and Local Roads

Regional and local roads will benefit from an estimated €4.5 billion investment under the NDP. This is a significant increase in funding in comparison to recent years. The following regional and local roads will be progressed over the course of the NDP:

- Athy Southern Distributor Road
- Adamstown and Nangor Road Improvements
- Carrigaline Western Distributor Road
- Coonagh to Knockalisheen Main Contract
- Dingle Relief Road
- Garavogue Bridge Scheme
- Killaloe Bypass/R494 upgrade
- Laytown to Bettystown Link Road
- Nangor Road and Adamstown Road Improvements
- Portlaoise Southern Distributor Road
- Realignment of R498 Nenagh/Thurles road at Latteragh
- Sallins Bypass
- Shannon Crossing
- Sligo Western Distributor Road

Furthermore Local Authorities are planning to progress a wide range of regional and local roads projects across the country. These projects are at

various stages of planning and appraisal. Examples of projects currently subject to appraisal are set out below:

- Carlow Southern Relief Road
- R157 Maynooth Road, Dunboyne (safety upgrade)
- R162 Navan to Kingscourt road (safety upgrade)
- Thurles Relief road
- Tralee Northern Relief Road

Public Transport

While the NDP provides capital investment for public transport in rural communities, the main emphasis for investment is subvention for the operation of State-supported Public Service Obligation routes in rural areas and the Local Link Programme. This investment will continue over the lifetime of the NDP.

Subject to availability of operational funding support, it is intended that new town bus services will be provided in certain large towns to enable their development growth and provide a public transport option for residents and visitors. This will require investment in bus fleet and road infrastructure, including bus stops and bus shelters. It is intended to introduce these services over time in other urban centres, for example,



Carlow, Kilkenny and Mullingar, in addition to other similar sized urban centres.

National Strategic Outcome: Sustainable Mobility

Project 2040 recognises that the development of an integrated, efficient and sustainable transport system is in the long term interest of society, the economy and the environment. An environmentally sustainable public transport system will enable growth, meet the significant increase in travel demand and ease urban congestion while also contributing to our national policy vision of a low-carbon economy.

The NPF provides the national level policy blueprint for spatial development and population settlement patterns that will achieve the planning and density approaches needed to make efficient and sustainable transport systems viable.

The expansion of attractive and sustainable public transport alternatives to private car based transport will reduce congestion and emissions. It will also enable the transport sector to cater in an environmentally sustainable way for the demands associated with the longer term population and employment growth envisaged under the NPF. Furthermore, the provision of safe alternative active travel options such as segregated cycling and walking facilities can also help alleviate congestion and meet climate action objectives by providing viable transport alternatives and connectivity with existing public transport infrastructure.

Protecting the Quality and Value of Past Investments (Maintenance and Renewal)

It is especially important to maintain and renew the existing public transport

network, given a number of years of under-investment reflecting the severe constraints on public capital investment. This investment will increase over the lifetime of the NDP as new projects are developed.

As public transport capital infrastructure is very largely used for the provision of State-supported (Public Service Obligation or PSO) public transport services, there is a strong link between expanded infrastructure investment and an increased need for more current funding for the provision of additional services using that infrastructure.

Increased investment in the public transport programmes

Public investment in environmentally sustainable public transport systems in major urban areas and nationally is an important priority to achieve climate action objectives.

The NDP will deliver a public transport network that will provide high-quality passenger interchange points, which facilitate convenient transfer between efficient and integrated public transport services. The planned investment in public transport will add greatly to the choice and experience of the travelling public, connecting more people with more places and ease congestion in Ireland's cities.

Under the NDP, investment in public transport infrastructure will be accelerated to support the development of an integrated and sustainable national public transport system. It will be a particular priority to address escalating congestion problems by securing a significant improvement in transport service to the public, in line with the Department's *Strategic Investment Framework for Land Transport* analysis.





Project 2040 recognises that the development of an integrated, efficient and sustainable transport system is in the long term interest of society, the economy and the environment.

Case study: DART Expansion Programme

Current Status:

Planning for the delivery of the DART Expansion Programme has commenced.

