

National Transport Authority
Annual Report & Financial Statements 2011



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Chairperson's Foreword

I am pleased to introduce the National Transport Authority's Annual Report for 2011.

The role of the Board of the Authority is to ensure that governance of the organisation is undertaken in compliance with relevant statutory and non-statutory requirements. In this regard a key function of the Board is of course the monitoring of the Authority's financial controls which need to be prudently and properly managed.

During 2011 the Authority continued the process of absorbing the functions and staff of other organisations including the absorption of the Commission for Taxi Regulation which was a substantial exercise with potential risks. The challenge of managing significant organisational change without impacting on the day-to-day operation of the Authority should not be underestimated. It is a credit to the management and staff concerned that it was successfully seen through. As a result of the rationalisation of systems and contracts the Authority has succeeded in achieving real savings in the budget required for the new organisation. Controlling administrative costs is a major priority for the Authority. The Authority will continue to set a good example in this regard.

The Board is satisfied that the Authority has managed to achieve the successful integration of many disparate functions, personnel and systems and processes while at the same time continuing to carry out those functions to a high standard and successfully overseeing the roll-out of new public transport infrastructure, service improvements and information systems.

The financial performance of the Authority in 2011 is of particular importance to the Board. Accordingly, the Board is pleased that a major rationalisation of administrative spending following the absorption of the Commission for Taxi Regulation has yielded an estimated annual saving of €1 million. In addition the available capital grant budget was fully utilised in 2011. The Board's Audit Committee was actively engaged in monitoring and managing financial risks during the year.

Readers of this Annual Report will realise that the Authority made significant progress during 2011 on a range of important measures. Of course the Board is well aware that much remains to be done. In this regard the strategic priorities for the next three years are set out in the Statement of Strategy which the Board approved in December. The Board, management and staff of the Authority are committed to delivering on the priorities set out in the Strategy Statement while at the same time strengthening the effectiveness of the organisation.

On a final note I would like to thank my fellow Board members for their contribution during 2011. The members of the Board possess a diverse range of backgrounds, experience, skills and qualifications, which enables the Board to fulfil its important corporate governance mandate on behalf of the State.

A handwritten signature in black ink, appearing to read 'John Fitzgerald'.

John Fitzgerald
Chairperson

Chief Executive's Overview of the Year

The year started with the Authority acquiring responsibility for the staff and functions of the Commission for Taxi Regulation which added significantly to the Authority's functions. This marked the final stage in the transfer of statutory functions to the Authority as provided for under its enabling legislation¹. Fortunately, the preparatory work undertaken in 2010 ensured that the initial transfer arrangements went smoothly and the transfer process gradually bedded in as the year progressed. In March the Authority took over responsibility for the Quality Bus Network Office from Dublin City Council. As a result the Authority acquired considerable technical expertise which is being used in support of the Authority's work programmes.

There were a number of significant developments throughout the year.

In June the Authority submitted the Authority's draft long-term Transport Strategy for the Greater Dublin Area to the Minister for Transport, Tourism and Sport which marked the conclusion of a detailed process that started in 2008. The draft Transport Strategy represents the type of transport system that we want to develop for the Area over the next twenty years. The Strategy is consistent with Regional Planning Guidelines for the Area over the same period. Of course, economic circumstances dictate that many of the infrastructural elements of both the transport and land use plans cannot be progressed in the near term. However, that does not in any way detract from the value or validity of those plans. Long term planning is critical to good land use and transport planning.

Towards the end of 2011 the Government announced the deferral of the Metro North

and DART Underground projects which form an important part of the draft Transport Strategy. However, Luas BXD, which is also a key element of the draft Strategy, was approved for implementation. This project provides for the integration and extension of the successful Luas network. Enabling works on a new public transport only bridge across the River Liffey started in late 2011. The Government announcement on capital investment in transport was preceded by a comprehensive spending review process involving the Departments of Transport, Tourism and Sport and Finance in particular. The Authority undertook a great deal of detailed analyses in support of this process.

While the Transport Strategy and associated major infrastructure projects are important for the development of the Greater Dublin Area over the longer-term, the Authority also has a clear focus on short-term needs as well. In that regard the last 12 months witnessed the successful roll-out by the Authority of new systems which support the existing public transport network. At the start of the year a real-time passenger information system for bus services was launched while the last month of the year finally saw the launch of Leap Card, the long awaited new smart card for the payment of public transport fares. Together these new systems offer very significant improvements in the public transport offering for the travelling public.

It is worth noting that the systems launched by the Authority cater for services operated by public and private transport operators. The Authority has taken a cautious approach to the roll-out of these systems and has eschewed the "big bang" approach. Accordingly, 2011 marked only the first step in a phased process to the roll-out of new features, products and applications.

¹ Dublin Transport Authority Act 2008 and Public Transport Regulation Act 2009

As planning of the real-time passenger information and smart card projects was already underway prior to the establishment of the Authority it is appropriate to acknowledge the important roles played by Dublin City Council and the Railway Procurement Agency respectively in their development.

The 1st December 2011 marked the second anniversary of the Authority's establishment. In that short space of time I believe the Authority has been able to demonstrate its capacity to successfully deliver the implementation of Government policy on public transport for the benefit of the travelling public and the taxpayer. A key ingredient in the achievements of the Authority in 2011 was its staff. During the last 12 months the organisation comprised permanent staff drawn from many disparate organisations as well as contract staff and staff assigned, seconded or redeployed to the Authority. While this arrangement poses considerable challenges the staff concerned have demonstrated a clear commitment to work together to progress the Authority's agenda.

The role of the Authority in managing the available funding for public transport services is to achieve a balance between the needs of each segment of the travelling public. The continued roll-out of the re-organisation of Dublin Bus services has yielded substantial savings with limited adverse impact on bus users. Of course it is not possible to achieve such a significant change without discommoding some passengers. Notwithstanding the changes which have been made the continuing decline in bus and rail passenger numbers has left the Authority with little option but to approve increases in fares in order to protect the level of services. However, fare increases are only approved, either modified or as requested, after the Authority has satisfied itself that the operators are managing their costs appropriately.

While fare increases understandably generate a great deal of public attention, the Authority is also working to ensure that the operators

are improving their performance on a range of indicators which are designed to ensure that the services provided are punctual, clean and safe. The Authority has taken an incremental approach in this regard. More stringent performance targets for operators were set during 2011.

The Government initiated a major review of the taxi sector during the year in the aftermath of public concern about practices in the industry revealed on a television programme in May. The Authority welcomed the review and contributed significantly to the review process during the year. The Authority launched a grant scheme to increase the size of fleet of wheelchair accessible taxis for the benefit of mobility impaired customers. A public consultation on vehicles standards was also undertaken.

Securing the implementation of measures to improve the speed, comfort and safety of journeys for bus passengers, cyclists and pedestrians is a key function of the Authority. A substantial investment programme in measures to support these sustainable transport modes was undertaken.

In addition to its statutory functions the Authority took over in 2011 the management of a number of grant programmes on behalf of the Department of Transport, Tourism and Sport, including the regional cities traffic management programme and the National Accessibility Programme.

This short outline can only scratch the surface of the work undertaken by the Authority during 2011. However, the Annual Report provides much more detail on all of the main matters which were progressed during the year in accordance with the Authority's Statement of Strategy for 2010 and 2011.

Gerry Murphy
Chief Executive

Public Transport Services

Introduction

2011 was another difficult year for public transport. The reasons for this are clear. The amount of Exchequer funding for public services including public transport has been falling each year due to the on-going public finance difficulties. In addition, the high level of unemployment and reduced disposable incomes has led to a steady decline in the number of fare paying passengers. This scenario is further compounded by the increased cost of fuel.

Public Service Contracts

Table 1 sets out subvention payments made by the Authority to contracted operators in 2011 for the provision of socially necessary but financially unviable bus and rail services.

The Authority's public service contracts with Dublin Bus, Bus Éireann and Irish Rail set performance standards in respect of reliability, punctuality and quality of services provided by the operators. Of the overall agreed level of compensation 10% is withheld and paid quarterly in arrears to the operators if the targets are met.

In relation to Luas services, the Authority has assigned the management of the operations contract to the Railway Procurement Agency who monitor the Luas operator, Veolia, on the Authority's behalf and report to the Authority.

Appendix 1 sets out broad performance statistics for the three public service contracts and Luas services in relation to punctuality and reliability. Detailed quarterly performance reports are published on the Authority's website. Other than two quarters where Dublin Bus failed to reach a target in relation to vehicles in service on Saturdays (with a subsequent reduction in their performance-related payment), the operators met all their performance payment-related targets throughout the year.

