An Roinn Iompair
Department of Transport

National Sustainable Mobility Policy

Year One Progress Report

Prepared by the
Department of Transport
gov.ie/transport

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Minister's Foreword

We are now one year into the implementation phase of the ***National Sustainable Mobility Policy*** (SMP)[1] – a policy that aims to transform how we travel, making sustainable journeys more attractive and feasible for all.

It is an ambitious policy, reflecting the urgency of action needed between now and 2030. We have made a promising start in the last year, achieving significant momentum in delivering sustainable mobility projects as well as expanding bus services nationwide.

Some of these key achievements over the past year include:

- A 20% fare reduction on State-subsidised public transport services and the introduction of a new Young Adult Travel Card which offers a further 50% reduction;
- The establishment of Active Travel Units to develop projects in local authorities across the country, with over 200 additional staff recruited to work in this area since 2021;
- The launch of the Pathfinder Programme of 35 demonstrator sustainable mobility projects aligned to the goals of the SMP; and
- The commencement of the Connecting Ireland Rural Mobility Plan, now delivering new and enhanced bus services across the country

This has been accomplished through a substantial step up in investment, with around €310 million invested in infrastructure around the country in 2022, through the NTA's Active Travel programme. This represents over six times as much funding as was available in 2019. We have also seen real progress in bringing large-scale infrastructure projects including Metrolink, BusConnects, DART+ West, and DART+ South West in Dublin, and the Cork Area Commuter Rail Programme to planning stage.

It will be enormously challenging to achieve our target of halving transport emissions by 2030, but this report shows that every week progress is being made. We will work hard to build on this momentum, providing people with access to reliable and realistic sustainable mobility options. In this way, we can achieve our targets together – through more walking and cycling and more use of new and enhanced public transport services especially in rural areas. If we move together, we can reap the benefits of sustainable mobility in terms of health, safety, and well-being.

Let's keep going!

Eamon Ryan TD,
Minister for Transport

1 https://www.gov.ie/en/publication/848df-national-sustainable-mobility-policy/

Executive Summary

The National Sustainable Mobility Policy (SMP) was published in April 2022 with a target of delivering at least 500,000 additional daily active travel and public transport journeys, and a 10% reduction in kilometres driven by fossil-fuelled cars, by 2030. The Climate Action Plan 2023 updated these targets to a 50% increase in daily active travel journeys, a 130% increase in daily public transport journeys, and a 20% reduction in total vehicle kilometres travelled by 2030.

The following highlights some of the key progress achieved during the first year of the SMP:

- Established a new division - the Sustainable Mobility Management and Implementation Division (SMMID) - within the Department of Transport (DoT) to focus resources on demand management, shared mobility, and delivery of actions under the SMP, including the establishment of a Portfolio Management Office (PMO).
- Established a taskforce, referred to as the SMP Leadership Group (LG), to oversee and drive the implementation of Policy.
- Established a Delivery Team (DT) to support the LG and to develop and oversee the delivery of a Pathfinder Programme.[2]
- Launched a new Pathfinder Programme consisting of 35 sustainable mobility projects, which are aligned to the SMP. Pathfinder branding also developed and deployed.
- Planned and delivered workshops to assist with the mitigation of identified risks in the implementation of the SMP.
- Established a Research Network to help focus resources on research priorities that are critical to providing an evidence base for delivery of key objectives under the SMP.
- Contributed to the development of a Climate Action Public Engagement Strategy.
- Convened the first annual National Sustainable Mobility Forum to engage with stakeholders on SMP.

This report outlines the progress made in the first year of the SMP, and related Action Plan, and provides a brief overview of the work to be advanced during the remainder of 2023.

2 https://www.gov.ie/en/publication/143e3-pathfinder-programme/

Sustainable Mobility Policy and Action Plan

The 91 actions in the SMP Action Plan are grouped under 10 high-level goals, all stemming from the SMP's three overarching principles:

Principle 1: Safe and Green Mobility

1. Improve Mobility Safety.
2. Decarbonise Public Transport.
3. Expand availability of sustainable mobility in metropolitan areas.
4. Expand availability of sustainable mobility in regional and rural areas.
5. Encourage people to choose sustainable mobility over the private car.

Principle 2: People-Focused Mobility

1. Take a whole of journey approach to mobility, promoting inclusive access for all.
2. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
3. Promote sustainable mobility through research and citizen engagement.

Principle 3: Better-Integrated Mobility

1. Better integrate land use and transport planning at all levels.
2. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

To govern delivery of the SMP effectively, the Department of Transport has established a new Sustainable Mobility Management and Implementation Division (SMMID). In addition to having responsibility for policy on the emerging areas of shared mobility, demand management, and mobility hubs, SMMID also provides a secretariat to the SMP Leadership Group and Delivery Team which work to oversee and drive implementation of the SMP Action Plan and the SMP Pathfinder Programme, respectively.