Estimated Cost:
€2 billion

Estimated Completion Date:
2027

The DART Expansion Programme is a series of projects that will create a full metropolitan area DART network for Dublin with all of the lines linked and connected. The initial sequencing of investment will focus on delivery of non-underground tunnel elements of the programme using the recently opened rail link and existing connector tunnel under the Phoenix Park. This includes buying additional fleet for the DART network and measures such as re-signalling, and junction and station changes to provide expanded services. The next step will be to provide fast, high-frequency electrified services to Drogheda on the Northern Line, Celbridge/Hazelhatch on the Kildare Line, Maynooth and M3 Parkway on the Maynooth/Sligo Line, while continuing to provide DART services on the South-Eastern Line as far south as Greystones. It will also include new stations to provide interchange with bus,

LUAS and Metro networks.

This integrated rail network will provide a core, high-capacity transit system for the region and will deliver a very substantial increase in peak-hour capacity on all lines from Drogheda, Maynooth, Celbridge/Hazelhatch and Greystones. The route for the remaining element of the overall DART Expansion Programme, the DART Underground Tunnel, will be established and protected to allow for its future delivery.

In 2018 procurement to invest in new train fleet will commence, including a planned move to hybrid diesel-electric trains to allow passenger services to be upgraded earlier. Also in 2018, DART passengers will see an all-day 10 minute DART service introduced across all lines.

A number of sustainable transport projects will be delivered over the period to 2027 across Dublin, Cork, Limerick, Galway and Waterford. These will provide additional sustainable travel options to complement increased capacity and faster, higher quality public transport in the cities. The projects will include traffic management, bus priority and other smarter travel projects, and new urban cycling and walking routes. These will allow transport infrastructure to function more effectively and relieve congestion.

Investment plans will also be guided by transport strategies and wider Government policies to promote balanced regional development and social inclusion objectives. The programmes and underlying projects proposed for delivery during the period to 2027 are set out below.

- Continued investment in bus and train fleets, as well as infrastructure, to maintain safety and service levels including further expansion where required.

- Delivery of the full BusConnects programme for all of Ireland's cities (inclusive of ticketing systems, bus corridors, additional capacity, new bus stops and bus shelters etc.).
- Transition to low emission buses, including electric buses, for the urban public bus fleet, with no diesel-only buses purchased from July 2019, while promoting commercial bus services and the small public service vehicle industry to pursue low emission fleet.
- Complete construction of Metro Link.
- Delivery of priority elements of the DART Expansion Programme including investment in new train fleet, new infrastructure and electrification of existing lines.
- Park-and-Ride Programme: strategic park and ride sites plus investment in parking facilities at rail, Luas and bus locations, for example, Swords, Finglas, Dunboyne, Liffey Valley, Naas Road, Carrickmines, Woodbrook and Greystones. National development

of BusConnects, for example, Galway, Cork, Limerick and Waterford.

- Complete construction of the National Train Control Centre.
- Delivery of comprehensive cycling and walking network for Ireland's cities.
- Supporting programmes of rail and bus station improvement/development, traffic management investment, passenger information programmes, public bicycle share schemes, accessibility enhancements and similar.
- In line with the National Transport Authority's *Transport Strategy for the Greater Dublin Area 2016-2035*, undertake appraisal, planning and design of LUAS network expansion to Bray, Finglas, Lucan, Poolbeg and a light rail corridor for Cork, in the later stages of the period of the Cork Transport Strategy (currently being finalised).
- Provide additional charging infrastructure for targeted growth in electric vehicles.

Case study: Metro Link

Current Status:

Emerging Preferred Route Consultation commenced in March 2018 and submissions received are under review.

Estimated Cost:

€3 billion

Estimated

Completion Date:

2027

As envisaged by the NTA's Transport Strategy for the Greater Dublin Area (GDA), Metro Link will be a light rail system providing Dublin with a high capacity, high-frequency cross-city rail corridor, serving critical destinations such as Swords, Dublin Airport, Dublin City University, Ballymun, the Mater Hospital and existing destinations along the LUAS Green Line to Sandyford. Metro Link will provide faster reliable journey times to and from these key destinations while offering interchange with other rail, DART expansion, light rail and bus services.

