

Ireland
National Development Plan
2000-2006



Economic and Social Infrastructure Operational Programme
Executive Summary

European Union
Community Support Framework
2000-2006



**Economic and Social Infrastructure
Operational Programme
2000-2006**

Executive Summary

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Executive Summary

Introduction and Overview

The Economic and Social Infrastructure Operational Programme (ESIOP) is one of five Operational Programmes prepared within the framework of the National Development Plan (NDP) and the Community Support Framework (CSF). The NDP identified a major investment programme in economic and social infrastructure as a key element in achieving the objectives of the NDP.

The capacity, quality and distribution of infrastructure is a key factor in determining the overall capacity and competitiveness of the economy. It also has a major bearing on the balance of development between the regions and on the quality of life. Because of the exceptional economic development that Ireland has attained over the past decade, transport, environmental and energy infrastructure are under significant pressure. Economic development along with changes in the demographic structures have also brought about pressures on the housing and health sectors. Failure to address these pressures will impede the country's economic development, accentuate imbalances between the regions and impact adversely on the quality of life.

The ESIOP involves an overall investment of €26 billion (£20.5 billion) in six infrastructural sectors, i.e. national roads, public transport, environmental infrastructure, sustainable energy, housing and health facilities, between 2000 and 2006. An overview of the investment and an indicative regional breakdown are as follows:

Table 1

**Economic and Social Infrastructure Operational Programme
Investment (€million)**

Sector	Total	BMW	S&E
National Roads	6,748	2,479	4,269
Public Transport	3,051	477	2,574
Environmental Infrastructure	3,853	1,065	2,788
Sustainable Energy	223	78	145
Housing	9,108	1,985	7,123
Health Facilities	3,036	915	2,120
Total	26,019	6,999	19,020

Objectives and Strategy

The objective of the Programme is to provide the physical infrastructure that will

- maintain economic growth and competitiveness
- enhance the potential of all parts of the country to support and increase economic activity
- improve capacity to protect and improve the environment
- improve the quality of life.

These objectives will be achieved by a package of investment in infrastructure contained in six Priorities or sub-programmes, i.e. national roads, public transport, environmental infrastructure, sustainable energy, housing and health.

EU Funding

Funding for the programme is derived from Exchequer, local authority and EU sources, as well as from the private sector through the Public Private Partnership (PPP) mechanism. Of the total investment, €1,478 million (£1,164 million) is co-financed by the ERDF through a contribution of €853 million (£673 million) in respect of four of the Priorities - national roads, public transport, environmental infrastructure and sustainable energy. The EU will also contribute a projected €567 million (£447 million) from the Cohesion Fund towards the national roads, public transport and environmental infrastructure Priorities. The Housing and Health Facilities Priorities do not include any contribution from the EU.

Table 2 provides an overview by measure and region of the total investment to be undertaken and the ERDF assistance.

Table 2

**Economic and Social Infrastructure Operational Programme
Investment (€ million)**

Priority / Measure	ERDF Assistance (€million)			Total Investment (€million)		
	Total	BMW	S&E	Total	BMW	S&E
<i>National Roads</i>						
National Roads	530	286	244	6,748	2,479	4,269
Sub-Total	530	286	244	6,748	2,479	4,269
<i>Public Transport</i>						
DTI Public Transport	190	0	190	2,073	0	2,073
National Public Transport	19	5	14	978	478	500
Sub-Total	209	5	204	3,051	478	2,573
<i>Environmental Infrastructure</i>						
Waste Water/Catchment Protection	71	26	45	1,657	438	1,219
Water Supply Management and Rehab of Infrastructure	0	0	0	579	154	425
Infrastructural Support for Expanded Economic Activity	0	0	0	862	227	635
Coastal Protection	0	0	0	702	224	478
	0	0	0	52	19	33
Sub-Total	71	26	45	3,853	1,062	2,791
<i>Sustainable Energy</i>						
Energy Conservation	8	3	5	156	38	118
Alternative / Renewable Energy	35	25	10	67	40	27
Sub-Total	43	28	15	223	78	145

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Economic and Social Infrastructure Operational Programme Investment (€ million) (Contd.)