Based on an analysis of the 2010 returns and performance levels, the Authority revised certain of the targets in each of the contracts for 2011 either by setting the targets higher or increasing the frequency of reporting. In addition, a disaggregation of reporting across services was introduced where appropriate to allow the Authority look more closely at performance on particular lines or corridors.

Table 1 – Subvention payments

A	B	C	D
Operator	Subvention payment 2011 (€m)	Subvention payment 2010 (€m)	Amount of Reduction (C-B) (€m)
Dublin Bus (in respect of bus services in the Greater Dublin Area)	73.04	77.74	4.70
Irish Rail (in respect of rail services nationally)	148.69	159.50	10.81
Bus Éireann (in respect of bus services in regional cities and inter-town rural services)	43.41	46.16	2.75

Changes to Subvented Services

Bus and rail services provided under the Public Service Contracts are constantly changing. The reasons for this range from minor timetable adjustments to major reviews of corridor and rail line networks. No changes to services can be implemented without the approval of the Authority. In 2011 the Authority considered 477 proposals for changes from operators.

Dublin Bus

The Authority considered 156 proposals for changes to funded bus services operated by Dublin Bus. Among the major changes to routes and services approved by the Authority were the introduction of 4 new cross-city routes:

- o Amalgamation of routes 13 and 51b/c into a cross-city route linking Ballymun with Clondalkin;
- o Amalgamation of routes 40 and 78a into a cross-city route 40 linking Finglas with Ballyfermot and Liffey Valley;
- o Amalgamation of routes 27 and 77 into a cross-city route linking Malahide Road with Crumlin and Tallaght; and
- o Amalgamation of routes 14 and 20b into a cross-city route linking Beaumont with Dundrum.

Bus Éireann

The Authority considered 121 proposals for changes to funded bus services operated under the Public Service Contract by Bus Éireann.

Major changes to services approved by the Authority included changes to route 109 including the operation of services from Cavan, Virginia and Kells via the M3 motorway and the extension of some peak hour journeys to the South East business quadrant in Dublin city.

Irish Rail

The Authority considered 300 proposals for changes to individual funded rail passenger services operated under the Public Service Contract by Irish Rail.

Significant changes approved by the Authority included:

- o Additional Northern Commuter services calling at Clongriffin;
- o Speeding up Northern Commuter services with fewer services calling at Malahide, Portmarnock and Howth Junction;
- o The extension of all M3 Parkway Commuter services to the City Centre (Connolly or Pearse) except peak hour services on Mondays to Fridays which continue to operate to and from Docklands;
- o Changes to morning departures and evening arrivals at Rosslare to improve connections with ferry sailings.

Fares increases

During 2011 the Authority approved requests for fares increases in respect of subsidised bus and rail services from Dublin Bus, Bus Éireann, Irish Rail and in respect of Luas services from the Railway Procurement Agency. Details of the approved increases are set out in Table 2.

There is a balance to be struck when providing public transport services between the level of Exchequer funding available (which has been decreasing), an on-going drive for cost savings by the operators supplying the services, the level of demand for the services, the level of fares and the level of service provision. The Authority's approach is to strive to optimise the input from these various components to provide the maximum level of service given the resources available.

Table 2 – Fares Increases

Type of fare	Date of Increase	Description of increase
Dublin Bus (cash fares)	31/01/11	3 to 4.5% increase in adult fares, no change to child fares
Irish Rail (DART, Commuter and some inter-city)	07/02/11	Average of 3% increase in DART and commuter fares, similar average increase to inter-city fares less than €25
Dublin Bus (pre-paid fares)	25/04/11	Average of 3.3% increase in adult pre-paid fares, no change to child pre-paid fares
Dublin Bus	09/12/11	Average cash fare increase of 15% with a 5% increase for Leap Card users
Bus Éireann	09/12/11	Average regional city and other services increase of 5.4%, average increase of 5% for 10-trip tickets and 3% for annual tax saver tickets
Irish Rail	09/12/11	Average increases of 6-7% on DART, Commuter services, pre-paid and tax saver tickets, where applicable substantial discounts available to Leap Card users
Luas	09/12/11	Average increase of 5.5% for adult cash fares and 12.5% for child cash fares (first increase in Luas child fares since 2004 launch), substantial discounts available to Leap Card users

Major Service Reviews

Following suspension of the Waterford–Rosslare rail service in September 2010, the Authority undertook to review the appropriateness of the public transport offer in the South-East Regional Area, report its findings and implement changes that would improve the effectiveness of public transport in the region whilst remaining within existing or reduced levels of subvention.

It was subsequently decided to conduct reviews in respect of other elements of the public transport offer nationally. Accordingly, the following reviews were undertaken in 2011:-

- o Review of public transport services in South-East Regional Area;
- o Reviews of public transport services in Cork, Waterford, Limerick and Galway cities;

- o Review of Dublin-Galway Intercity rail service;
- o Review of Intercity rail fares structure.

The outcome of each of these is set out below. In addition a review of local and regional public transport services in the Dublin commuter belt area was started towards the end of the year.

Reviews of public transport services in South-East Regional Area and the Regional Cities

An audit of existing services was undertaken. Each of the areas being reviewed was visited and the operations and loading patterns were observed at key locations. Consultation with relevant local authorities and with major employers, educational establishments and retail outlets was also carried out by means of a structured survey.

In all cases changes were recommended to both the substance of the bus transport service offer and the way it is operated, presented and integrated with other modes, with the specific intent of improving patronage on the services in order to strengthen the networks against future reductions in subvention.

Review of Dublin – Galway Intercity Rail Service

The Dublin-Galway rail service has suffered a particularly steep decline in passenger numbers since 2007 (33% compared to 16% nationally). Accordingly the Authority decided to conduct a review in order to determine reasons for the decline and potential interventions that will increase patronage and give best value for money.

The review recommendations include improved passenger information and facilities particularly at Galway Ceannt Station and a revised timetable that would offer faster journey times to passengers travelling at peak operating times as well as opening up new travelling opportunities for passengers travelling at all other periods. A detailed programme of interventions for implementation was developed in conjunction with Irish Rail.

Review of Intercity rail fares structure

The intercity fare structure that had developed over time contained many anomalies. The standard fare varied significantly by route, and when journeys involved more than one route very significant anomalies occurred.

The Authority carried out a review with the objective of devising a simplified rail fare structure for standard fares which is consistent, avoids anomalies, meets market requirements, is broadly neutral in terms of impact on revenue and forms a coherent platform for future increases or decreases in fares.

The Authority concluded that rail fares should be set on the basis of an equitable distance-based system, factored by the speed of the service.

Irish Rail's request to increase fares in 2012 embodied the review outcome.

Review of operators' websites

The Authority commissioned reviews of the websites of Dublin Bus, Irish Rail and Bus Éireann in order to assess their usability by public transport customers. The reviews analysed how easily people with varied experience of using computers and the internet were able to find relevant information on the websites and made recommendations for improvements.

The findings of the surveys were provided to the operators who subsequently implemented the recommendations.

Rail Passengers' Rights

The Authority continued to undertake its responsibilities as Ireland's national enforcement body for the purposes of EU Regulation 1371/2007 concerning rail passengers' rights and obligations. In June the Authority represented Ireland at a meeting of national enforcement bodies which enables those bodies to exchange information on their work and decision-making principles and practice for the purpose of coordinating their decision-making principles across the EU.

Bus Licensing

2011 saw the first full year of the operation of the Authority's Guidelines for the Licensing of Public Bus Passenger Services including the implementation of transitional arrangements to bring existing commercial services within the new licensing regime.

Table 3 sets out details of the applications received by the Authority in 2011 while Table 4 contains details of appeals made against the decision of the Authority.

The Authority continued to monitor the activity of licensees to ensure compliance with their licences. This included on-site inspections, examination of licensees' websites and published information. This activity continued in conjunction with the development of the National Public Transport Database, a database of all routes, services and stops in the State.

The Guidelines set out indicative timescales for the processing of applications by the Authority. Performance in achieving the targets was reasonable with 27 of 34 new applications decided in 2011 processed in time. A further 3 were processed a week late. Those applications not processed within the guideline time were generally ones that raised competition issues needing more comprehensive analysis.