The National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) announced details of the Emerging Preferred Route for MetroLink in March 2018, which was followed by a public consultation. Following a review of all submissions received changes to the Emerging Preferred Route may be proposed to address issues raised during the public consultation.

BusConnects



BusConnects aims to overhaul the current bus system in Ireland's cities by implementing:

- a network of 'next generation' bus corridors (including segregated cycling facilities) on the busiest bus routes to make bus journeys faster, predictable and reliable;
- a complete redesign of the bus network;

- simpler fare structures;
- cashless payment system and a state-of-the-art ticketing system;
- new bus branding, integrating bus vehicles of different operators and types;
- park-and-ride facilities;
- new bus stops and shelters; and
- the transition to low-emission vehicles.

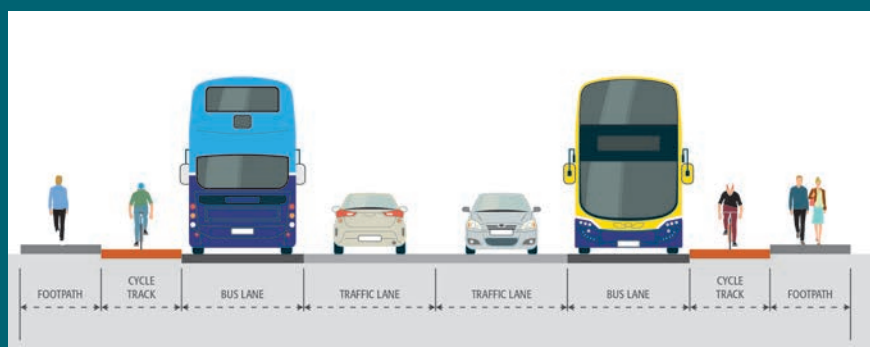
The BusConnects programme will be delivered by the NTA. In 2016 the NTA published the *Transport Strategy for the Greater Dublin Area, 2016–2035*, and has worked in partnership with a number of local authorities in Ireland's cities to prepare transport related strategies or implement transport related projects. For example, the *Galway Transport Strategy* was developed in 2016 by Galway City Council and Galway County Council in partnership with the NTA. The strategy concluded that bus-based public

transport represents the most appropriate system for Galway.

A Cork Transport Strategy is also being finalised by the relevant Local Authorities in partnership with the NTA. This includes proposals for a revised bus system for Cork and enhancements to the commuter rail service in Cork including additional stations and rail fleet. This transport strategy will also evaluate the potential of a Bus Rapid Transit or Light Rail corridor to serve the increased population growth as envisaged by the NPF.

BusConnects programmes will be delivered for Galway and Cork to include new bus fleets, bus lanes with segregated cycling, revised bus service networks and park-and-ride facilities.

As the other cities develop transport strategies, investment will be available for transport related projects.



Case study: Galway BusConnects

Current Status:
Galway Transport Strategy 2016 in place, planning and design underway.

Estimated Cost:
€200 million

Estimated Completion Date:
2027

Galway BusConnects will deliver a rationalised network of five high-performing cross-city routes. All routes will serve major city centre attractions as well as linking all major destinations across the city. Galway BusConnects will comprise next generation bus lanes, enhanced services, cashless fares and account-based ticketing. As part of this

programme delivery, a network of park and ride sites, serviced by the more efficient bus network, will be put in place. Galway BusConnects will also encompass a variety of city centre public realm enhancements, will enhance the overall transport experience and improve the attractiveness of the city centre.

Case study: Cork BusConnects

Current Status:
Cork Transport Strategy being developed in partnership with the NTA.

Estimated Cost:
€200 million

Estimated Completion Date:
2027

A revised bus network for Cork City is being developed as part of the Cork Transport Strategy. Cork BusConnects will comprise the delivery of crucial bus corridors, enhanced services, cashless fares and account-based ticketing.