Priority / Measure	ERDF Assistance (€million)			Total Investment (€million)		
	Total	BMW	S&E	Total	BMW	S&E
<i>Housing</i>						
Local Authority Housing	0	0	0	4,152	1,008	3,144
Voluntary Housing	0	0	0	1,860	429	1,431
Affordable Housing	0	0	0	1,613	387	1,226
Improvements to Existing Housing	0	0	0	1,124	123	1,001
Accommodation for Groups with Special Needs	0	0	0	359	39	320
Sub-Total	0	0	0	9,108	1,986	7,122
<i>Health Facilities</i>						
Acute Hospitals	0	0	0	1,529	472	1,057
Non-Acute/Continuing Care	0	0	0	1,296	397	899
ICT/Research	0	0	0	211	47	164
Sub-Total	0	0	0	3,036	916	2,120
Total	853	345	508	26,019	6,999	19,020

National Roads Priority

A well-functioning road infrastructure is of critical importance in maintaining the competitiveness of the economy, achieving balanced regional development, and minimising the adverse effects of transport activities on the environment. The principal objectives of the National Roads Priority are –

- to improve the reliability of the road transport system by upgrading major inter-urban routes to motorway/high quality dual carriageway standard, removing bottlenecks, remedying capacity deficiencies and reducing absolute journey times and journey time variance
- to improve internal road transport infrastructure between regions and within regions, contributing to the competitiveness of the productive sector and fostering balanced regional development
- to facilitate better access to and from the main ports and airports with the main objective of offsetting the negative effects of peripherality

- to contribute to sustainable transport policies and facilitating continued economic growth and regional development while ensuring a high level of environmental protection
- to help achieve the objectives of the Government Strategy for Road Safety in relation to the reduction in fatalities and serious injuries caused by road accidents.

The Priority will be implemented through one measure (**the National Roads Measure**) that will focus on

- upgrading the Dublin/Belfast, Dublin/Galway, Dublin/Limerick, Dublin/Cork, and Dublin/Waterford routes to motorway/high quality dual carriageway standard and undertaking a programme of major improvement works on other national primary and secondary routes
- completion in the Dublin area of the M50 and Dublin Port Tunnel routes
- the continuing assignment of a high priority to the safety of road users in the design and construction of road projects.

Total planned investment in the Priority is €6.748 billion (£5.314 billion). The indicative regional breakdown of this investment is shown in Table 3.

Table 3

**National Roads Priority
Investment (€m)**

Measure	Total	BMW	S&E
National Roads	6,748	2,479	4,269
Total	6,748	2,479	4,269

Cumulative savings in travel times of 180 minutes are projected for the five main inter-urban routes.

Public Transport Priority

Apart from meeting general transport objectives, a well-functioning public transport infrastructure is vital for making optimal use of road infrastructure, minimising the impact on the environment of transport, promoting balanced regional development, and making transport as widely accessible as possible. The principal objectives of the Public Transport Priority are –

In the Greater Dublin Area

- to address the projected growth in trip demand through a combination of investment in transport infrastructure and facilities and demand management measures
- to reduce the relative attraction of commuting to work by private car, thereby curtailing congestion and vehicular emissions
- to increase accessibility for all, particularly mobility impaired and disabled people
- to better reflect evolving commuter travel patterns by providing for a spatial distribution of public transport that addresses the requirements of the Strategic Planning Guidelines for the Greater Dublin Area
- to support sustainable development.

Nationally

- to upgrade the mainline rail infrastructure, rolling stock and facilities so as to improve the safety of the network, increase the physical capacity of mainline rail to cater for growing passenger demand, and improve the quality, speed and reliability of services
- to upgrade public transport services in the cities of Cork, Limerick, Galway and Waterford so as to tackle increasing congestion, provide an alternative to car commuting and support the local economies
- to enhance the national bus network outside the main cities
- to establish pilot rural public transport projects.