SMP Action Status Update

SMP Action Progress to end April 2023

On Schedule 48 Actions

Complete 7 Actions

Delayed 13 Actions

At Risk of Delay 8 Actions

Ongoing 5 Actions

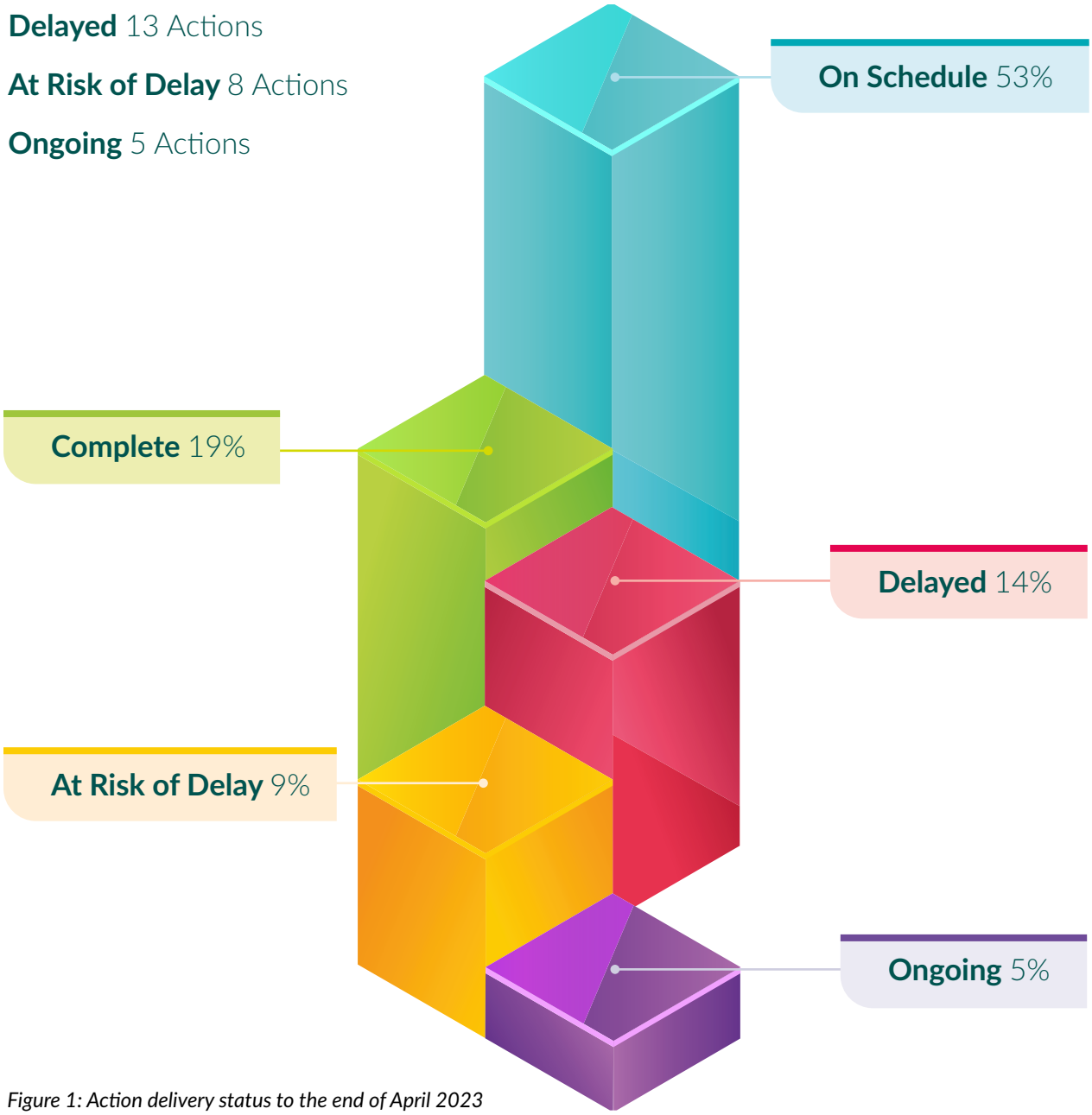


Figure 1: Action delivery status to the end of April 2023

Full details of progress across all 91 actions may be found in Annex I.
For ease of reference, the following provides a summary of the highlighted action categories in Figure 1

On-Schedule

The majority of actions remain on schedule and progress related to these is detailed in **Annex I**.

Complete

In its first year, the SMP has had a direct and positive impact on the daily transport experiences of members of the public.

Enhanced public transport services have been introduced to towns and villages around Ireland with the commencement of the Connecting Ireland Programme[3]. 250,000 people in over 50 towns and villages have been connected through access to new or enhanced services.[4] The work to enhance rural connectivity and mobility will continue throughout 2023 and into the coming years and will include innovative measures such as Smart Demand Responsive Transport (DRT) and rural hackney schemes (SMP Action 36).

Work to establish Active Travel units across all 31 local authorities (Action 54) was completed, with Active Travel officers working to deliver enhanced facilities across the country, providing local communities with safer and more accessible opportunities for walking, cycling, and other forms of active travel. In addition, many Active Travel units are now closely involved in the delivery of projects as part of the Pathfinder Programme, thus helping to showcase the potential of sustainable mobility in our cities, towns, and rural areas over the next 2/3 years.[5]

Under the Climate Action Plan 2023[6], DoT is committed to developing a National Demand Management Strategy to identify mechanisms for increasing efficiency in the transport system rather than increasing capacity and for complementing sustainable mobility objectives. To this end, the department has established a unit (Action 39) to lead on development of the Strategy. Work to develop this strategy had commenced by end April.

As per the commitment under Action 71, the first National Sustainable Mobility Forum[7] was convened in Athlone on 19-20 April 2023. It brought together a diverse range of stakeholders and interest parties from across Ireland, and beyond, to discuss key issues related to sustainable mobility and future policy priorities.

Further information about the Forum and the topics discussed can be found later in this report.

The Department has also established a number of groups to complement wider efforts to integrate sustainable transport with other key policy areas including road safety (Action 63), urban planning and development (Action 80), and research and analysis to help guide and evaluate policy in terms of both focus and delivery (Action 74).

Young Adult Travel Card

The Young Adult and Student Travel Card (YAC) was introduced on PSO services in May 2022 and extended to include participating commercial bus services in September 2022, allowing students and young people to avail of a 50% reduction in travel fares. Funding was secured under Budget 2023 to continue the YAC scheme, allowing for more sustainable transport choices to be availed of more readily among this cohort.

There have been 142,243 Young Adult Cards issued since the commencement of the programme. In addition, there have been 98,238 student cards issued which includes third level students who are over 23 and not eligible for YACs.

Planning and conducting an ex-post evaluation of the project, incorporating lessons learned into processes and guidance, and submitting an Ex-post Evaluation Report to the Approving Authority.

3 https://www.nationaltransport.ie/wp-content/uploads/2023/03/Connecting-Ireland-Bulletin-Q1-2023-Rev.4-1.pdf
4 https://www.nationaltransport.ie/wp-content/uploads/2023/03/Connecting-Ireland-Phase-1-Key-Achievements-Infographic.pdf
5 https://www.gov.ie/en/press-release/9f9b8-minister-ryan-launches-transformative-pathfinder-projects-to-bring-more-public-transport-walking-and-cycling-options-to-our-villages-towns-and-cities-by-2025/
6 https://www.gov.ie/en/publication/7bd8c-climate-action-plan-2023/
7 https://www.gov.ie/en/publication/0d8cd-national-sustainable-mobility-forum-19-20-april-2023/

Transport for Ireland (TFI) Live App

The new TFI Live App was rolled out in February 2023 and combined the previously available Real Time Ireland and Journey Planner apps.[8] The new app fulfils SMP Action 84, and brings together real-time information for Bus Éireann, Go Ahead Ireland, Dublin Bus, Luas, and Iarnród Éireann Irish Rail services, as well as providing other tools for planning and managing transport journeys.

Delayed

While 14% of actions were delayed by the end of the first year, it is anticipated that most of these actions will be completed shortly - during Q3 or Q4 of 2023. In many cases, the delays were reasonable (to achieve the best outcomes) or unavoidable.

For example, Action 68 called for the development and implementation of a public engagement strategy to promote the benefits of sustainable mobility and raise public awareness of sustainable transport options. However, far from failing to advance, this action has now been integrated into a more wide-ranging CAP23 action to produce a Climate Action and Sustainable Mobility Communications Strategy which is due for delivery early in Q3 2023.

An unavoidable delay arose in relation to Action 73. In this case, it was prudent to await the publication of a related Government Circular before moving to publish the revised Transport Appraisal Framework.

A number of delays reflect alignment issues with other policies and strategies, where actions with shared objectives are replicated in the SMP. For example, five Road Safety Strategy-related actions were delayed at end April – namely actions 7, 64, 65, 66, and 91. While it is anticipated that these actions will be completed in Q3, the department, in conjunction with the Road Safety Authority, commenced a process in early 2023 to consolidate and modify all actions under Phase One of the Road Safety Strategy, and it is intended that any recalibration of actions as part of this process, when concluded, will be reflected in any future updates of the SMP.

Of the 13 actions that were delayed at end April, two have since been completed. Action 89 relating to the introduction of PPTs was completed with the passing of new Road Traffic and Roads Act 2023 and Action 73 (as above) was completed with the publication of the Transport Appraisal Framework. Accordingly, by the end of June, the number of delayed actions had fallen to 12%.

At Risk of Delay

A number of actions have been identified as being at risk of delay despite progress being made. In some cases, this is due to delays arising in dependent actions – for example, Action 90 relates to usage and safety regulations for PPTs which must be submitted to the European Commission for consideration for a minimum 12 weeks. This piece of work was dependent on the successful enactment of the Road Traffic and Roads Act 2023 which occurred in late June. Thus, while the action is now likely to be complete by end 2023, the earlier delay in enacting the relevant legislation has created a minor risk of late delivery for Action 90.

In other cases, the 'At Risk' status reflects minor delays to some elements of larger programmes which are otherwise progressing on schedule. For example, Action 12 relates to work being undertaken to deliver DART+. While this is progressing well, with DART+ West and Dart + South-West railway order applications successfully submitted, some elements of the programme's public consultation have required additional time and are ongoing. The action will therefore continue to be proactively monitored by the SMP Leadership Group to ensure overall progress remains on track, while recognising the importance of affording sufficient time to the public consultation process.