As part of this programme delivery, a network of park and ride sites, serviced by the more efficient bus network, will be put in place. Cork BusConnects has enormous potential to radically transform the bus system in Cork, making it much more efficient, reliable and attractive to new passengers.

Case study: Dublin BusConnects

Current Status:
GDA Transport Strategy 2016-2035 in place, planning and design underway.

Estimated Cost:
€2 billion

Estimated Completion Date:
2027

Dublin BusConnects will deliver a transformational redesign of the bus system in Dublin. It will comprise a network of 'next generation' bus corridors on the busiest routes with segregated cycling facilities, a complete redesign of the bus network, cashless and simpler fare structures,

and state-of-the-art ticketing systems, account-based ticketing, new bus branding, integrating bus vehicles of different operators and types, new bus stops and shelters, and use of low-emission vehicles.

The NTA published a discussion document in June 2018

on the proposed 16 radial core bus corridors, which is one element of the Dublin BusConnects programme, and which will provide 230kms of continuous bus priority over 16 radial core bus corridors and 200kms of cycle tracks/ lanes on the corridors. In October of this year, the NTA will publish detailed and considered proposals for each of the 16 corridors and at that stage a full public consultation process will commence. Work is also ongoing on redesigning the network of bus services that operate throughout Dublin. The NTA will publish a report setting out proposals for the revised system of bus routes in July 2018 and feedback will be sought through public consultation.

National Strategic Outcome: Transition to a Low-Carbon and Climate-Resilient Society

The NPF highlights the centrality of this outcome to all other elements of spatial policy. The themes highlighted in the NPF are focused on the role of spatial policy in influencing where we live, where we work, and how we travel. These are all directly relevant to the pattern of energy use and in particular the current level of harmful greenhouse gas emissions to which Ireland is committed to achieving substantial reductions.

However, as highlighted in strategies such as the *National Mitigation Plan* and *National Adaptation Framework: Planning for a Climate Resilient Ireland*, Ireland's ambition must go further than a focus on achieving compliance with international commitments. It is imperative that a detailed and coherent roadmap is put in place containing an integrated set of actions with the destination of achieving a low-carbon, climate-resilient and environmentally sustainable economy and society.

This National Strategic Outcome deals with the decarbonisation of transport in

order to secure Ireland's climate action goals. Transport accounts for 20% of Ireland's overall emissions (and 27% of our non-Emissions Trading Scheme emissions). 52% of overall transport emissions come from private cars, 24% from freight and 4% from public transport. The National Mitigation Plan highlights as a priority the necessity to progressively electrify transport systems, making a shift away from polluting and carbon intensive propulsion systems to new technologies.

Specific measures planned to achieve this are set out below –

- Transitioning the car transport fleet to electricity and providing additional charging infrastructure.
- Delivering priority public transport programmes including BusConnects, DART Expansion Programme and Metro Link so that increased transport demand is met by greener public transport.
- Replacing existing diesel buses for the urban public bus fleet with lower emitting alternatives under the BusConnects programme, while promoting commercial bus services and small public service vehicle

industry to use low-emission fleet.

- Encouraging a significant modal shift through greater levels of investment and further development of meaningful alternatives to private car use under the following three major environmentally sustainable transport schemes:

- traffic management;
- bus priority and other smarter travel projects in the five cities; and
- pilot initiatives for low emitting technologies in the transport sector.

There is also the need to make the road network more resilient to the effects of climate change. This would include the following measures which would be undertaken under national, regional and local road programmes:

- improved road drainage systems;
- raising of roads in certain instances in order to prevent roads becoming impassable after heavy rainfall; and
- strengthened road pavements and bridges which can resist the effects of increased rainfall and the effects of scour damage.