The Priority will be implemented through two measures (the **Dublin Public Transport Measure** and the **National Public Transport Measure**) that will focus on

In the Greater Dublin Area

- development of the light rail network (LUAS), with the objective of completing Line A (Tallaght to Abbey Street) by the end of 2002 and Line B (Sandyford to St Stephen's Green) by the end of 2003
- implementation of a short term development programme for suburban rail designed to exploit much more fully the potential of the network
- preparation and commencement of a longer term suburban rail development strategy

- developing, extending and increasing the capacity of the bus network
- promotion of greater transport integration
- traffic management measures.

Nationally

- mainline rail, including railway safety improvements and renewal and upgrading of track
- improvements in public transport services outside the Greater Dublin Area and improving accessibility to public transport services for mobility impaired and disabled people
- upgrading public transport in Cork, Limerick, Galway and Waterford as part of measures to deal with increased traffic congestion
- upgrading the Bus Éireann services in urban and rural areas
- improving access for mobility impaired and disabled people to existing bus and rail stations and other facilities that will not benefit under other elements of the Priority
- pilot rural public transport projects.

The total planned investment in public transport and an indicative regional breakdown is shown in Table 4.

Table 4
Public Transport Priority
Investment (€ million)

Measure	Total Investment	BMW	S & E
Dublin Public Transport	2,073	0	2,073
National Public Transport	978	478	500
Total	3,051	478	2,573

Environmental Infrastructure Priority

A proper water and waste water infrastructure is necessary to maintain public health, protect the environment, and to enable housing and other development needs to be met. The principal objectives of the Environmental Infrastructure Priority are to

- provide a water supply and waste water infrastructure to support development
- secure compliance with EU and national water quality and waste water standards
- remedy existing, and prevent future, water pollution
- preserve and protect water resources from point source pollution for a range of beneficial uses, including tourism, agriculture, fishing, food and aquaculture development
- address the most important and urgent instances of coastal erosion.

The Priority will be implemented through the following five measures:

- **Waste Water Measure** focusing on the provision of new waste water collection treatment and disposal systems, upgrading of existing sewerage infrastructure and development and expansion of river catchment monitoring and management
- **Water Supply Measure** focusing on the provision of additional water treatment and distribution capacity and the replacement of lead mains in accordance with the requirements of drinking water standards
- **Management and Rehabilitation of Water and Waste Water Infrastructure Measure** focusing on water conservation and leakage reduction, network rehabilitation and development of improved management systems
- **Water and Waste Water Infrastructure to Support Expanded Economic Activity Measure** focusing on the provision of serviced land for residential and commercial purposes and services in rural towns and villages
- **Coastal Protection Measure** focusing on the protection of state-owned foreshore, public infrastructure, public and tourist amenities and areas of ecological importance.

The total planned investment in environmental infrastructure and an indicative regional breakdown is shown in Table 5.

Table 5

**Environmental Infrastructure Priority
Investment (€ million)**

Measure	Total	BMW	S&E
Waste Water	1,657	438	1,219
Water Supply	579	154	425
Mgmt and Rehab. of Infrastructure	862	227	635
Infrastructural Support for Expanded Economic Activity	702	224	478
Coastal Protection	52	19	33
Total	3,853	1,062	2,791

Some of the funding for the Priority will be generated by recovering relevant costs through user charges in accordance with the polluter pays principle.

Sustainable Energy Priority

There has been a substantial increase in demand for energy over the past number of years and this trend is expected to continue. The key issues in relation to the energy sector are the availability and price of energy supplies and the sustainability of such supplies. The principal objectives of the Sustainable Energy Priority, which is directed at improving the sustainability of the energy system, are

- improved and intensified energy conservation and efficiency
- the provision of an increased proportion of energy from alternative energy sources.

The Priority will be implemented through two measures as follows:

- **Energy Conservation Measure** focusing on the development and implementation of an intensified energy conservation/efficiency programme, energy conservation, decentralisation and development activities and an energy conservation initiative for pre-1980 housing and public sector buildings
- **Alternative/Renewable Energy Measure** focusing on facilitating the strategic reinforcement and upgrading of the electricity network in order to redress weaknesses and grid constraints relating to accommodating the connection of renewable energy projects, supporting the delivery of an additional 500 MWe of renewable energy based electricity generating plant, encouraging new entrants to the renewable energy market and increasing confidence in the sector.