8 https://www.transportforireland.ie/news/new-tfi-live-app-is-available-now/

Similarly, Action 22, which relates to BusConnects network redesign, laid out some specific deadlines for the finalisation of the Cork and Galway bus network redesigns. The Cork network redesign was finalised successfully in 2022 and work on implementation of this plan is ongoing in 2023. The design of the Galway network has been slightly delayed. The proposed redesigned Galway bus network was published for public consultation in April 2023. Taking into account submissions received, the Galway bus network redesign will be amended, and the proposed new network will be published in the coming months. However, it is important to note that this portion of the action is just one element of a large project which is otherwise progressing on schedule.

Some 'At Risk' actions (e.g., Actions 72 and 75) may be subject to potential constraints elsewhere. Work has nevertheless begun on such actions and the department will seek to advance them as quickly as possible, working in conjunction with key staff in the Houses of the Oireachtas.

Overall, the SMP Leadership Group and its Delivery Team will continue to monitor actions which are 'At Risk' to ensure they are brought on schedule as soon as possible, and to prioritise those actions which will have a direct and tangible impact in shifting journeys from private cars to more sustainable modes of transport.

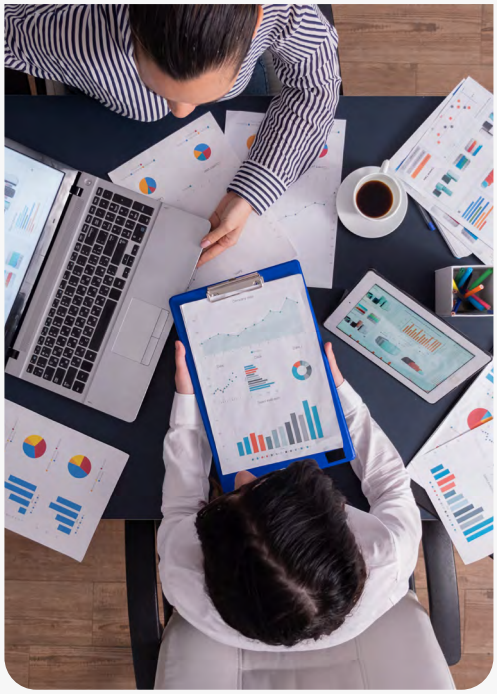
Ongoing

Several SMP actions relate to areas of work which take place annually or on an ongoing basis, which are monitored via quarterly updates.

Two of these actions relate to programmes of work whose status will not fully materialise until the end of the delivery period in 2025, e.g. Action 62 which relates to an average number of road safety improvement schemes per year over that period. Another – Action 61 - reflects ongoing interdepartmental collaboration, which began in 2022 but which will continue and even expand over the full lifetime of the SMP.

National Household Travel Survey

The National Household Travel Survey is designed to provide a comprehensive picture of the daily travel patterns of Irish residents. The SMP (Action 69) commits to publishing this survey on annual basis so that we can track progress across SMP objectives. Details on the NTA's most recent National Household Travel Survey in 2022 is planned for release later in 2023. This will be complemented by Action 42 which commits to expanding the Walking and Cycling Index to Cork, Galway, Limerick and Waterford to assess infrastructure; travel behaviour; the impact of walking and cycling; and new initiatives in each city.



SMP Leadership Group, Delivery Team, and Pathfinder Programme

Leadership Group

The SMP Leadership Group (LG) was established in May 2022 with a secretariat provided by the Department of Transport. Membership of the LG is composed of the National Transport Authority (NTA), Transport Infrastructure Ireland (TII), the regional assemblies (SRA, NWRA, and EMRA), City and County Management Association (CCMA), Department of Housing, Local Government, and Heritage (DHLGH), Department of the Environment, Climate and Communications (DECC), Road Safety Authority (RSA), Sustainable Energy Authority of Ireland (SEAI), as well as several Divisions of the Department of Transport.

To quickly build the appropriate structures, processes and engagement needed to drive the ongoing implementation of the Policy, the LG met monthly during 2022 and has now transitioned to a quarterly meeting schedule.

During its first six months, the LG contributed to the development of an Implementation Plan for the governance and oversight of SMP delivery, including the establishment of a PMO support function within the Department of Transport. It also considered further work items such as a detailed transport-related input to the National Energy Security Framework, the identification of barriers/obstacles to SMP action delivery, the establishment of a Research Network, and the development of a Climate Action Communications Strategy.

In addition, the LG established a Delivery Team to provide oversight of SMP implementation at operational level as well as to formulate a programme of 'pathfinder' projects linked to the SMP and to be delivered by 2025.

Delivery Team

The SMP included a commitment to agree a mechanism for the delivery of a programme of 'pathfinder' projects which would seek to highlight a broad variety of innovative projects with the potential to transform sustainable mobility options in our cities, towns, and rural areas, and to deliver these projects by 2025. It was envisaged in that this programme would bring increased momentum to the delivery of projects at a local level, providing templates for replication and scaling up elsewhere.

The Delivery Team (DT), which consists of representatives from the LG's own organisations as well as broader representation when required, was tasked with identifying projects for inclusion in a new Pathfinder Programme. Following a request from the Minister for Transport for local authorities to submit their most transformative project ideas, the Delivery Team assessed these against several criteria including overall suitability for the programme in terms of policy alignment, level of ambition, capacity to offer a new approach to addressing sustainable mobility challenges, and ability to deliver by end 2025. A final list of 35 projects was approved by the Minister for the programme in October 2022.

Initially meeting on a weekly basis to develop the Pathfinder Programme, the Delivery Team now meets on a monthly basis to monitor progress on, and mitigate risks to, the delivery of that Programme.

SMP Pathfinder Programme

The SMP Pathfinder Programme was launched on 17 October 2022, consisting of 35 exemplar transport projects to be delivered by local authorities, and other bodies, around the country. Taken together, the proposals offer the potential to transform how we move, work and live by making it easier to leave the car at home and choose a different mode of travel. In addition to showcasing the appetite for change which exists throughout the country, the programme closely aligns with evidence-based best practice for reducing emissions from transport through systemic change.

The Pathfinder Programme has already seen significant progress, with two projects complete since its initiation. In January, the first full electrification of a town bus service was launched in Athlone, providing clean and green public transport services for the town, and paving the way for a similar transition in other services across Ireland. In May, the National Transport Authority launched a new Smarter Travel Mark. This Mark will provide certification to organisations that support active and sustainable travel and encourage the reduction in single-person car usage amongst their staff, customers, visitors, and students in the case of third level campuses.

Progress has also been made on the Smart and Sustainable Mobility Accelerator Programme, a three-year education and capacity-building programme for local authorities and key stakeholders, including local councillors. The first workshops will be rolled out later in 2023.

Delivery is also well underway on several infrastructure projects, including the Waterford North Quays Pathfinder which held a ground-breaking ceremony in March 2023.

The first portion of the Longford Town Core Cycle Network - the N63 Majors Well Road project – has been completed and the full pathfinder remains on track to be delivered by the end of 2024. Two sections of the Cork to Waterford Inter-Urban Demonstrator Pathfinder, namely Bilberry to Waterford City and Dunkettle to Carrigtohill, were completed in June 2023, with further sections due for completion in 2024 and 2025. This pathfinder is helping to create a seamless cycling link between Cork and Waterford.

A key milestone was reached for a Dublin City Centre pathfinder project on 29 May, with the implementation of traffic management measures including a 24/7 bus gate in the College Green/ Dame Street area. This project includes measures that will give more space to pedestrians and improve the efficiency of public transport in the city centre.

All projects are making good progress and are on track for delivery over the lifetime of the Programme (2023-2025).

Summaries of the approved pathfinder projects are available here.

Project Management Approach

Following the establishment of the Leadership Group and Delivery Team, external support was procured to assist with the setting up of a Project Management Office within the Sustainability Mobility Management and Implementation Division (SMMID) of the Department. This contract commenced in September 2022 and SMMID worked intensively with the external contractors to develop the necessary tools to support a PMO-led approach to monitoring the implementation of the SMP.