Project Ireland 2040
recognises that our
international connectivity
is crucial to our economic
well-being in terms of both
trade and tourism



Linking with the Wider World

National Strategic Outcome 6:
High-Quality International Connectivity

Strategic Investment Priority 6:
Airports and Ports

Investment

Airports and Ports:
€4.8billion

Project Ireland 2040 recognises that our international connectivity is crucial to our economic well-being in terms of both trade and tourism and that connectivity will have an important role to play as Ireland responds to the challenges posed by Brexit. In line with the objectives of both the *National Aviation Policy* and *National Ports Policy*, our State Owned Enterprises (SOEs) are planning significant and sustained levels of investment over the short and medium term in order to deliver upon the ambition of the 'High Quality International Connectivity' National Strategic Outcome as detailed within the National Planning Framework. This investment will play a major role in safeguarding and enhancing Ireland's international connectivity in the years to come and facilitating future growth in our tourism sector also.

National Strategic Outcome: High-Quality International Connectivity

The National Development Plan outlines a €4.8 billion investment in airports and ports over the lifetime of the plan. Investments will strongly support the continued development and improvement in Ireland's airports and ports by the relevant responsible commercial SOEs, in addition to continued Exchequer support for the smaller regional airports.

Investment in maritime services programmes will support aids to navigation and the Irish Coast Guard search and rescue and pollution prevention activities.

Airports

- daa has commenced work on a €320million project to construct the new North Runway, parallel to the existing main runway;
- The Irish Aviation Authority is investing €50million in a new visual control tower at Dublin airport which will facilitate operations on the new North Runway in 2021;
- The roles of the Cork and Shannon airports as key tourism and business gateways for their regions, and particularly with regard to the development of niche markets, will be supported.

Continued Exchequer support for smaller regional airports is planned under the Regional Airports Programme (Ireland West Airport Knock, Waterford Airport, Donegal Airport and Kerry Airport). Given its scale of operation, Ireland West Airport Knock plays a more regional role in terms of international access than the other smaller airports given its location in the North-West. Knock is proposing two significant developments over the coming years, namely, an overlay of the main runway and an apron safety extension. In addition, Knock Airport's designation as a Strategic Development Zone (SDZ) will contribute to the long-term development of the airport and the regional economy.

Based on an average annual growth rate of 3%, the airport network is expected to deliver in the region of 45 million passengers by 2027.

Case study: North Runway at Dublin Airport

Current Status:
Commenced

Estimated Cost:
€320 million

Estimated Completion Date:
2021

In 2007, An Bord Pleanála granted Dublin Airport planning permission to build a 3110m runway, 1.6km north of the existing main runway. Due to the economic downturn, the project was put on hold. However, the recovery in the economy has seen passenger numbers reach record levels to over 29 million passengers travelling through Dublin Airport in 2017 to over 180 destinations worldwide. As traffic has grown at Dublin Airport, the need to progress this project has become more important and immediate and the decision to progress the runway was taken in April 2016.

North Runway will be delivered within the airport's existing land bank, a result of careful planning. Preliminary works on this project have begun with the new runway scheduled to be delivered by 2021. The project will support up to 1,200 jobs during the development phase as well as generating significant employment opportunities in the local supply chain for construction materials.

Case study: Shannon Group

Current Status:
Commenced

Estimated Cost:
€150 million

Estimated Completion Date:
2022

Shannon Group, through its subsidiaries Shannon Airport Authority, Shannon Commercial Enterprises and Shannon Heritage, have plans to invest in excess of €150 million in its capital programme over the period to 2022.

This includes €100 million for the development of the property portfolio which is designed to deliver high quality advanced manufacturing, warehousing and office space solutions. This programme will assist the IDA and EI in their drive for inward investment and increase employment in the region.

Also included in this capital programme, is the construction of a wide body paint hangar at Shannon Airport. This is in accordance with the National Aviation Policy to “encourage the development of the International Aviation Services Centre (IASC) at Shannon”. This will be the first new wide body hangar constructed at an Irish airport in over 20 years and is the kind of expansion that was envisaged in order to grow a globally recognised and internationally competitive aviation industry cluster in and around the airport campus. Cross agency co-operation will continue to develop further hangars at Shannon to meet industry demand.