Table 3 – Bus licencing activity in 2011

Description	Received	Offered	Issued	Cancelled
Applications for new licences and renewal of existing licences to operate a public bus service within the State	165	130	168	38
Applications for amendments to existing licences to operate a public bus service within the State	161	31	122	27
Applications for International Authorisations in accordance with EU Regulations	57	-	40	5
Applications for transfer of an existing licence to operate a public bus service within the State	7	-	5	-
Renewal of existing licences in accordance with section 20(3) of the Public Transport Regulation Act 2009	-	-	586	-

Table 4 – Appeals

Description	Received	Granted	Refused	Withdrawn
Appeals against licence application decisions	11	4	5	2

Integration Measures for Transport Users

Introduction

The Authority made considerable progress in 2011 in advancing and delivering three distinct measures to advance integration across and between public transport services for the benefit of transport consumers. The measures comprise integrated ticketing, real-time passenger information and integrated information for public transport users by means of a national journey planner. There is considerable evidence internationally that the significant improvement in the quality of the public transport product derived from the implementation of such measures drives growth across all modes.

Integrated Ticketing

During 2011 the Authority, in conjunction with other stakeholders, continued detailed work on the development, testing and roll-out of a smart card to facilitate payment of fares on public transport services in the Greater Dublin Area and the preparation of infrastructure and business processes needed to support the operation of the new system.

A significant milestone was achieved on 12 December when the new Leap Card became available to the general public to pay for journeys on all Dublin Bus, Luas, DART and suburban and commuter rail services. This payment is made by using an electronic purse loaded with money value. A dedicated supporting website² was launched at the same time.

Leap Card offers customers the following key benefits:

- o Flexibility: the same card can be used on multi transport modes;
- o Convenience: customers no longer have to use the exact change to pay single fares;

- o Cost saving: cheaper than paying cash for single tickets.

The year also saw major software development which will underpin the future addition of new functionality to the Leap Card. This development work involved:

- o Adding Leap Card readers to Bus Éireann and private bus services. A customer pilot started in December on a private bus operator, Matthews Coaches;
- o Creating auto top-up, where a customer can choose to sign up to a direct debit mandate arrangement;
- o Developing the capability to load monthly and annual tickets to Leap Card as well as other time-bound products;
- o Devising the systems to support 'through journey discounting' where a rebate can be provided for second and subsequent journeys and 'capping' where the customer's travel costs are automatically capped at a similar price to a day/week ticket.

Real Time Passenger Information

Following the successful completion of testing at the start of the year work began on the roll-out of a real time passenger information system for bus services in the Greater Dublin Area. Preparatory work to enable extension of the system to Cork, Limerick, Waterford and Galway was also started. These developments were undertaken by Dublin City Council working on behalf of the Authority.

Live operations in the Greater Dublin Area commenced in February 2011 in respect of Dublin Bus services. By the end of the year 370 electronic displays were in operation at the most heavily used bus stops; information for 5,000 bus stops with Dublin Bus services located

² www.leapcard.ie

throughout the Greater Dublin Area was made available online on the new integrated website (TransportforIreland.ie) and on the Dublin Bus website. Also iPhone and android apps and an SMS text message service were provided. The website and apps were generating 2 million requests and 500,000 unique visitors monthly by the end of the year.

Considerable work was undertaken in 2011 in conjunction with Dublin Bus to ensure the accuracy of information displayed online and on electronic displays.

Branding

The Authority continued the development of Transport for Ireland as the brand name for consumers of integrated public transport services throughout the State. Underpinning the brand is a dedicated website which is being gradually developed as the authoritative source of information about public transport services and journey planning for the travelling public including visitors to the State.

During 2011 visitors to the website were able to access real time passenger information for Dublin Bus services in the Greater Dublin Area and provide feedback on its operation which was of great assistance to the Authority. Information about taxi and hackney services was also added to the website as well as a link to the Leap Card website.

National Intermodal Journey Planner

The purpose of the Journey Planner is to provide door-to-door information on all available travel options for journeys to, from and within the State.

In April work began on the development of a spatial database (the National Public Transport Access Nodes Database), which will underpin the Journey Planner. The purpose of the database is to uniquely identify all of the points of access to public transport as well as incorporating up-to-date timetable, service and route data for all licensed public transport services in the State. However, it also has wider benefits for the Authority as an analytical and decision-making tool.

In August a contract for development of the online Journey Planner was awarded and substantial work was completed by end year.

Integration of Transport and Land Use Planning

Introduction

The Integration of transport and land use planning is an essential prerequisite to achieve the objective of sustainable city regions, providing appropriately for their citizens. Throughout 2011 the Authority had a central role in this regard, through the execution of its statutory functions as well as the high priority that was given to the development of constructive working relationships with regional authorities, local authorities and other state agencies and departments charged with a range of transport, social, economic and environmental functions. The achievement of this objective was particularly focused on the city regions of Dublin, Cork, Limerick, Galway and Waterford, through a range of different functions and initiatives.

Greater Dublin Area

The Authority finalised its draft Transport Strategy in early 2011, as required under Section 12 of the Dublin Transport Authority Act 2008. This was formally submitted to the Minister for Transport, Tourism and Sport for his consideration in June. The draft Strategy, which covers the period up to 2030, complements and supports the Regional Planning Guidelines for the Greater Dublin Area 2010 - 2022. It has a particular focus on the location of trip-intensive development in areas which are most accessible by public transport and the sequencing of development based on the prioritisation of lands with good public transport accessibility. It is these objectives that will provide the basis for the Authority's involvement with local authorities and other agencies in effecting the integration of land use and transport planning.

In anticipation of the draft Strategy's adoption, the Authority worked closely with local

authorities, commercial semi-state companies such as Córas Iompair Éireann, Dublin Airport Authority and Dublin Port Company, and other agencies in the Greater Dublin Area on a range of policy issues relating to transport and land use integration. This work was focused on the following areas:

- o Engagement in the preparation of local area plans, Special Development Zone planning schemes and masterplans;
- o The preparation of transport analyses for various centres in the Greater Dublin Area;
- o Involvement with the Grangegorman Development Agency's Broadstone Gate Working Group; and
- o Involvement with educational institutions such as University College Dublin in the preparation of mobility management strategies.

A substantial number of written submissions was also made to local authorities on county development plans, local area plans, planning applications / appeals and various types of transport infrastructure proposals. More information is contained in Appendix 2.

At regional authority level, the Authority continued to be actively engaged with the regional authorities through its membership of the Regional Planning Guidelines Implementation and Technical Groups. The Authority also contributed to a substantial number of submissions made by the Dublin and Mid East Regional Planning Guidelines Office to local authorities on development plans and local area plans during 2011. This has been underpinned by a high level of collaboration with that Office on a range of policy issues.

Outside the Greater Dublin Area

Following the adoption of regional planning guidelines in 2010, each of the regional authorities around the country has established an Implementation Group, which includes a representative from the Authority.

The Authority has also been working with a number of regional authorities on the scoping and preparation of various regional level transport planning initiatives. As with the Regional Planning Guidelines Office in the Greater Dublin Area, the Authority also contributed to a number of submissions made by the regional authorities to its constituent local authorities on development plans and local area plans.

Guidelines

An important aspect of the Authority objective in facilitating the integration of land use and transport planning is the provision of policy advice and the preparation of guidelines. During 2011 this included the publication of a School Travel Toolkit and a Step by Step Guide to Travel Plans for Employers.

Surveys and Data Analysis

To support its transport planning role within the Greater Dublin Area, the Authority on an on-going basis undertakes analyses of available land use and transport data for the region and also makes this information available to local authorities and other agencies. The development of the Greater Dublin Area draft transport strategy was supported by a detailed analysis of the region's population and travel behaviour from data made available mainly through the national census of population and other data sources. The Authority also periodically undertakes its own transport surveys to supplement the census data. During 2011, this included a significant survey of travel patterns to and from Dublin Airport, which was undertaken in collaboration with Dublin Airport Authority.

Transport Investment in the Greater Dublin Area

Introduction

Throughout 2011 the process of adaptation to Ireland's economic circumstances continued in the area of transport investment. A comprehensive spending review was conducted during 2011 with the Authority inputting its views and proposals to the Department of Transport, Tourism and Sport as part of the process. In November 2011, the Government published the outcome of that review: *Infrastructure and Capital Investment 2012-16: Medium Term Exchequer Framework*.

While significant investment in public transport continued during 2011, a substantial part of that investment was refocused on smaller, more localised transport projects. In addition, the Government Jobs Initiative launched in May provided an extra funding boost in this area with a total of €15 million allocated for sustainable transport schemes.

Maintaining the quality and performance of the existing infrastructure was a key theme in many of the projects that were underway during 2011. Having developed a network of quality bus corridors and cycle routes, it is important to ensure that they are not allowed to prematurely deteriorate. Several schemes in 2011 focussed on

such items as renewal of carriageway surfacing on various bus routes and renewal of road and cycle lane markings.