This encompassed the development of more effective tools for monitoring and reporting on progress in a more granular way, including an Implementation Plan, a PMO Handbook and dashboards to visualise progress in the implementation of the SMP.

Consideration was also given to the identification of high-level risks associated with each of the 91 SMP actions, and a workshop-based approach was instigated to develop potential mitigants to these risks. The PMO team have also applied an 'Avoid-Shift-Improve' categorisation to individual actions, aligning with the approach taken in CAP2023.

These tools have provided a structure for the ongoing management of the implementation of the SMP. Towards the end of the first year of the SMP, the department also commenced work on a similar PMO-led approach to the management of the Pathfinder Programme.

National Sustainable Mobility Forum

The inaugural National Sustainable Mobility Forum took place on 20 April, bringing together stakeholders from local authorities, transport agencies and operators, Government departments, academics, civil society groups and others.

On the day before the Forum (the 19th), the department provided an opportunity for attendees to visit the Athlone bus depot for a presentation by Bus Éireann on the transition of the town services to a fully electric bus fleet. Also featured was a visit, organised by Westmeath County Council, to the greenway on the outskirts of the town – part of the Old Rail Trail. Delegates could see how this infrastructure was providing a safe and active route for children to independently travel between local schools, housing estates, sports facilities, and the town centre. The visit included a chance to see the new walking and cycling bridge crossing the River Shannon, due to open in summer 2023. Once open, the bridge will serve as a key link in the Dublin-Galway greenway route which remains under development. While many delegates were only able to travel to Athlone for the Forum itself, about 30 delegates took the opportunity to participate in the site visits on the 19th.

The Forum itself was a busy event with more than 120 people in attendance. Following a welcoming address by Minister Ryan, delegates heard from Pete Lunn of the ESRI who presented recent behavioural analysis research focused on public responses to active travel and public realm projects. A panel discussion included participation from Peter Jones (University College London) Mariana Mirabile (OECD), Elaine Howley (Disability Stakeholders' Group) and Stephen Murnane (National Youth Assembly on Climate) drew out key areas for consideration in future policy development and set the scene for the later workshop discussions which offered the opportunity for stakeholders to present their views on a range of topics including:

- Road space reallocation
- Shared mobility
- Road safety
- Public transport
- Community-led transport initiatives
- Demand management, and
- Climate Action Plan targets on sustainable Escort-to-Education journeys.

The Forum concluded with summaries of each of the discussions by the workshop rapporteurs and closing remarks from the National Youth Assembly representative, and a full Forum report will be published in Q3 2023.

Climate Communications Campaign

There is a need to promote greater awareness and understanding across society about the ambition for transport – and what's required - in the Climate Action Plan 2023 (CAP23).

As per Action 68 of the SMP, Government committed to developing and implementing a public engagement strategy to promote the benefits of sustainable mobility and raise public awareness of options. Building on this approach, CAP23 includes a new and enhanced action (TR/23/6), which provides for the development and implementation of a 'Climate Action and Sustainable Mobility Communications Strategy'.

A multi-layered communication and engagement strategy is being developed and will be implemented over the period 2023 to 2025. The main objective of the strategy is to build awareness and acceptance, and inspire ownership for action, across individuals, private organisations and public sector bodies, whilst also increasing support for delivery of critical infrastructure. Details of this strategy were also included in a Memorandum for the Information of the Government that was brought to cabinet in April 2023.

There are four core areas underpinning the strategy. These include:

1. Prioritising widespread public communications and engagement; this includes a national advertising campaign due to launch later this summer; this will be supported by various community and stakeholder engagement activities, either through the expansion of existing programmes, or development of new ones

2. Developing more consistent, proactive consultation and communication techniques to enhance project acceptance rates amongst communities for active travel and public transport infrastructure projects; lessons learned from the delivery of past projects will be incorporated, best-practice case studies will be developed and additional support for robust evaluation methods will be provided, amongst others

3. Exploring the potential for the role of car advertising and labelling to support consumers in making more informed and sustainable choices when purchasing new cars or considering the best mode of transport for different journey types; guidelines, new or enhanced self-regulatory frameworks, and a potential longer-term review of regulations are some of the envisaged outputs

4. Developing an evaluation framework and research support, including a long-term attitudes and behaviour impact research study, to measure changing attitudes towards sustainable mobility as the strategy is implemented; in addition, this will be supported by a robust evaluation framework as well as on-going research for best-practice communications and engagement activities in the area of sustainable mobility.

Climate Action Plan 2023 and Beyond – SMP Alignment

As set out in CAP23, Government has established six climate delivery taskforces in key sectoral areas. The role of the transport taskforce is fulfilled by the SMP Leadership Group (LG). Of the fifteen transport-related work programmes identified in CAP23's Annex of Actions, ten fall under the remit of the LG. These programmes are specifically concerned with integrating sustainable mobility into our transport system and encouraging a shift to the use of more sustainable modes - such as walking, cycling and public transport.

Transport-related actions in the CAP23 Annex of Actions consolidates and integrates actions from multiple departmental policies, such as the National Sustainable Mobility Policy, Road Safety Strategy, Road Haulage Strategy, Renewable Transport Fuels Policy, and ZEVI Implementation Plan and Charging Infrastructure Strategy across 15 'headline' or key work programmes, which are grouped in accordance with an AVOID-SHIFT-IMPROVE framework for guiding greater transport sustainability.

As the LG was set up to support the delivery of the SMP, the ten programmes for which it is responsible are:

1. Enhancing Governance & Accelerating Implementation
2. Communications Strategy
3. Enhanced Spatial and Land-use Planning
4. Strategic Transport Planning
5. Roadspace Reallocation
6. Active Travel & Accessibility
7. Major Public Transport Infrastructure
8. Public Transport Services Investment & NTA Connecting Ireland Rural Mobility Programme
9. Smart, Shared and Integrated Mobility
10. Decarbonising Public Transport & School Transport Services

The remaining five work programmes are not under the remit of this taskforce and have different governance and oversight arrangements. Moving forward into the second year of the lifetime of the SMP, the LG will meet on a quarterly basis to oversee its implementation. The PMO which was established in December 2022 will continue to support the LG in its oversight function – helping the Group to focus on key issues related to implementation, such as risk management and mitigation, the rollout of a climate communications campaign, and issues arising in the context of Climate Action Plan targets or other emerging policy imperatives.

ANNEX I

SMP Action Status to end April 2023

In the tables below, references to CAP actions (or to actions which complement CAP actions) should be taken to mean the Climate Action Plan 2021 (CAP21) which helped to inform the drafting of the SMP and its action plan, rather than the more recent CAP23.

Actions are categorised according to status at end April. Where actions have made advances in the interim, this is reflected in the 'Progress' column.