The total planned investment in sustainable energy and an indicative regional breakdown is shown in Table 6.

Table 6

**Sustainable Energy Priority
Investment (€ million)**

Measure	Total	BMW	S&E
Energy Conservation	156	38	118
Alternative/Renewable Energy	67	40	27
Total	223	78	145

Housing Priority

A combination of population growth, demographic change and rising levels of income has resulted in a significant increase in demand for private and social housing in recent years. The total estimated housing requirement over the period 2000-2006 is 350,000 dwellings. Approximately 85% of this will be met by the private sector. The balance will be met by this Housing Priority, the principal objectives of which are

- to increase social and affordable housing output to meet rising need
- to enhance the role of the voluntary sector in meeting social housing need
- to facilitate access to affordable housing by lower income households
- to improve the physical condition of the social housing stock and of private housing occupied by certain especially vulnerable groups
- to provide accommodation for groups with special needs.

The Priority will be implemented through five measures as follows:

- **Local Authority Housing Measure**, focusing on the provision of 35,000 local authority housing units. This measure will be adjusted in the course of implementation to reflect the Government commitment announced in June 2000 to increase the number of local authority houses commenced over the period of the NDP from 35,00 to 41,500.
- **Voluntary Housing Measure**, assisting the provision of 15,500 housing units by voluntary bodies. Two schemes are involved, i.e. the Capital Assistance Scheme and the Rental Subsidy Scheme.

- **Affordable Housing for Lower Income Households Measure**, facilitating access to affordable private housing by 14,000 lower-income households. Two schemes are involved, i.e. the Shared Ownership Scheme and the Affordable Housing Scheme.
- **Improvements to Existing Housing Measure**, improving the physical condition of local authority housing, particularly older, inner-city complexes of apartments, and certain private housing.
- **Accommodation for Groups with Special Needs Measure**, providing for the special needs of the homeless and travellers.

The total planned investment in housing and an indicative regional breakdown is shown in Table 7.

Table 7

**Housing Priority
Investment (€ million)**

Measure	Total	BMW	S&E
Local Authority Housing	4,152	1,008	3,144
Voluntary Housing Support	1,860	429	1,431
Affordable Housing	1,613	387	1,226
Improvements to Existing Housing	1,124	123	1,001
Accommodation for Groups with Special Needs	359	39	320
Total	9,108	1,986	7,122

Health Facilities Priority

The Health Facilities infrastructure has benefited from increased investment in recent years. However, on account of the increase in population (including elderly people), the growth in available treatments and medical technology, and increasing demands from consumers, deficiencies in the infrastructure are still apparent. The principal objectives of the Health Facilities Priority are to develop and improve:

- the quality and accessibility of acute hospital infrastructure
- the quality and accessibility of the non-acute hospital infrastructure, including
 - facilities for persons with an intellectual disability and with physical / sensory disability with the aim of ensuring that appropriate services are available as required

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- facilities for the elderly
 - accommodation for the mentally ill
 - accommodation relating to child care
 - the network of health centres
- the provision of information and communications technology (ICT) in the health care sector.

The Priority will be implemented through the following three measures

- The **Acute Hospitals Measure**, focusing on the provision of acute hospitals infrastructure, including
 - the development of a network of strong local general hospitals throughout the country, supplemented by larger regional hospitals and a smaller number of specialised tertiary or supra-regional units
 - the continuation of the implementation of important policy initiatives aimed at improving the health status of the population, such as the Cancer Strategy and the Cardiovascular strategy.
- The **Non-Acute / Continuing Care Measure**, focusing on
 - the provision of new and the refurbishment of existing facilities for the care of persons with a disability or a mental illness, older people, children in need of care and protection
 - the development of a network of multi-purpose community health facilities
 - the development of the physical infrastructure for dental services
 - the provision of facilities and services for the rehabilitation and reintegration into society of stabilised drug addicts.
- The **Information and Communications Technology and Research Measure** focusing on the development of financial, personnel and materials management systems, client data bases and appointment systems, development of the telemedicine infrastructure and the development of facilities for biomedical research within the health services.