The Authority's overall capital expenditure in the Greater Dublin Area was €211 million. A breakdown is included at Table 5.

Light Rail Programme

2011 represented a period of considerable change in relation to the development of light rail and metro projects. Due to the changed financial environment, a number of projects which had been under active development were put on hold, available for future reactivation. These included the Metro West and the Luas Lucan projects.

In November the Government review provided for deferral of the Metro North project for re-consideration in advance of the next capital programme which will be drawn up in 2015. Some work did continue on certain enabling works required to enable the completion of the construction of the new Mater Adult Hospital.

The Government review also provided for the progression of the Luas BXD project during the five year period of the capital framework plan.

Table 5 – Capital expenditure in 2011

Sub-programme	Expenditure (to nearest €m)
Light Rail Programme (Incl. Marlborough Street Bridge)	22
Heavy Rail Programme	98
Bus Investment Programme (excluding bus lanes)	24
Integration / Support Programme	15
Sustainable Transport Measures Programme	52
Total	211

This project extends the existing Luas Green line from its St. Stephen's Green terminus through the city centre and onwards to a new terminus at Broombridge, facilitating interchange with the Maynooth rail line. A railway order application in respect of the project had been submitted to An Bord Pleanála in June 2010 and an Oral Hearing in relation to this application was held between 18 May and 1 June 2011.

During the year the Authority funded a significant programme of small projects by the Railway Procurement Agency to improve pedestrian and cycling linkages at various Luas stops.

On 2 July 2011, the Minister for Transport, Tourism and Sport opened a 4.2 km extension of the Luas Red Line from Belgard to Saggart. Encompassing five new Luas Stops located at Fettercairn, Cheeverstown, Citywest Campus, Fortunestown and Saggart, it also includes a park and ride facility at Cheeverstown Stop. The line was developed on a joint basis between the private and public sectors, with developers along the route of the project partnering with the public sector in the delivery of the scheme.

Heavy Rail Programme

Significant changes were made to the heavy rail project programme due to the difficult financial circumstances during 2011. Several large projects, which had been under active development, had to be suspended and postponed. In November the Government decided that the DART Underground project, which had previously been under development as a Public-Private Partnership scheme, should be deferred for consideration in advance of the next capital programme to be drawn up by Government in 2015 which will cover the period from 2016 onwards.

Other heavy rail projects which were also deferred included the proposed rail extension to Navan, the Kildare Route Project (Phase 2) and the electrification/resignalling of the Maynooth rail line.

In July 2011 An Bord Pleanála issued an approval to the proposal to allow the closure of the level crossing on Ratoath Road by the development of a new road link spanning over the railway on a new bridge. Approval was given to Irish Rail to continue the design development of the project and to prepare tender documents for its construction.

Work continued on the major City Centre Resignalling Project, which is replacing life expired signalling and control systems with more modern equipment. Work focussed on the section of the Northern Line from Killester to Howth Junction and to Howth.

Significant works were underway throughout 2011 on upgrading the concourse, platform and access arrangements at Pearse Station.

A programme of station improvement works was undertaken, both around the Greater Dublin Area and nationally, with a total of 44 stations enhanced. The works undertaken at each station included painting of exterior areas, provision of seating and shelters, signage renewal/replacement and other general repairs.

Significant investment also continued in the provision of new rolling stock with the delivery of the new Intercity railcars, which had been ordered in March 2009. Commissioning of this rolling stock continued during the second half of 2011.

The programme of installation of ticket validating machines continued at various stations throughout the region during 2011.

In addition, funding was also provided by the Authority for the commencement of a programme of Wi-Fi installation on the rail fleet operating in the Greater Dublin Area.

Bus Investment Programme

Funding of just under €18 million was provided to Bus Éireann for the purchase of new buses for the operation of subsidised bus routes. In total 60 new buses were purchased and delivered by year end comprising 10 double-deck buses, 25 single-deck city buses and 25 single-deck coaches. All are Wi-Fi enabled, wheelchair accessible and meet modern EU emission standards.

Funding of €3.7 million was provided to Dublin Bus during 2011 to undertake major refurbishment of older buses in its fleet.

In addition, €1.3 million was invested by the Authority in bus shelter provision at various locations on bus routes.

Integration/Support Programme

This element of the capital investment programme funded the development of the various integration projects such as Real Time Passenger Information and the Integrated Ticketing System which are reported on separately under Integration Measures for Transport Users.

Sustainable Transport Measures Grant Programme

The 2011 Grant Programme was divided into the following five broad sub-programmes:

- o Cycling/Walking: supporting physical improvements to tackle particular barriers to walking and cycling and to improve the walking and cycling environment;

- o Bus Network: targeted at providing bus journey time savings, improvements to bus reliability throughout the whole bus network and passenger information/facilities;
- o Traffic Management: targeted at appropriate schemes to improve the efficiency of motorised means of transport;
- o Safety: aimed at providing a safe travel environment for all road users, especially vulnerable road users such as pedestrians and cyclists; and
- o Other Projects: such as signage schemes, traffic studies, Intelligent Transport Systems, freight-focused projects, etc.

Over €51 million was spent on 199 schemes under the Grant Programme. Table 6 shows the break-down in expenditure across the sub-programmes while Table 7 records new infrastructure delivered under the Programme during 2011. In addition to this new infrastructure, 21 kilometres of existing bus lanes and 23 kilometres of existing cycle track were resurfaced. A more detailed report of the works undertaken has been published on the Authority's website.

Guidance Documents

The Authority published its National Cycle Manual during 2011 and adopted it as formal guidance for local authorities in the Greater Dublin Area in accordance with Section 66 of the Dublin Transport Authority Act 2008.

Reflecting the increased focus on smaller sized projects, the Authority also introduced new Project Management Guidelines for Authority funded projects up to €20 million in value. These guidelines provide a more tailored approach to project delivery commensurate with project size.

Table 6 – Expenditure by sub-programme

	Bus Network	Walking/ Cycling	Other Projects	Safety	Traffic Management	Totals
Expenditure (€m)	32.8	12.5	3.2	2.2	0.8	51.5
% of total expenditure	64	24	6	4	2	100

Table 7 – Sustainable transport measures implemented in 2011

County Council	Total number of projects	New bus lanes (metres)	New cycle lanes (metres)	New footpaths (metres)	Traffic junctions improvements (no.)	Bus Stop improvements (no.)	Toucan crossings provided (no.)	Pedestrian crossings provided (no.)
Dublin City	70	3,800	5,330	1,930	37	19	1	29
South Dublin	20	0	140	450	9	5	1	21
Fingal	14	4,250	5,080	7,100	16	70	0	10
Dún Laoghaire Rathdown	23	0	920	790	24	3	1	0
Meath	26	0	1,680	4,340	0	67	3	17
Kildare	18	0	0	260	7	3	3	0
Wicklow	28	0	2,170	5,700	33	48	0	4
Totals	199	8,050	15,320	20,570	126	215	9	81

Planning and Investment Services provided on behalf of the Department of Transport, Tourism and Sport

Introduction

The Authority manages, on an administrative basis, a number of programmes on behalf of the Department of Transport, Tourism and Sport. These programmes are:

- o Regional Cities Bus Priority and Park & Ride Programme;
- o Accessibility Programme;
- o Smarter Travel Workplaces Programme, and
- o Green Schools Programme.

A brief summary of activities in each of these programmes in 2011 is set out in the following sections.

Regional Cities Bus Priority and Park & Ride Programme

The funding amount for this Programme was originally established by the Department of Transport, Tourism and Sport at €5.6 million.

With the benefit of €5 million of additional funding provided under the Jobs Initiative, total funding of €10.6 million was provided by the Department of Transport, Tourism & Sport during 2011 to the regional cities, in relation to various traffic management, bus priority and sustainable

transport projects. The funds were distributed between six local authorities, namely Cork City Council, Galway City Council, Galway County Council, Limerick City Council, Limerick County Council and Waterford City Council. Final grant amounts for 2011 are set out in Table 8.

The Programme facilitated work on forty projects throughout the four regional cities spanning projects such as the completion of the Ballincollig Green Route (bus priority project) in Cork, the installation of a parking guidance system in Limerick, the development of a Traffic Control Centre in Galway and the continuation of construction of the South Quays bus project in Waterford.