Complete

No.	Action	Proposed Output	SMP Deadline	Status	Progress	ASI
25	Increase provision of park and ride/ share at transport interchanges. (CAP action 260)	Implementation of GDA Park and Ride Strategy commenced.	2022 Q4	Complete	Implementation has commenced, with planning applications in development for three Park and Ride sites.	Shift
32	Implement an enhanced rural transport system through delivery of Connecting Ireland. (Complements CAP action 245)	Connecting Ireland programme commenced for bus, rail and alternative solutions.	2022 Q4	Complete	Implementation of enhanced services through the Connecting Ireland plan has commenced with the details of Phase 1 set out in the NTA's first quarterly bulletin at https://www.nationaltransport.ie/wp-content/uploads/2022/11/Connecting-Ireland-Quarterly-Bulletin-Issue-1.pdf	Shift
39	Establish a Demand Management Unit within the Department of Transport to develop an approach to traffic demand management taking account of the recommendations of the Five Cities Demand Management Study. (Complements CAP actions 250 and 258)	Unit established.	2022 Q4	Complete	This work will be led by the Sustainable Mobility Management and Implementation Division, which was established in autumn 2022.	Avoid

42	Expand Walking and Cycling Index to Cork, Galway, Limerick and Waterford to assess infrastructure; travel behaviour; the impact of walking and cycling; and new initiatives in each city.	Survey expanded to regional cities.	2023 Q4	Complete	Walking and Cycling Index has been rolled out to the regional cities and surveys are underway. Following the surveys, individual reports will be prepared and published in early 2024.	Shift
51	Ensure all transport operators are contractually obliged to put in place operational procedures to assist people with mobility difficulties in event of unplanned service disruptions.	Contracts updated	2022 Q4	Complete	All PSO contracts have been updated to include a requirement for these operational procedures.	Shift
53	Introduce Young Adult Card on a phased basis. (Complements CAP action 248)	Card introduced	2022 Q4	Complete	Following initial rollout on PSO services, Young Adult Leap Card implemented on all services in September 2022 and now moved to Business-as-Usual Operations.	Shift
54	Fund the establishment of units within local authorities to implement active travel schemes in accordance with best practice and national design guidance.	Units established	2022 Q4	Complete	Units have been established in all 31 local authorities.	Shift
55	Establish an infrastructure audit team to review compliance with national design guidance and assess value for money approaches in design and construction.	Audit team established	2022 Q4	Complete	Arrangements have been put in place allowing for appropriate reviews and assessments.	Shift

59	Update national standards and project management guidelines to facilitate all road users on the national road network including the delivery of public transport facilities.	Standards and guidelines updated	2022 Q4	Complete	Workstream coordinated by National Guidelines and Standards Group (related to Action 63). Significant work has been done to update standards on national roads around cycling, bus priority measures, and other measures.	Avoid
63	Establish a department-led standing coordination group to oversee Guidelines and Standards for roads, traffic, cycling and active travel to ensure: - Safe System Approach - Consistency - Quality/Audit - Education/ Training (RSS action 54)	----	2022 Q4	Complete	Coordination group has been established and will continue its oversight. This action relates closely to others across the SMP regarding guidelines, standards, and training.	Shift
70	Establish a Leadership Group to oversee implementation of the Policy and delivery of the action plan.	Leadership Group established	2022 Q4	Complete	Leadership Group established in May 2022. Group met on a monthly basis in the set-up phase, moving to quarterly meetings from January 2023.	All
71	Convene a National Sustainable Mobility Forum to engage with stakeholders on progress in relation to the Policy.	Forum established	2022 Q4	Complete	Inaugural Forum took place in Athlone, Co. Westmeath on 20 April 2023.	All

74	Establish a network and mechanisms to advise on, agree and focus resources towards research priorities that provide an evidence base for implementation of the Policy, drawing on national and international best practice.	Network and mechanisms established	2022 Q4	Complete	Network and mechanisms have been established.	All
80	Establish a working group of the DHLGH, the D/ Transport, NTA and LDA to consider opportunities for transport led development in our major urban centres. (HfA Policy Objective 26.1)	----	2021 Q4	Complete	Working Group was established in December 2021 to consider opportunities for transport orientated development (TOD) in the five cities and to also review opportunities for better integration of land use and transport in regional centres. The Group has completed a review of TOD opportunities in Dublin and is now focusing on TOD opportunities in the wider eastern region and in Cork, Limerick, Galway and Waterford in 2023.	Avoid
81	Require all transport operators and mobility service providers to provide open data for mobility services across Ireland.	Contracts updated	2023 Q4	Complete	Mobility data enabling journey planning and real-time passenger information is provided by NTA systems or by operators under contractual requirements.	Shift
84	Rollout new multi-modal National Journey Planner.	Planner rolled out	2022 Q4	Complete	The new TFI Live application was launched in February 2023	Shift

88	Develop a range of simplified and more equitable ticketing solutions to incentivise the use of public transport including fare structures, concessionary fares and tax-based incentives.	Strategy developed	2022 Q4	Complete	This was completed as part of the wider effort to develop a fares strategy under Action 52, which remains on schedule.	Shift

On Schedule

Many of these actions have annual outputs, with elements due to date successfully delivered.

No.	Action	Proposed Output	SMP Deadline	Status	Progress	ASI
01	Develop and publish an annual public transport passenger safety and personal security report and implement measures where appropriate.	**20**22 Report developed. 2023 First report published. 2024 and 2025 Annual reports published	2025 Q4	On Schedule	Report content was developed in 2022 and first report will be available in Q3 2023	Shift
02	Continue awareness campaigns with the aim of promoting inclusivity, courtesy and respect for all when travelling on public transport.	Annual Campaigns	2025 Q4	On Schedule	2022 saw an Anti-racism campaign, Support for Pride in June, and a campaign to support people with hidden disabilities. Plans for 2023 include a bus-focused campaign targeting anti-social behaviour in Q3 2023, and a wheelchair priority campaign in Q3 2023.	Shift
03	Continue to protect and renew rail infrastructure through the Infrastructure Manager Multi-Annual Contract (IMMAC).	2024 Existing IMMAC reviewed. 2025 IMMAC 2025-2029 agreed	2025 Q4	On Schedule	Preliminary discussions underway with Iarnród Éireann with regard to mid-term review of current contract. Iarnród Éireann to consider requirements for maintaining 'steady state' under 2025-2029 contract.	Shift
05	Expand speed management measures on National, Regional and Local roads using Periodic Speed Limits at schools, Vehicle Activated Signs and Average Speed Cameras in collaboration with An Garda Síochána at appropriate high-risk locations. (RSS action 8)	-----	2024 Q4	On Schedule	A Safety Camera Project has been established and the RFT for a Safety Camera Service was issued in April 2023.	Shift

06	Conduct a review of road traffic policy and legislation to prioritise the safety of walking and cycling. (RSS action 43)	-----	2023 Q4	On Schedule	This action will be progressed in the context of consolidation of the Road Traffic Acts.	Shift
08	Deliver fuelling/ charging infrastructure to support operation of zero emission public bus fleet.	Fuelling and charging infrastructure in place for public bus fleet.	2025 Q4	On Schedule	In progress with depot electrification complete in Athlone and underway in Dublin and Limerick. Discussions with ESBN in respect of feasibility of electrifying depots in Cork and Galway well advanced.	Improve
09	Develop a strategy for the transition of commercial and PSO long distance bus services to low emission technologies.	Strategy framework developed	2023 Q4	On Schedule	In progress.	Improve
10	Develop a strategy to transition the Small Public Service Vehicle (SPSV) fleet to lower/ zero emission technologies.	Strategy developed and implementation commenced.	2024 Q4	On Schedule	Zero Emission Vehicles Ireland was established within the Department of Transport in July 2022. ZEVI will have responsibility for developing the Strategy	Improve
11	Commence delivery of phase 1 of Cork Area Commuter Rail Programme.	2024 Kent Station platform completed. 2025 Midleton double-tracking completed.	2024 Q4	On Schedule	Kent Station: Construction Contract was awarded at the end of March 2023 and mobilisation to site is planned for Q3 2023. Midleton Double-Tracking: Iarnród Éireann submitted a Railway Order to An Bord Pleanála in Q4 2022, and Detailed Design of the project has commenced	Shift
13	Transition Dublin Metropolitan PSO bus services to low/zero emission bus fleet. (Complements CAP action 268)	50% of fleet transitioned to low/zero emission vehicles.	2025 Q4	On Schedule	In progress.	Improve