Ports

All three Ports of National Significance (Tier 1) – Dublin, Cork and Shannon Foynes – are currently undertaking major capital infrastructure programmes. These programmes will enhance national and international connectivity, and provide for future increases in trade and national port capacity requirements by facilitating more vessels, larger sized vessels and increased tonnage and throughput. Furthermore, a strategic review is currently underway in relation to Rosslare Europort.

Strengthening access routes to Ireland’s ports through investment to upgrade and enhance the road transport network is, and remains, a Government priority. Examples of such investments include the ongoing development of the M11, to improve connectivity to Rosslare in the southeast; the planned N28 Cork to Ringaskiddy Road, to improve access to the Port of Cork; and the N21/N69 Limerick to Adare to Foynes Road, to improve access to Shannon Foynes Port.

The UK’s exit from the EU in 2019 highlights the importance of high quality international maritime connectivity and the importance of continuing investment to further improve the quality of port facilities. This is relevant to all our Ports of National Significance, both Tier 1 and Tier 2 (Port of Waterford and Rosslare), given their potential role in maintaining transportation linkages with crucial EU markets.

Case study: Alexander Basin Redevelopment Project – Dublin Port

Current Status:
Commenced

Estimated Cost:
€230 million

Estimated Completion Date:
2022

Dublin Port received planning in 2015 in respect of the first phase of its Masterplan, the Alexander Basin Redevelopment Project. This is a c. €230 million infrastructural investment at the port, along with conservation works related to the port’s Victorian industrial heritage. The redevelopment comprises significant landside restructuring to quays and berths etc. to facilitate larger vessels and also enhance the

port’s current cruise vessel experience. The works also involve significant elements of capital dredging alongside the newly reconstructed berths as well as the port’s navigable channel deepened from its current 7.8 m draught to 10 m draught. The investment will help future-proof the port in terms of being able to facilitate larger sized vessels (in terms of both length and draft) and provide for increased capacity.

Case study: Ringaskiddy Redevelopment – Port of Cork

Current Status:
Commenced

Estimated Cost:
€90 million

Estimated Completion Date:
2020

The Port of Cork is investing c. 90 million in the redevelopment of its existing port facilities at Ringaskiddy. Planning permission was granted in 2015 towards this development. The development will enable the Port to accommodate larger vessels and further develop it as an international gateway for trade. The

project will alleviate the physical constraints (for example, water depths) of current operations at City Quays and Tivoli, allowing the Port to increase capacity and throughput, diversify customers, cater to the trend of increasing vessel sizes and free the City Quays and Tivoli properties for development and/or divestment.

Case study: Capacity Extension Works – Shannon Foynes Port Company

Current Status:
Commenced

Estimated Cost:
€27 million over next five years

Estimated Completion Date:
2022

Shannon Foynes Port Company’s Infrastructure Development Programme is well underway and will consist of a jetty expansion program, the joining of the East and West Jetties and the infill behind, land purchase and site development at Foynes in light of the land bank shortage at Foynes Port and the Foynes Rail Reinstatement. Phase 1 of part of this development has been completed and a planning application for part of

Phase 2 will be lodged in 2018. The investment programme will improve international connectivity and increase capacity through the construction of new quay walls

and associated port infrastructure and external connectivity with the upgrade of the N69 and the reinstatement of the Limerick-Foynes rail line.

Maritime Services

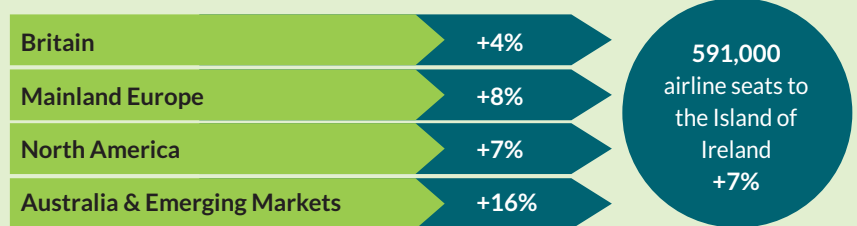
Commissioners of Irish Lights will continue its programme for navigation aids (lighthouses, buoys and beacons), including the replacement in due course of the vessel ILV Granuaile. The Irish Coast Guard (IRCG) will continue to provide search and rescue services, to refurbish and modernise Coast Guard stations and their equipment throughout the country, and centrally undertake a programme of communications and IT development projects. The IRCG will also continue to develop and coordinate an effective regime for preparedness and response to spills of oil and other hazardous substances within the Irish Pollution Responsibility Zone.