The Authority commissioned a feasibility study into the possible introduction of public bike schemes into the regional cities of Cork, Galway, Limerick and Waterford. The feasibility study examined the scale of the possible projects, their likely costs, the various procurement models available and potential revenue sources that could support the schemes. The report identified Galway and Cork as the two cities with the highest potential for the introduction of a public bike scheme.

Table 8 – Grants paid to local authorities in regional cities in 2011 (€m)

Local Authority	Bus Priority & Park & Ride	Jobs Initiative	Total
Cork City Council	1.175	1.470	2.645
Galway City Council	2.292	0.482	2.774
Galway County Council	0.359	0	0.359
Limerick City Council	0.099	1.529	1.628
Limerick County Council	0.888	0.415	1.303
Waterford City Council	0.799	1.093	1.892
Total	5.612	4.989	10.601

Accessibility Programme

The Department of Transport, Tourism and Sport operates an Accessibility Programme aligned with the Department's Sectoral Plan for Accessibility in the area of transport, which was developed in accordance with the requirements of the Disability Act 2005. Under this Programme various proposals and projects targeted at ensuring access to public transport for all users including the mobility impaired and disabled are progressed.

Funding of just under €10 million was provided for a variety of projects across the transport spectrum and is summarised in Table 9.

A substantial part of the Programme focussed on improving accessibility at rail stations. This included installations of lifts, footbridges, signage and platform works.

Of particular note under the Accessibility Programme was the introduction of a grant scheme for the purchase or modification of a vehicle for use as a wheelchair accessible taxi. The objective of this element of the overall

programme was to increase the number of wheelchair accessible vehicles available in the taxi fleet.

Smarter Travel Workplaces Programme

The Authority manages and administers the Smarter Travel Workplaces Programme, which aims to engage with 100 of the largest employers in the State by mid-2012 to promote sustainable travel choices among their employees.

By end 2011, this target was achieved with 102 partner organisations, spanning both the private and public sectors, engaged with the programme.

The programme encourages and incentivises participation by the partner organisations in developing and implementing workplace travel plans and supports them through a change process offering professional advice, training, resources, networking opportunities and access to Irish and international best practice. The popular cycle and pedometer challenges were organised again in 2011 by the Authority as part of the programme. These challenges facilitate

Table 9 – Accessibility funding in 2011

Agency / Funding Item	Funding (€m)
Irish Rail	7.80
Bus stop Accessibility – Within Greater Dublin Area	0.91
Bus Éireann	0.43
Bus stop Accessibility – Outside Greater Dublin Area	0.35
Accessible taxi scheme	0.27
Dublin Port (Payment made by Department of Transport, Tourism and Sport)	0.15
Dublin Bus	0.05
Total	9.96

partner organisations in keeping their workplace travel plans active year on year and, together with numerous targeted seminars and network events throughout the year, serve to embed the sustainable travel culture in the partner organisations.

In July 2011, the Authority launched a new, national, car-sharing website³ to facilitate people linking-up to share journeys and save on motoring costs. This website is free to use by individuals, workplaces, sports clubs and festival or event organisers to set up their own car-sharing groups.

Green Schools Programme

2011 was the penultimate year of the current five-year Green Schools travel programme which is operated by An Taisce and managed by the Authority. This programme aims to promote sustainable modes of transport to and from school for pupils, teachers and parents and, where possible, reduce the use of the private car for the 'school run'.

Almost 200 additional schools joined the Green Schools travel programme at the start of the new school year in September 2011 bringing the total number of schools participating in the programme to over 850, encompassing more than 180,000 pupils. Survey results from schools which undertook the programme in 2009 and 2010 revealed an 18% reduction in car trips to school and a 10% increase in the numbers walking or cycling to school.

³ www.carsharing.ie

Taxi Industry Regulation

Introduction

On 1 January 2011 the Authority took over responsibility for regulation of the Small Public Service Vehicle (SPSV) industry which comprises taxis, hackneys and limousines. The staff and functions of the Commission for Taxi Regulation were incorporated into the Authority on that date as provided for in the Public Transport Regulation Act 2009⁴. The principal legislation relating to the SPSV sector remains the Taxi Regulation Act 2003, as amended.

Government Review of Taxi Regulation

In June the Government initiated a major review of the regulation of the taxi industry as provided for in the Programme for Government. A Steering Group chaired by the Minister of State at the Department of Transport, Tourism and Sport was established to oversee the review. The Authority participated fully in the review as a member of the Review Group in addition to involvement in the sub-groups of the Review Group relating to licensing systems and administration and enforcement.

Vehicle Standards

A key matter of concern immediately following the transfer of the regulation of the small public service vehicle sector to the Authority was the implementation of an appropriate set of standards for vehicles having regard to the safety and comfort of consumers.

In February the Board of the Authority decided to undertake a review of vehicle standards in the taxi industry and, while carrying out this review, to revoke the aspect of the "nine-year rule"⁵ for those renewing their vehicle licence in 2011 who

applied for their first vehicle licence prior to 1 January 2009 and to allow a wide consultation on standards.

A major public consultation on vehicle standards was undertaken between 11 July and 5 August. There were eight issues for consultation covering Vehicle Age, Vehicle Size, Limousine Definition, Pick-up Vehicles, Dark Windows, Emerging Technologies, Modified Vehicles and Vehicle Branding.

In total 514 submissions were received. Not surprisingly, the majority of responses came from the industry and the remainder from state bodies, industry representative groups, local authorities and other stakeholders. The outcome of the public consultation was made available to the Review Group established by Government.

Wheelchair Accessible Grant Scheme

Many wheelchair users and other people with mobility impairments have considerable difficulty accessing taxi and hackney services due to the lack of wheelchair accessible vehicles within the taxi and hackney fleet. At the start of 2011 there were just 1,401 wheelchair accessible vehicles out of a fleet of 25,309 vehicles.

To increase the proportion of wheelchair accessible vehicles in the taxi and hackney fleet, the Authority initiated during 2011 a grant scheme to assist in the upgrading of existing vehicles or purchase of suitable new vehicles. The scheme was open for applications from September to December 2011. Eligible applicants were entitled to grant assistance of up to €15,000 for a new vehicle on a matched funding approach or €6,000 for an upgrade to a vehicle.

⁴ Statutory Instrument No. 614 of 2010 appointed 1 January 2011 as the day for the dissolution of the Commission for Taxi Regulation.

⁵ i.e. the requirement that a vehicle must not exceed 9 years of age

In total 82 applications were received of which 21 (16 new vehicles and 5 converted vehicles) were subsequently approved for funding. However, not all of the available funding was drawn down principally because many applicants or interested parties were unable to obtain loan financing for the vehicle purchase.

Skills Development Test

Since 2009 new entrants to the SPSV industry are required to sit a Skills Development Test comprising an industry knowledge test and an area knowledge test. While entrants to the industry prior to 2009 are not required to sit the area knowledge test they are encouraged to sit the industry knowledge test.

Table 10 sets out the number of tests undertaken during 2011. Successful candidates receive a driver identification card.

Vehicle and Driver Licensing

As Table 11 shows, 2011 saw a continuation in the decline in the number of SPSV licences, which has been evident for a number of years.

Roof-Sign Stickers

In May the Authority commenced the distribution to each taxi driver of a reflective sticker bearing a letter denoting the area in which the driver is licensed to stand or ply for hire. The stickers complement the driver identity card already displayed on the dashboard of the vehicle. The display of these stickers on taxi roof-signs became a legal requirement on 1 August.

Compliance Activity

The monitoring and enforcement of compliance with SPSV regulations, which incorporates the investigation of consumer complaints concerning SPSV services, is a key function of the Authority.

Table 12 provides a breakdown of consumer complaints received by the Authority during the year.

In 2011 the compliance team issued 386 fixed charged penalties in respect of alleged offences and secured 78 convictions in respect of prosecutions instituted as a result of non-payment of fixed charge penalties.

The compliance team actively engages in monitoring and enforcement operations in its own right as well as participating in joint operations with other agencies. Of 93 operations undertaken by the team in 2011, 60 were joint operations with An Garda Síochána and a further 9 were joint operations with the Office of the Revenue Commissioners and Department of Social Protection.

The Authority contracted in additional support resources which facilitated two major compliance programmes.

The first programme involved highly visible compliance operations at taxi ranks at major transport terminals in Dublin and Cork in order to deter illegal activity at these ranks. A total of 1,049 vehicle checks were undertaken.

The second programme involved an audit of dispatch operators. In total 221 checks of dispatch operators were undertaken nationally in order to assess compliance with the relevant regulations and, where required, obtain evidence with a view to taking appropriate measures to secure compliance (including prosecutions).