The total planned investment in Health Facilities and an indicative regional breakdown is presented in Table 8.

Table 8

**Health Facilities Priority
Investment (€ million)**

Measure	Total	BMW	S&E
Acute Hospitals	1,529	472	1,057
Non-Acute/Continuing Care	1,296	397	899
ICT/Research	211	47	164
Total	3,036	916	2,120

Public Private Partnerships (PPP)

PPPs are partnerships between the public sector and private sector for the purpose of providing and/or operating public infrastructure. The benefits of PPPs are widely acknowledged and the NDP has identified an important role for them in the implementation of this Programme. A minimum target of €2.2 billion (£1.75 billion) has been set for private finance under the Programme. This will be achieved under the National Roads Priority and the Environmental Infrastructure Priority.

Impact of the Operational Programme

The planned investment in national roads and public transport will result in a major improvement of internal transport networks. The national road investment programme will generate significant journey time-savings while the public transport investment will reduce congestion in the major urban areas and facilitate more sustainable transport patterns throughout the country. Improved transport will facilitate a reduction in the disparities in economic progress between different regions.

The investment in environmental infrastructure will support an improvement in the protection of water resources, provide the water and waste water services necessary to meet social and economic needs and reduce the adverse impact of coastal erosion.

The investment in sustainable energy will improve energy efficiency in homes and other buildings, with consequential savings in energy consumption, and, together with increased use of renewable / alternative energy sources, improve the sustainability of our energy production.

The investment in housing will result in a major increase in the amount of additional housing being provided to meet existing and emerging social housing needs. It will also enable improvements to be carried out in local authority and private housing.

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The investment in the health sector will renew and expand facilities in acute and non-acute hospital services to enable increased health needs to be met and to improve the health status of the population.

The overall environmental impact of the Operational Programme is expected to be positive. In particular, the investments in public transport, environmental infrastructure and sustainable energy will provide significant environmental benefits. Individual projects will be subject to EIA in accordance with national and EU legislation.

The Operational Programme will also make a positive contribution to overall national equal opportunities objectives and policies and will complement the equal opportunities measures that are being taken in other programmes. In supporting economic growth and competitiveness, the Programme will facilitate the continued growth in the labour force and the participation rate of women in paid employment.

The Programme will have a positive impact on poverty. The economic growth that will be sustained by the investment will maintain a high level of job creation. The public transport, housing and health facilities priorities will also directly assist those affected by poverty.

The Programme will have a positive impact on regional development through improved access and services. There is a strong emphasis in the Programme on investment in the BMW Region, which has a higher proportion of the population living in rural areas. The strengthening of infrastructure provided for in the Programme and in the Regional Operational Programmes will facilitate a narrowing of the regional imbalances, economic and social, within the State.

Implementation/Monitoring

Detailed arrangements for the implementation, monitoring, evaluation and financial control of all the Operational Programmes, including the ESIOP, have been established.

Further details of the measures contained in the ESIOP, including project descriptions, financial arrangements and project selection criteria, are contained in a separate document, the Programme Complement, approved by the Monitoring Committee for the Programme.

The management of the Programme is the responsibility of the Department of the Environment and Local Government under the control of a Monitoring Committee representative of Government Departments, implementing agencies, regional assemblies, the social partners, sectoral interests, the European Commission, etc. Direct responsibility for implementation rests with a range of bodies, including Government Departments, local authorities, the CIE companies and the Health Boards.

Evaluation of the effectiveness of the Programme will be carried out on an on-going basis, and by the Central Evaluation Unit (operating under the aegis of the Department of Finance) at mid-term and end-of-term.

Further Information

Further information on the OP and its constituent Priorities can be obtained from the following:

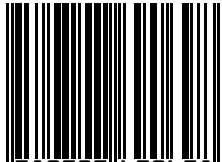
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