Tourism

People, Place and Policy - Growing Tourism To 2025 outlines how Government can work at an international level, both within and outside the EU, while taking account of the strongly locally-specific nature of tourism. The *Tourism Action Plan 2016-2018* included, and its successor *Tourism Action Plan 2018-2020* will

include, actions which build international connectivity, including the marketing of Ireland as a visitor destination overseas and visitor access to and within Ireland. Our policy objectives can support the development of tourism, including supporting Irish tourism internationally through diplomatic activity and official visits.

Air Access 2018



Source: Tourism Ireland

The funding that will be provided under the NDP will support and grow tourism in all regions, while similarly all regions will benefit from enhanced levels of investment in their local sports clubs and groups which are the lifeblood of so many communities across the country.



Linking with Our Communities



The importance of enhanced amenities and heritage is recognised within the National Planning Framework and the investment planned under the National Development Plan in tourism-related attractions and activities and sports facilities will support delivery of this National Strategic Outcome. The funding that will be provided under the NDP will support and grow tourism in all regions, while similarly all regions will benefit from enhanced levels of investment in their local sports clubs and groups which are the lifeblood of so many communities across the country. By investing in these communities, the Government builds on the work of local volunteers and provides them with the infrastructure they need to coach and develop people of all ages to the best of their ability.

National Strategic Outcome: Strengthened Rural Economies and Communities

Project Ireland 2040 recognises the importance of the full participation of rural communities in strategic development in achieving many of the strategic outcomes detailed in the NDP. This applies both in terms of the traditional pillars of the rural economy, the natural resource and food sector, as well as emerging sectors linked to improved connectivity, broadband and rural economic development opportunities.

Tourism

People, Place and Policy – Growing Tourism to 2025 highlights the fact that employment in tourism encompasses a wide range of roles, qualifications and skills, and is regionally dispersed. In areas that are heavily dependent on tourism as a source of economic activity and employment, there is a need to strike a balance between ensuring the protection of key landscapes and seascapes while facilitating sustainable growth in order to mitigate rural depopulation.

Almost €108 million will be allocated to Fáilte Ireland for capital investment in Tourism Product Development over the period 2018 to 2021 and it is intended that this level of funding will, at a minimum, be maintained over the lifetime of the NDP. Fáilte Ireland will continue to invest in the priority areas that will deliver sustainable growth in the Irish tourism sector resulting in higher revenue and more jobs.

Measures will be delivered to support further regional investment in the existing experience brands, the Wild Atlantic Way and Ireland’s Ancient East, and the new Ireland’s Hidden Heartlands brand for the Midlands region. Investment in activity-based tourism, including greenways, will be a priority over the period of the NDP.

Appropriate investment in the development and enhancement of

Case study: Greenways Strategy

Current Status:

Publication expected July 2018.

Estimated Cost:

Subject to proposals received in new funding call following completion of the strategy. Almost €56 million has been made available in the capital plan from 2018-2021.

Estimated Completion Date:

Development of greenways will be ongoing over the period of the National Development Plan.

It is expected that a number of new greenways projects will be funded and delivered over the period of the National Development Plan, the funding for which will be allocated on the basis of a competitive bid-based approach.

The goal of an iconic coast-to-coast greenway from Dublin to Galway remains a priority for the Government. Work is continuing on the Kildare and Meath sections of the Galway to Dublin Greenway. The section from Maynooth to Enfield is expected to open shortly and in 2019 it will be possible to cycle from Maynooth to Athlone in Westmeath or Ballymahon in Longford completely off-road.