14	Transition Cork, Galway, Limerick and Waterford metropolitan area PSO bus services to low/zero emission bus fleet. (Complements CAP action 269)	40% of fleet transitioned to low/zero emission vehicles.	2025 Q4	On Schedule	In progress.	Improve
15	Transition town and Local Link bus services to low/zero emission bus fleet. (Complements CAP actions 270 and 271)	2022 First town transitioned to fully electric public bus service. 2025 Three additional towns transitioned to electrified bus services and 10% of Local Link services electrified.	2025 Q4	On Schedule	Athlone electric bus service was launched in January 2023, and discussions are underway regarding options for electrification of further town bus services. EU Just Transition Funding has been secured to assist with the decarbonisation of rural public transport services in the Midlands area.	Improve
17	Develop pedestrian enhancement plans for the five metropolitan areas.	Plans developed	2023 Q4	On Schedule	This project commenced at the end of March 2023.	Shift
18	Expand the operation of bike share schemes (including electric bikes) in cities.	2022 Bike share scheme operational in Waterford. 2024 Expand the operation of bike share schemes (including electric bikes) in cities.	2024 Q4	On Schedule	Waterford bike share commenced operation in July 2022. Work to expand the scheme to other cities is ongoing.	Shift
19	Deliver additional cycling infrastructure projects in the five cities. (Complements CAP action 233, RSS action 5)	400 km GDA Network completed or under construction. 200 km Regional Cities Network completed or under construction.	2025 Q4	On Schedule	In progress with c. 1,200 cycle schemes at design or implementation stage across the State.	Shift

20	Expand rail fleet capacity.	2023 41 additional carriages placed into passenger service. 2025 95 DART+ carriages delivered.	2025 Q4	On Schedule	Delivery of additional carriages commenced in Q3 2022, all to commence passenger service in Q4 2023. Design and development of new DART carriages continues and on schedule for delivery in 2025.	Shift
23	Commence delivery of BusConnects Core Bus Corridor Infrastructure Works in the five cities. (Complements CAP actions 241, 242, 243, 244)	2022 Construction of Salmon Weir cycling and pedestrian bridge commenced as part of BusConnects Galway. Planning process for Cross City Link commenced as part of BusConnects Galway. 2023 Planning process for Dublin Road scheme commenced as part of BusConnects Galway. On-street construction of Radial Core Bus Corridor Schemes commenced as part of BusConnects Dublin.	2023 Q4	On Schedule	Salmon Weir Bridge opened in May 2023. The planning consent application to An Bord Pleanala in respect of Galway's Cross City Link project was submitted in September 2022. Design work is under way on Dublin Road scheme with planning consent application planned for Q4 2023.	Shift
26	Develop pedestrian enhancement plans for the regional growth centres and key towns.	Plans developed.	2024 Q4	On Schedule	Initial scoping work commenced - linked to Action 17	Shift
30	Expand greenway network establishing linkages with towns and villages in line with the strategic national cycle network. (Complements CAP action 231)	350 km of greenway constructed or under construction.	2025 Q4	On Schedule	Approx 200km of greenway currently under construction.	Shift

33	Identify the potential for integration of non-emergency health transport services with the Local Link services by conducting and monitoring a pilot project in Leitrim to deliver nonemergency health transport services.	Pilot completed and implementation strategy developed.	2024 Q4	On Schedule	This is a 3-year pilot, with a formal commitment to review in 2024.	Shift
34	Develop and implement a programme of improved town bus services.	Improved town bus services implemented in Carlow, Ennis, Letterkenny, Mullingar, Portlaoise.	2025 Q4	On Schedule	Work is underway in developing the plans for the Town services. Service for Carlow was tendered and contract award was approved with operations to commence in July 2023. Preparations for Mullingar and Portlaoise are underway.	Shift
35	Develop and commence delivery of an enhanced bus stop and bus shelter programme for regional and rural services. (Complements RSS action 71, 72)	2022 Programme developed. 2025 200 additional bus shelters installed for regional and rural services.	2025 Q4	On Schedule	A target of 100 additional bus shelters during 2022 and 126 shelters were installed. To date 53 shelters have been installed during 2023.	Shift

36	Increase provision of local area hackney services in conjunction with development of Connecting Ireland.	2022 Local Area Hackney Scheme reviewed and local area hackneys developed in line with Connecting Ireland programme for community cars. 2023 Revised subsidised Local Area Hackney Programme introduced based on findings of review.	2023 Q4	On Schedule	The subsidised Local Area Hackney Scheme Pilot went live in early 2023. The Pilot is progressing well. As of June 2023, 41 applications were received by the NTA for 15 areas and 15 provisional grant offers have been issued. 5 Community Car Scheme applications for SPSV Regulation Exemptions (all renewals) have been successful to date. Further applications are expected.	
37	Upgrade regional rail lines.	2022 Track renewal works completed on Ballybrophy to Limerick line. 2025 50% of programme of upgrade (and elimination) to user worked level crossings on Ballybrophy to Limerick line. 25% of track improvement works on Limerick to Waterford line. 20% of programme of upgrade (and elimination) to user worked level crossings on Limerick to Waterford line.	2025 Q4	On Schedule	The track renewal works due on the Ballybrophy to Limerick line were complete in 2022. Iarnród Eireann have commenced exploratory works on the remaining elements of the action due for completion by 2025.	Shift
38	Deliver public transport corridors providing prioritised bus lanes on national radial routes to the M50. (CAP action 261)	Rollout of corridors commenced.	2025 Q4	On Schedule	N4 part 8 planning approval was confirmed in February 2023. Work is also progressing on design of the N11 bus priority scheme. The N11 bus priority measures are subject to environmental impact assessment and could therefore take up to 2 years to achieve planning approval.	Avoid

41	Develop and commence implementation of a programme for secure bicycle parking in key towns and cities plus transport hubs.	2023 Programme developed. 2025 1,000 secure bicycle parking spaces implemented.	2025 Q4	On Schedule	Service provider expected to be appointed in July 2023. A lot of work has already been done in this space including in car parks and at train stations/bus stops.	Shift
44	Expand Smarter Travel Workplaces and Campus Programmes to include: - Guidance for more types of companies and campus facilities. - Enhanced toolkit for workplace/campus assessment. - Support for in-work/in-business/ in-campus cycle use through subsidised cycle provision for trial periods. - Cycle Friendly Employer Certification. (Complements CAP action 249)	Programmes expanded	2023 Q4	On Schedule	The Smarter Travel Mark was launched in May 2023, and both Smarter Travel Partner and non-Partner organisations have indicated interest in obtaining the Mark. The Mark is expected to significantly grow engagement with the Programme.	Shift
45	Conduct a study to assess incentives to encourage greater use of active travel as a mode of transport, including an assessment of international best practice.	Study completed	2023 Q4	On Schedule	The Department of Transport is engaging with the NTA in relation to this work as part of the annual estimates process.	Avoid
47	Explore potential of road-user charging measures through the Better Road User Charging Evaluation (BRUCE) study. (CAP action 259)	Draft implementation plan published.	2023 Q4	On Schedule	A draft Alignment and Pathways report is expected later in 2023 and will set out the future potential pathway to road user charging including public consultation and pilots.	Avoid