In late 2011, 212 SPSV drivers who operate vehicles through a rental or lease agreement attended scheduled appointments so that the vehicles and their licensing documentation could be inspected. Department of Social Protection officials were also present at a number of

these inspections. Running concurrently with these physical inspections, all major multiple vehicle licence owners were required to submit information on those individuals operating their vehicles including licence details and relevant insurance information.

Information Service

In 2011 the Authority's telephone support line, which is available to assist consumers and

industry members with queries or complaints, handled a total of 85,434 calls of which 79,650 were calls from industry members and 5,784 were calls from consumers.

A new confidential line was set up to enable reporting of illegal activity.

Table 10 – Skills Development Tests taken in 2011

Category	Tests Taken (including re-sits)	No. of Passes	Pass Rate
SPSV Entry Test (for new driver licence applicants and dispatch operators)	10,105	2,269	23%
SPSV Industry Knowledge Test (for existing drivers)	10,429	7,476	72%

Table 11 – Vehicle and driver licensing statistics

Category	1 January 2011	31 December 2011	% Change
Total number of SPSV vehicle licences	25,181	23,777	-5.6
Total number of SPSV driver licence holders	42,012	38,499	-8.4

Table 12 – Consumer complaints

Nature of complaint	Number of complaints received in 2011	Number of complaints received in 2010
Overcharging or other matters relating to fares	132	222
Conduct & behaviour of driver	103	136
Matters relating to hiring small public service vehicles	90	59
Condition & cleanliness of the vehicle	21	16

Organisational Matters, Corporate Governance and Accountability

Staffing Issues

The staffing of the Authority expanded significantly as a result of the absorption of staff of the former Commission for Taxi Regulation on 1 January.

In March the Authority signed a Memorandum of Understanding with Dublin City Council which transferred operational responsibility for the Council's Quality Bus Project Office to the Authority. This arrangement provided the Authority with an invaluable professional design resource for the development and implementation of sustainable transport projects in the Greater Dublin Area and also in the regional cities. The employees concerned retain their status as employees of Dublin City Council.

Training and Development

Organisation-wide the Authority worked with the Institute of Public Administration to provide Leadership and Project Management training.

The Authority developed a new Performance Management and Personal Development System to reflect the specific needs of the Authority.

Statement of Strategy

A Statement of Strategy for the period 2012 to 2014 was approved by the Board in December and has been published on the Authority's website. The Statement of Strategy will facilitate business planning across the Authority supported by the roll out of the Authority's new Performance Management and Personal Development Programme.

Annual Report and Accounts

In July the Authority finalised its Annual Report for 2010. The Office of the Comptroller and Auditor General completed its audit of the Authority's first set of Financial Statements in October. Both the Annual Report and the Financial Statements cover the 13 month period from the Authority's establishment on 1 December 2009 to 31 December 2010. Both documents were published on the Authority's website during 2011.

Rationalisation

During 2011 the Authority managed to achieve a significant reduction (approximately €1 million) in expenditure on administration as a result of the rationalisation and sharing of costs following the absorption of the Commission for Taxi Regulation by the Authority. Savings were achieved in such areas as payroll, communications, information technology, accounting, procurement and general overheads, office cleaning, etc..

Competition Authority

In March the Authority signed a co-operation agreement with the Competition Authority pursuant to section 34 of the Competition Act 2002. The purpose of the agreement is to facilitate co-operation between both Authorities in the performance of their respective functions in so far as they relate to issues of competition between undertakings.

Audit Committee

In 2011 the Authority's Audit Committee comprised Mr John Tierney (Chairperson), Ms Linda Saunders and Mr Damien Usher.

The Committee reports to the Board on all aspects of financial reporting and accounting policy and reviews the effectiveness of the Authority's system of internal financial control. The Audit Committee met on 4 occasions during 2011.

Risk Management

A comprehensive risk management system is in place for the evaluation, prediction and management of risks that might expose the Authority to loss. The system supports the effective management of risk by the Authority throughout all business activities. The system involves the identification, management and, where possible, the mitigation of significant risks.

Legal and regulatory compliance

The Authority complies with the Department of Finance's Code of the Practice for the Governance of State Bodies (2009) and other relevant codes of practice and guidelines. The Authority has processes in place to seek to ensure that the Authority is compliant with all of its legal and regulatory obligations.

Board Meetings

The Authority met on 11 occasions during 2011. The attendance of members of the Authority at Board meetings is detailed in Appendix 3.

Minutes of Board meetings are published on the Authority's website.

Interaction with Public Representatives

In accordance with new procedures introduced during 2011, Parliamentary Questions to the Minister for Transport, Tourism and Sport concerning matters that come within the statutory remit of the Authority are referred to the Authority for direct reply.

The Authority endeavours to provide substantive replies to Parliamentary Questions and other enquiries and requests from Oireachtas members within 10 working days of their receipt.

Public Interest Statement

Introduction

The Authority is a statutory non-commercial body, which operates under the aegis of the Department of Transport, Tourism and Sport.

The Authority was established on foot of the Dublin Transport Authority Act 2008 and Public Transport Regulation Act 2009. While it was originally conceived as a transport authority for the Greater Dublin Area under the 2008 Act, it was recast as the National Transport Authority by the 2009 Act, which also extended its functions and geographic remit.

The Authority has responsibility for

- o procuring public bus and rail services nationally;
- o licensing commercial public bus services nationally;
- o integrating information across these services;
- o providing an integrated transport system in the Greater Dublin Area⁶.
- o regulating the small public service vehicle industry nationally⁷.

Functions

The functions of the Authority can be summarised as follows:

National Functions

- o procure public transport services by means of public transport services contracts,
- o license public bus passenger services that are not subject to a public transport services contract,
- o provide integrated public transport information,
- o develop and maintain a regulatory framework for the control and operation of small public service vehicles and their drivers.

Greater Dublin Area Functions

- a. undertake strategic planning of transport,
- b. promote the development of an integrated, accessible public transport network,
- c. promote increased recourse to cycling and walking as a means of transport,
- d. secure the provision of public transport infrastructure,
- e. provision of integrated ticketing and information systems for public transport⁸,
- f. effective management of traffic,
- g. effective management of transport demand,
- h. development and implementation of a single public transport brand,
- i. collection of statistical data and information on transport, and
- j. conduct of research into transport.

Governance & Administration

Board

The Authority is governed by a Board comprising up to twelve members appointed by the Minister for Transport, Tourism and Sport. Three positions on the Board are *ex officio* in nature. Those positions are reserved for the CEO, another senior manager of the Authority and the Dublin City Manager.

Board members may be appointed for a period of up to five years and may be re-appointed. However, Board members may only serve a maximum of ten years. This restriction does not apply to the *ex officio* members who stand appointed for as long as they occupy the relevant position.

⁶ Dublin, Kildare, Meath and Wicklow

⁷ The regulation of taxi services in the State is governed by the provisions of the Taxi Regulation Act 2003

⁸ These functions have been extended to areas outside the Greater Dublin Area by Ministerial Order

Executive

The Executive is headed up by a Chief Executive Officer, who is supported by four direct reports –

1. Director of Finance and Corporate Affairs;
2. Director of Public Transport Services;
3. Director of Taxi Regulation; and
4. Director of Transport Planning and Investment.

Advisory Bodies

There is provision in the legislation for two statutory Advisory Councils, which are both to be independent of the Authority. They are –

- o Advisory Committee on Small Public Service Vehicles;
- o National Transport Authority Advisory Council.

The Advisory Committee is to provide advice to the Authority or the Minister for Transport, Tourism and Sport, as appropriate, in relation to issues relevant to small public service vehicles and their drivers. Members of the Advisory Committee are appointed by the Minister for Transport, Tourism and Sport.

The Advisory Council was not yet established in 2011. Its purpose will be to monitor how the Authority discharges its functions relevant to the Greater Dublin Area and to make recommendations in that regard.

Public interest

The legislation from which the Authority derives its powers and functions sets out a range of public interest objectives regarding transport, environmental sustainability, social cohesion, economic progress, accessibility, regulated competition and value for money.

Ministerial Directions and Guidelines

The legislation governing the Authority provides that the Minister for Transport, Tourism and Sport may issue policy directions or guidelines to the Authority regarding its functions.

No policy directions or guidelines were issued to the Authority during 2011.

Subsidiaries

The Authority has not established any subsidiaries.