1 This level of funding will, at a minimum, be maintained over the period 2022 to 2027

2 €100million has been provided for the Sport Capital Programme over 2018 to 2021 and the programme will be expanded further over the period 2022 to 2027. An additional €100million has been committed toward the establishment of a Large Scale Sports Infrastructure Fund.

tourist attractions, including historical and heritage sites, will also be important in providing the type of experience that visitors are seeking. Measures such as these will assist in growing tourism in rural communities, which is a central component of national tourism policy.

In line with *Tourism Development & Innovation, A Strategy for Investment 2016-2022*, Fáilte Ireland's delivery mechanisms for this investment include Large and Small Grant Schemes (for amounts greater than €200,000 and less than €200,000 respectively), strategic partnerships with a range of State bodies, and investment in development of signature experiences. Fáilte Ireland will announce new rounds of the Large and Small Grant Schemes at various stages over the coming years.

National Strategic Outcome: Enhanced Amenity and Heritage

Project Ireland 2040 recognises the value of cultural heritage as a key component of, and contributor to, the attractiveness and sustainability of our cities, towns, villages and rural areas. Cultural heritage includes all elements of living space including streets, public spaces, built heritage and natural amenity areas, cultural and sporting opportunities and sustainable transport networks, all of which play a central part in defining the character and attractiveness of places.

Investment in culture, heritage and sports, appropriately aligned with other National Strategic Outcomes included in the NPF, can play a very important role in improving amenities and the attractiveness and liveability of different areas, whether in cities, other urban areas, small towns and rural areas. This investment can complement and reinforce the impact of investment in sustainable public transport networks and in other amenities.

Sport

Over €100 million in capital funding has been allocated for the Sport Capital Programme (SCP) over the period 2018 to 2021. This is the primary mechanism

for providing funding to sport and community organisations at local, regional and national level. This programme will be further expanded over the period 2022 to 2027 which will allow for the continued development of new and improved sports facilities in both urban and rural areas. Enhanced sports facilities represent a significant improvement to the community infrastructure in these areas making them more attractive places to live, work and visit.

The most recent allocations under the SCP were made at the end of 2017, with €60 million allocated to sporting clubs and organisations throughout the country. The SCP is primarily designed for smaller scale projects with the maximum grant provided under the most recent round being €150,000.

Outside of the SCP, in recent times State support has also been provided for significant sporting infrastructure including the Croke Park redevelopment, the Aviva Stadium, Thomond Park and Páirc Uí Chaoimh. At present, the Department is administering the Government grant towards the Kerry Sports Academy, (total contribution €7.5 million).

In the longer term, funding of sports facilities is being considered as part of the Sports Policy Review which is expected to be finalised in July 2018. It is clear, however, that a number of local authorities and the Sport National Governing Bodies have ambitious plans for large scale sport developments in the coming years. Accordingly, a new Large Scale Sport Infrastructure Fund

of €100 million is being established for larger sports projects where the proposed Government contribution exceeds amounts available under the SCP.

Sport Ireland is currently reviewing the Master Plan for the National Sports Campus to inform the future development of the Campus. This review involves consultation with the sporting bodies to identify what facilities are most necessary to support the continued development of Irish sport at elite and participation levels. Recognising the major contribution Irish Sport HQ has made to the modernisation of Irish sports organisations and in response to demand from sporting bodies, Sport Ireland have plans to develop additional office facilities at the campus. The importance of athlete accommodation is highlighted in the existing Campus Master Plan, and Sport Ireland intends to further develop facilities for elite boxers, swimmers and others training at the campus on an incremental basis. Consistent with the co-location approach to training facilities, which optimises utility and spreads operating costs, Sport Ireland are also considering a proposed indoor training facility for cricket and tennis at the campus. For modest investment this could have a huge impact for both high performance teams and wider participation in these sports.

The provision of world-class facilities for our elite athletes will continue with investment being made to complete the National Indoor Arena, to build the National Velodrome and Badminton Centre.

Case study: Continued Development of Sport Ireland National Sports Campus

Current Status:
In development

Estimated Cost:
€42 million

Estimated Completion Date:
2021

The provision of world-class facilities for our elite athletes will continue with investment being made to complete the National Indoor Arena, to build the National Velodrome and National Badminton Centre.