48	Promote the principle of 'Access for All' across sustainable mobility services through:	2022 Customer service officers provided on all inter-city trains 2025 Eight additional railway stations equipped with footbridge and lifts to allow all platform access. All bus stations equipped with wheelchair accessible bus bay. Wheelchair accessible stops for lift equipped coaches provided in additional 50 towns. 100 additional low floor vehicles for regional/ inter-city coach services introduced. Roll-out of new National Journey Planner commenced. Changing Places toilets installed at three additional transport hubs.	2025 Q4	On Schedule	New footbridges and lifts installed at Dalkey and Gormanstown Rail stations are now open to the public. The construction of a footbridge and lifts commenced in Little Island in December 2022 and is ongoing, with Banteer Rail Station to follow. The Big Lift Programme is continuing, and the Lift/Call system is also continuing into 2023. The programme of replacement of signage in the railway stations continues with over half of the 145 rail stations completed to end April 2023. Accessible Bus Bays are progressing in 4 Bus stations, and additional accessible bus bays are being considered for funding to be installed by Local Authorities. The new National Journey Planner has been audited to ensure accessibility is included. The NTA is currently undertaking a market consultation with suppliers to see what options could be available to purchase low floor accessible new vehicles with zero emissions. Changing Places will be considered in rail stations where major refurbishment works are being considered in the future and also at the proposed Red Cow Interchange. Changing Places were installed in Connolly rail station and Heuston rail station.	Shift
49	Expand the Travel Assistance Scheme beyond the GDA.	2023 Scheme expanded to Cork. 2025 Scheme expanded to Galway, Limerick and Waterford.	2025 Q4	On Schedule	The Pilot of the Travel Assistance Scheme Cork started taking bookings in September 2022. Further expansion of the scheme to Limerick and Galway is planned in 2024.	Shift

50	Expand the number of Wheelchair Accessible Vehicles in the SPSV fleet.	WAVs expanded by 25%.	2025 Q4	On Schedule	Supply issues have delayed uptake to date but are not expected to be a barrier to meeting the WAV target from here forward. The key challenge is meeting the level and location of need for wheelchair accessible SPSV services. WAV23 Grant Scheme had a remarkable response on opening in January 2023 and the conversion rate from applications to licenced WAVs is positive. There has been a 5% increase in WAVs to end May 2023.	Shift
52	Develop and implement an equitable fares strategy for all applicable subsidised services.	2022 Strategy developed 2023 Implementation commenced	2023 Q4	On Schedule	Fares strategy was published on in April 2023, for implementation later in 2023.	Shift
57	Review, develop and update guidelines, standards and supporting legislation to allow for a range of solutions to be developed for road space reallocation/ redesign to repurpose existing legacy car-based road design.	Delivery of updates completed	2023 Q4	On Schedule	Work in this area is ongoing and open-ended, encompassing a range of documents to be updated including DMURS advice notes and advice in relation to rapid buildouts.	Avoid
60	Expand continuous professional training for key design skills and application of national standards.	2022 Online workshops carried out. 2023 Graduate training programme introduced	2023 Q4	On Schedule	8 online DMURS workshops took place in 2022 with over 3500 attendees. Development of the relevant graduate course is continuing.	Shift
69	Develop and publish an annual National Household Travel Survey.	First survey published and annual updates published thereafter.	2023 Q4	On Schedule	The National Household Travel Survey is complete with a Report anticipated in Q3 2023.	All

76	Ensure that the statutory reviews of the Regional Spatial and Economic Strategies include an analysis of land use development potential based on accessibility to each region's proposed core public transport network.	Review of RSES for the Eastern and Midland Region commenced.	2025 Q4	On Schedule	The review of the RSES for the Eastern and Midland Region will commence in 2024.	Avoid
77	Prepare and commence implementation of local transport plans for regional growth centres and key towns having regard to the Area Based Transport Assessment Guidance Note.	Local transport plans for regional growth centres and key towns completed.	2025 Q4	On Schedule	The NTA are currently progressing LTPs in all 5 Regional Growth Centres and 19 of the 32 Key Towns	Avoid
78	Deliver metropolitan area transport strategies in the cities. (Complements CAP actions 254 and 256)	2022 Limerick Shannon Metropolitan Area Transport Strategy published. Review of Transport Strategy for the Greater Dublin Area completed, Waterford Metropolitan Area Transport Strategy published. 2023 Review of Galway Transport Strategy completed. 2025 Review of Cork Metropolitan Area Transport Strategy commenced.	2025 Q4	On Schedule	Limerick Shannon MATS published 1 December 2022 Waterford MATS published 19 December 2022. Finalised, updated Greater Dublin Area Transport Strategy published January 2023. Development is underway on the updating of the Galway Transport Strategy.	Avoid
82	Define a governance framework for the implementation and operation of Mobility as a Service (MaaS) to encompass all transport modes nationally.	Governance framework defined	2024 Q4	On Schedule	Initial work has commenced on an analysis of MaaS.	Shift

85	Rollout Next Generation Bus Automated Vehicle Location System (AVL).	AVL system rolled out	2025 Q4	On Schedule	Invitation to Submit Final Tender (ISFT) issued in April 2023.	Shift
86	Develop National Consolidated Customer Contact Centre for Transport.	Centre developed	2025 Q4	On Schedule	Tender documents issued to the bidders and expect to award the contract in mid 2023, followed by a mobilisation phase.	Shift
87	Expand shared car, bike and powered personal transporters (PPT) services at transport hubs and interchanges.	Strategy for rollout of expanded shared services developed.	2023 Q4	On Schedule	This will be addressed via the strategy for shared mobility services which is to be developed by end Q4 2023.	Shift

Delayed

No.	Action	Proposed Output	SMP Deadline	Status	Progress	ASI
07	Further develop camera-based enforcement by the Gardaí, including at junctions and for management of bus/ cycle lanes, building on existing and recent legislation through establishing suitable cross-agency administrative arrangements; and, where any legislative issues are identified, to consider and develop agreed proposals to remedy them. (RSS action 67)	----	2022 Q4	Delayed	A working group has been established to assess, consider, and recommend options for further developing camera enforcement of road traffic offences. Its first meeting was held in May 2023.	Shift
16	Complete Strategic Rail Review to, inter alia, identify a pathway to appropriate decarbonisation of interurban rail services. (Complements CAP action 285)	Review completed	2022 Q4	Delayed	A draft of the All-Island Strategic Rail Review report is expected to be published in July for public consultation, for the purpose of a Strategic Environmental Assessment (SEA) with the final report published in the autumn, following Government approval.	Improve
29	Develop and publish a strategic national cycle network. (Complements CAP action 232, RSS action 39)	Network published.	2022 Q4	Delayed	It is envisaged that the report will be published in Q3/Q4 2023.	Shift
46	Accelerate sustainable mobility plans for schools through: - Expansion of Cycle Right Training in primary and post-primary schools. - Rollout of Safe Routes to Schools Infrastructure Programme. - Complete review of the School Transport Scheme and identify measures to improve sustainability of school transport scheme. (CAP action 235)	Annual Additional 5,000 pupils per year trained under Cycle Right programme. 2022 Safe Routes to School Infrastructure Programme commenced in 170 schools. Measures to improve sustainability of School Transport system identified	2022 Q4	Delayed	The Cycle Right and SRTS Infrastructure elements of this action were delivered successfully in 2022. The review of the School Transport System is being progressed by the Department of Education and is nearing completion of its final phase	Shift

58	Prepare and issue guidelines, under Section 38 (6) of the Road Traffic Act 1994, to road authorities relating to traffic calming measures	Prepare and issue guidelines, under Section 38 (6) of the Road Traffic Act 1994, to road authorities relating to traffic calming measures	2022 Q4	Delayed	Draft guidelines are complete and will be issued in Q3 2023.	Shift
64	Update the National Cycle Manual (NCM) to incorporate updated cycle scheme design guidance aligned with the safe system approach including appropriate training. (RSS action 55)		2022 Q2	Delayed	A finalised version of the National Cycle Manual will be published in Q3/Q4 2023.	Shift
65	Review and make recommendations on facilitating cyclists and pedestrians at junctions, including measures that do not require powered traffic signals. (RSS action 56)		2022 Q4	Delayed	This action is linked to progress in relation to other areas including completion of the National Cycle Manual (NCM) (Action 55). A report to consider overall progress will be completed in Q3 2023, which will identify where further action may be required.	Shift
66	Conduct a pilot (with supporting infrastructure) to examine the feasibility of introducing a 'cyclist turning left on red' provision. Take into account best international practice around other cycling priority measures and make recommendations. (RSS action 57)		2022 Q4	Delayed	Requires new secondary legislation to empower pilot. The intention is to finalise this in 2023 with pilot(s) to be complete by end 2024.	Shift
68	Develop and implement a public engagement strategy to promote the benefits of sustainable mobility and raise public awareness of options.	Engagement strategy developed	2022 Q4	Delayed	This is to be progressed in the context of new CAP23 actions and is due for completion in Q3 2023.	Avoid