Financial Statements

for the year ended 31 December 2011

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Authority Information

for the year ended 31 December 2011

Authority Information

Board Members

Mr. John Fitzgerald (Chairperson)
Mr. Gerry Murphy (Chief Executive Officer)
Ms. Linda Saunders
Dr. Berna Grist
Mr. Frank King
Mr. John Tierney
Mr. Damian Usher
Ms. Valerie O'Reilly
Ms. Margaret O'Shaughnessy
Mr. Jim Deegan
Mr. Hugh Creegan
Cllr. Daithí Alcorn

Solicitors

McCann Fitzgerald
Solicitors
Riverside One
Sir John Rogerson's Quay
Dublin 2

Bankers

Allied Irish Banks, p.l.c.
1/4 Lower Baggot Street
Dublin 2

Auditors

Comptroller and Auditor General
Treasury Block
Dublin Castle
Dublin 2

Statement of Responsibilities

for the year ended 31 December 2011

Under the terms of the Dublin Transport Authority Act 2008 (as amended by the Public Transport Regulation Act 2009), the National Transport Authority is responsible for preparing financial statements for the year to 31 December 2011 so as to give a true and fair view of the state of affairs as at 31 December 2011 and its income and expenditure for the year then ended.

In preparing those financial statements, the Authority is required to:

- select suitable accounting policies and apply them consistently;
- make judgments and estimates that are reasonable and prudent;
- state whether applicable accounting standards have been followed, subject to any material departures disclosed and explained in the financial statements;
- prepare the financial statements based on the going concern basis unless it is inappropriate to presume that the National Transport Authority will continue in operation.

The National Transport Authority is responsible for keeping proper books of account which disclose with reasonable accuracy at any time its financial position and to enable it to ensure that the financial statements comply with Section 32 of the Dublin Transport Authority Act 2008. The National Transport Authority is also responsible for safeguarding its assets and for taking reasonable steps for the prevention and detection of fraud and other irregularities.

John Fitzgerald
Chairperson
2 October 2012

Gerry Murphy
Chief Executive
28 September 2012

Chairperson's Statement on Internal Financial Control

for the year ended 31 December 2011

As required by the Code of Practice for the Governance of State Bodies, on behalf of the Board of the National Transport Authority, I as Chairperson make the following statement.

In the year ended 31 December 2011, the members of the Board of the National Transport Authority were responsible for ensuring that an effective system of internal financial control was maintained and operated. The system can only provide reasonable and not absolute assurance that assets were safeguarded, transactions authorised and properly recorded, and that material errors or irregularities were either prevented or would be detected in a timely period.

Key Control Procedures

The Board of the National Transport Authority had taken steps to ensure an appropriate control environment by:

- clearly defining management responsibilities;
- establishing formal procedures for reporting significant control failures; and,
- ensuring appropriate corrective action.

The system of internal financial control was based on a framework of regular management information, administrative procedures including segregation of duties and a system of delegation and accountability. In particular it included:

- a comprehensive budgeting system with an annual budget which was reviewed and agreed by the Board;
- regular reviews by the Board of periodic and annual financial reports indicating financial performance;
- setting targets to measure financial and other performance;

- clearly defined capital investment control guidelines;
- formal project management disciplines.

The National Transport Authority has an Internal Audit function, which operates in accordance with the Framework Code of Best Practice set out in the Code of Practice on the Governance of State Bodies. The work of internal audit is informed by analysis of the risk to which the body is exposed. The internal audit plans are derived to cover the key controls on a rolling basis over a reasonable period. The analysis of risk and the internal audit plans are endorsed by the Audit Committee and approved by the Board of the National Transport Authority.

The Board's monitoring and review of the effectiveness of the system of internal financial control is informed by the work of internal audit. The Audit Committee monitors the work of internal audit and the National Transport Authority management who have responsibility for the financial control framework. The Audit Committee also reviews and considers audit reports and recommendations from the Comptroller and Auditor General.

Annual Review of Controls

I confirm that in respect of the year ended 31 December 2011 the Board conducted a review of the effectiveness of the system of Internal Financial Controls.

Signed on behalf of the National Transport Authority

John Fitzgerald
Chairperson
2 October 2012

Comptroller and Auditor General Report for presentation to the Houses of the Oireachtas

National Transport Authority

I have audited the financial statements of the National Transport Authority for the period ended 31 December 2011 under the Dublin Transport Authority Act 2008, as amended. The financial statements, which have been prepared under the accounting policies set out therein, comprise the Statement of Accounting Policies, the Income and Expenditure Account, the Statement of Total Recognised Gains and Losses, the Balance Sheet, the Cash Flow Statement and the related notes. The financial reporting framework that has been applied in their preparation is applicable law and Generally Accepted Accounting Practice in Ireland.

Responsibilities of Members of the Authority

The Authority is responsible for the preparation of the financial statements, for ensuring that they give a true and fair view of the state of the Authority's affairs and of its income and expenditure, and for ensuring the regularity of transactions.

Responsibilities of the Comptroller and Auditor General

My responsibility is to audit the financial statements and report on them in accordance with applicable law.

My audit is conducted by reference to the special considerations which attach to State bodies in relation to their management and operation.

My audit is carried out in accordance with the International Standards on Auditing (UK and Ireland) and in compliance with the Auditing Practices Board's Ethical Standards for Auditors.

Scope of Audit of the Financial Statements

An audit involves obtaining evidence about the amounts and disclosures in the financial statements, sufficient to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or error. This includes an assessment of

- whether the accounting policies are appropriate to the Authority's circumstances, and have been consistently applied and adequately disclosed
- the reasonableness of significant accounting estimates made in the preparation of the financial statements, and

- the overall presentation of the financial statements.

I also seek to obtain evidence about the regularity of financial transactions in the course of audit.

In addition, I read all the financial and non-financial information in the Annual Report to identify material inconsistencies with the audited financial statements.

If I become aware of any apparent material misstatements or inconsistencies I consider the implications for my report.

Opinion on the Financial Statements

In my opinion, the financial statements, which have been properly prepared in accordance with Generally Accepted Accounting Practice in Ireland, give a true and fair view of the state of the Authority's affairs at 31 December 2011 and of its income and expenditure for the period then ended.

In my opinion, proper books of account have been kept by the Authority. The financial statements are in agreement with the books of account.

Matters on which I Report by Exception

I report by exception if

- I have not received all the information and explanations I required for my audit, or
- my audit noted any material instance where moneys have not been applied for the purposes intended or where the transactions did not conform to the authorities governing them, or
- the information given in the Authority's Annual Report for the year for which the financial statements are prepared is not consistent with the financial statements, or
- the Statement on Internal Financial Control does not reflect the Authority's compliance with the Code of Practice for the Governance of State Bodies, or
- I find there are other material matters relating to the manner in which public business has been conducted.

I have nothing to report in regard to the other matters upon which reporting is by exception.

Seamus McCarthy

Comptroller and Auditor General

14 October 2012

Statement of Accounting Policies

for the year ended 31 December 2011

The National Transport Authority was established on 1 December 2009 following the dissolution of the Dublin Transportation Office. The comparative period figures reported in the accounts of National Transport Authority are for a 13 month period commencing 1 December 2009 and ending 31 December 2010.

On 1 January 2011 the Commission for Taxi Regulation was integrated into the National Transport Authority. Statutory Instrument No. 614 of 2010 appointed 1 January 2011 as the day for the dissolution of the Commission for Taxi Regulation resulting in the property rights, liabilities and obligations of the Commission for Taxi Regulation being transferred to the National Transport Authority.

The comparative figures do not include those of the Commission for Taxi Regulation for the period to 31 December 2010.

Basis of Preparation

The financial statements have been prepared on an accruals basis, except as indicated below, in accordance with generally accepted principles under the Financial Reporting Standards recommended by the recognised accounting bodies. The Financial Statements are in the form approved by the Minister for Transport with the concurrence of the Minister for Finance.

Oireachtas Grants Income

Oireachtas grants consist of amounts paid by Department of Transport, Tourism and Sport for administration, Traffic Management Grants (TMG), Public Service Obligations, Regional Jobs Initiative, Regional Bus Priority and Capital Investment.

Grant income received towards capital expenditure on tangible fixed assets is deferred to the capital account and is released to the income and expenditure account over the expected useful economic life of the related assets, in line with depreciation charged on the assets.

Grants Expenditure for Public Service Obligation and Capital Investment

Expenditure in the year is recognised on the basis of amounts disbursed to grantees.

Licensing Income

This relates to income arising from licensing, assessment and enforcement activities.

Integrated Ticketing Scheme Income

Integrated Ticketing Scheme income arises on recharge of operating costs to integrated ticketing scheme participants.