73	Develop and update appraisal guidance and appraisal review processes based on the most relevant and applicable evidence and methodological advances in the sustainable mobility area.	Appraisal guidance updated to replace existing Common Appraisal Framework.	2022 Q4	Delayed	Publication was delayed to take account of DPENDR Circular 06/2023, published in March 2023. Finalised appraisal guidance was published in June 2023.	Shift
79	Develop section 28 Guidelines for Planning Authorities on Sustainable and Compact Settlement Guidance (SCSG) including guidance on housing typologies to facilitate innovative approaches to medium and higher densities. (HfA Policy Objective 11.2)	Guidelines developed	2022 Q4	Delayed	DHLGH has carried out public consultation on relation to these guidelines and received 77 submissions, many of which were quite detailed and technical in nature. These are being reviewed with draft guidelines to be published in Q3 2023 for a further period of consultation.	Avoid
89	Legislate to permit the use of PPTs on public roads. (Complements CAP action 237, RSS action 134)	Legislation passed	2022 Q3	Delayed	The Road Traffic and Roads Act 2023 was enacted in June 2023.	Shift
91	Examine the feasibility of utilising bus mounted cameras to detect and enforce illegal parking in bus lanes and if appropriate make recommendations for implementation. (RSS action 122)		2022 Q4	Delayed	A report on this action was prepared in Q2 2023 and is being reviewed.	Shift

At Risk of Delay

No.	Action	Proposed Output	SMP Deadline	Status	Progress	ASI
12	Commence delivery of DART+ Programme. (Complements Climate Action Plan (CAP) action 246)	2022 DART+ West: Railway Order application submitted. DART+ South West: Railway Order application submitted. DART+ Coastal South: First round of public consultation completed. DART+ Coastal North: First and second rounds of public consultation completed. 2023 DART+ Coastal North: Railway Order application submitted. DART+ Coastal South: Second round of public consultation. DART+ Coastal South: Railway Order application submitted.	2023 Q4	At Risk of Delay	DART+ West and DART+ South West Railway Order applications have been submitted. The consultation timeline around DART+ Coastal North has lengthened in order to take account of first-round submissions, and the second round of consultation on consideration of submissions is ongoing. Its Railway Order application is planned for Q4 2023. Since initial publication of the SMP in April 2022, DART+ Coastal South has been the subject of further consideration which has resulted in a change in scope for this element of the DART+ programme.	Shift
22	Commence delivery of BusConnects network redesign in the five cities. (Complements CAP actions 239, 240)	2022 Network of Cork and Galway services finalised. 2023 Network of Limerick and Waterford services finalised. 2025 Dublin BCNR Phases 1-11 implemented (phased implementation on an annual basis). Cork BCNR fully implemented. Galway BCNR fully implemented.	2025 Q4	At Risk of Delay	The Cork BusConnects network was published in June 2022. It is expected that the new network will be fully operational by the end of 2024. The NTA published its draft new bus network for Galway in April 2023. Consultation on the draft ran until June. The redesign will be finalised in the coming months and the new network will be rolled out from 2025. Design work has commenced on the review of Limerick bus network with public consultation completed during Q1 2023. Work has commenced on Waterford bus network redesign. Dublin network redesign is being rolled out over 11 phases to 2025, of which 5 have been implemented. The timeline of subsequent phases is dependent on the availability of driver resources.	Shift

24	Commence delivery of MetroLink. (Complements CAP action 247)	2022 Railway Order application submitted. 2025 MetroLink enabling works contracts commenced (subject to Government approval and planning consent).	2025 Q4	At Risk of Delay	Railway Order application was submitted in Q3 2022, but recruitment of required expertise/resources will be key to timely delivery of this action.	Shift
40	Develop demand management scheme for the Greater Dublin Area.	GDA demand management scheme developed and published.	2023 Q4	At Risk of Delay	The development of this scheme may stretch into Q2/ Q3 of 2024, to align with national demand management strategy.	Avoid
72	Amend Section 17 of the Dublin Transport Authority Act 2008 to establish a National Transport Authority Advisory Council.	Legislation amended	2023 Q4	At Risk of Delay	Work has begun to scope what legislative amendments are required, but constraints on Oireachtas time may impact on final delivery date.	Shift
75	Extend the statutory transport planning remit of the National Transport Authority to the metropolitan areas of Cork, Galway, Limerick and Waterford.	Legislation to extend remit introduced.	2023 Q4	At Risk of Delay	Work has begun to scope what legislative amendments are required, but constraints on Oireachtas time may impact on final delivery date.	Avoid
83	Rollout of Next Generation Ticketing (NGT) on all PSO bus services operating in Dublin.	2023 NGT contract awarded 2025 Implementation of first bus route with NGT.	2025 Q4	At Risk of Delay	To allow sufficient time for dialogue with each bidder, the contract award date will likely shift to Q1 2024. However, it is not currently anticipated that this will have a negative effect on overall delivery of the action.	

90	Regulate to ensure the safe use of and minimum safety and design requirements for PPTs.	Regulation introduced	2023 Q4	At Risk of Delay	The legislation under which these regulations will be made was enacted in June 2023. Regulations setting down technical standards are required to be notified to the European Commission for review under Directive 2015/1535 for min. 12 weeks. Pending approval by the EC it is anticipated that regulations will be in place by end 2023.	Shift

Ongoing

No.	Action	Proposed Output	SMP Deadline	Status	Progress	ASI
04	Continue to protect and renew road infrastructure for all road users including sustainable mobility users.	----	Ongoing	Ongoing	Ongoing	Shift
56	Fund local authorities to upgrade existing active travel infrastructure to meet safety, permeability and design standards.	Ongoing	Ongoing	Ongoing	This action was achieved in 2022 and 2023 with funding allocations made to all 31 local authorities for new and improved active travel infrastructure. 2024 levels funding will be dependent on the annual Estimates process.	Shift
61	Continue a joint approach in respect of the Design Manual for Urban Roads and Streets (DMURS) to ensure more widespread and consistent implementation. (HfA Policy Objective 21.1)	Ongoing	Ongoing	Ongoing	Work in this area is ongoing and open-ended, encompassing a range of guidance notes and other efforts to ensure DMURS principles are embedded and built on. Further efforts will be undertaken and kept under review by the Leadership Group.	Avoid
62	Deliver an average of 60 road safety improvement schemes and fund an average of four minor realignment schemes on national roads per year, to create forgiving roadsides, self-explaining roads, and a safe environment for vulnerable road users. (RSS action 2)	Annual	Ongoing	Ongoing	TII Road Safety is currently reviewing the latest round of High Collision Locations and will be giving Local Authorities the latest sites in Q3 2023. Progress on existing safety schemes is on target. To date in 2023 there have been 4 minor schemes open to traffic and another 2 contracts awarded.	Shift

67	Provide training to designers, project managers, engineers and local authorities on the delivery of safe designs based on the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM). (RSS action 64)	----	2022 Q4	Ongoing	Work in this area is ongoing and open-ended with online training workshops on DMURS provided in 2022 attended by 3,500 delegates from Ireland and abroad. Further training is to be developed through professional institutions and development of a Graduate Certificate course through Atlantic Technical University (ATU) Sligo is ongoing.	Shift

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