Tangible fixed assets and depreciation

Tangible fixed assets are stated at their historical cost or valuation, less accumulated depreciation. Depreciation is charged to the Income and Expenditure Account on a straight line basis, at the rates set out below, calculated to write off the assets adjusted for residual value over their expected useful lives. A full year's depreciation is charged on the addition of all tangible fixed assets in the year of acquisition:

Leasehold	-	5% Straight line
Motor vehicles	-	20% Straight line
Traffic model	-	10% Straight line
Furniture & fittings	-	10% Straight line
Computer equipment	-	25% Straight line

TMG equipment	-	25% Straight line
Integrated Ticketing Scheme	-	10% Straight line on software and 25% straight line on hardware

The Traffic model is depreciated at its initial cost together with any additions, over its expected useful life. Additions in the year reflect the salary cost of personnel dedicated to the model development. The Traffic model as developed by the Dublin Transport Initiative, was taken over by the Dublin Transportation Office on 9 November 1995 at a replacement valuation of €1,777,633 and was included as an asset in the financial statements.

The Integrated Ticketing Scheme became operational in December 2011 and a full year's depreciation was charged to the Income and Expenditure Account.

Pensions - Defined Contribution Scheme

The pension costs charged in the financial statements include the contribution payable by the National Transport Authority during the year under its defined contribution pension scheme. No other liability accrues to the National Transport Authority under the defined contribution scheme.

Pensions - Defined Benefit Scheme

The National Transport Authority operates an unfunded defined benefit scheme which is funded annually on a pay as you go basis from monies provided by the Department of Transport, Tourism and Sport. The scheme is operating on an administrative basis, as sanctioned by the Minister for Transport, Tourism and Sport

and the Minister for Public Expenditure and Reform, pending approval of the scheme by both Ministers. Pension scheme liabilities are measured on an actuarial basis using the Projected Unit Credit Method. Pension costs reflect pension benefits earned by employees in the year. Employee pension contributions are remitted to the Department of Transport, Tourism and Sport. An amount corresponding to the pension charge is recognised as income to the extent that it is recoverable and offset by grants received in the year to discharge pension payments. Actuarial gains or losses arising from changes in Actuarial assumptions and from experience surpluses and deficits are recognised in the Statement of Total Recognised Gains and Losses for the year in which they occur and a corresponding adjustment is recognised in the amount recoverable from the Department of Transport, Tourism and Sport. Pension liabilities represent the present value of future pension payments earned by staff to date. Deferred pension funding represents the corresponding asset to be recovered in the future from the Department of Transport, Tourism and Sport.

Capital Account

The capital account represents the unamortised portion of income applied for capital purposes. Fixed assets are funded from grant income which is transferred to the capital account and amortised in line with depreciation.

Currency

The unit of currency in which the financial statements are denominated is the Euro.

Income and Expenditure Account

for the year ended 31 December 2011

Income	Notes	12 months to 31/12/11 €	13 months to 31/12/10 €
Oireachtas grants			
- Capital investment funding	1	210,892,617	356,296,117
- Public Service Obligation (PSO) funding	1.1	265,641,000	283,402,980
- Administered by the NTA on behalf of the Department of Transport, Tourism and Sport	1.2	22,364,826	2,684,881
- Administration	1.3	3,712,000	3,852,893
Licencing income	2	5,938,712	-
Integrated Ticketing Scheme participant fees	3	1,496,039	-
Contributions by other bodies		-	118,995
Net deferred funding for pensions	12.2	655,000	316,000
Other income	4	832,905	383,768
		511,533,099	647,055,634
Transfer to Capital Reserve	17	(1,333,893)	(4,956,434)
Total Income		510,199,206	642,099,200
Expenditure			
Capital investment expenditure	5	(204,334,428)	(351,453,233)
Public Service Obligation (PSO) expenditure	6	(265,641,000)	(283,402,980)
Other grant related expenditure	7	(22,345,173)	(2,691,247)
Licencing expenditure	8	(3,923,617)	-
Integrated Ticketing System expenditure	3	(6,793,762)	-
Staff costs	9	(4,761,742)	(2,821,507)
Pension costs	12	(663,990)	(323,829)
Office accommodation costs	10	(1,115,831)	(466,150)
Other administrative costs	11	(2,533,059)	(971,959)
Total Expenditure		(512,112,602)	(642,130,905)
(Deficit) for the year		(1,913,396)	(31,705)

The Statement of Accounting Policies and Notes 1 to 26 form part of these financial statements.

John Fitzgerald
Chairperson
2 October 2012

Gerry Murphy
Chief Executive
28 September 2012

Statement of Total Recognised Gains & Losses

for the year ended 31 December 2011

	Notes	12 months to 31/12/11 €	13 months to 31/12/10 €
Deficit for the year		(1,913,396)	(31,705)
Experience gains on pension scheme liabilities	12.3	110,000	67,000
Changes in assumptions underlying the present value of pension scheme liabilities		(417,000)	(17,000)
Actuarial (loss) / gain on pension liabilities	12.1	(307,000)	50,000
Adjustment to deferred pension funding		307,000	(50,000)
Total recognised deficit for the year		(1,913,396)	(31,705)

The Statement of Accounting Policies and Notes 1 to 26 form part of these financial statements.

John Fitzgerald
Chairperson
2 October 2012

Gerry Murphy
Chief Executive
28 September 2012

Balance Sheet

as at 31 December 2011

	Notes	31/12/11 €	As Restated 31/12/10 €
Fixed Assets			
Tangible assets	13	43,150,315	41,229,507
Current Assets			
Debtors	14	2,783,914	1,981,149
Cash at bank and in hand		20,124,620	1,213,208
		22,908,534	3,194,357
Creditors: amounts falling due within one year	15	(5,247,286)	(3,177,888)
Net Current Assets		17,661,248	16,469
Total Assets Less Current Liabilities before pensions		60,811,563	41,245,976
Pension liabilities	12.1	(3,634,000)	(266,000)
Deferred pension funding	12.2	3,634,000	266,000
Net Assets		60,811,563	41,245,976
Financed by			
Capital Reserve	17	43,150,315	41,229,507
Income and Expenditure account	18	17,661,248	16,469
		60,811,563	41,245,976

The Statement of Accounting Policies and Notes 1 to 26 form part of these financial statements.

John Fitzgerald
Chairperson
2 October 2012

Gerry Murphy
Chief Executive
28 September 2012

Cash Flow Statement

for the year ended 31 December 2011

	Notes	12 months to 31/12/11 €	13 months to 31/12/10 €
Reconciliation of operating to net cash inflow from operating activities			
Operating deficit		(1,913,396)	(31,705)
Capital Reserve transfers - tangible fixed assets	17	1,333,893	76,222
Depreciation of tangible fixed assets	13	5,111,833	175,393
Loss on disposal of tangible fixed assets		-	15,164
Increase in debtors		(802,765)	(1,981,149)
Increase in creditors		2,069,398	3,177,887
Interest Received		(534,941)	(12,293)
		<hr/>	<hr/>
Net cash inflow from operating activities		5,264,022	1,419,519
		<hr/> <hr/>	<hr/> <hr/>
Cash Flow Statement			
Net cash inflow from operating activities		5,264,022	1,419,519
Surplus from Dublin Transportation Office at 1 December 2009		-	48,174
Capital expenditure to acquire tangible assets	21	(6,445,725)	(266,778)
Interest Received		534,941	12,293
		<hr/>	<hr/>
(Decrease) / Increase in cash in the year		(646,762)	1,213,208
		<hr/> <hr/>	<hr/> <hr/>
Reconciliation of net cash flow to movement in net debt			
(Decrease) / Increase in cash in the year		(646,762)	1,213,208
Funds transferred from Commission for Taxi Regulation at 1 January 2011		19,558,174	-
Net funds at 1 January 2011		1,213,208	-
		<hr/>	<hr/>
Net funds at 31 December 2011	22	20,124,620	1,213,208
		<hr/> <hr/>	<hr/> <hr/>

The Statement of Accounting Policies and Notes 1 to 26 form part of these financial statements.

John Fitzgerald
Chairperson
2 October 2012

Gerry Murphy
Chief Executive
28 September 2012

Notes to the Financial Statements

for the year ended 31 December 2011

1. Oireachtas Grants - Capital investment funding	12 months to	13 months to
	31/12/11	31/12/10
	€	€
Iarnród Éireann	98,083,793	194,515,346
Traffic Management Grant	59,340,220	45,614,978
Railway Procurement Agency	20,230,830	109,844,506
Railway Procurement Agency Integrated Ticketing Scheme	6,487,538	4,880,212
Dublin Bus	4,639,404	-
Bus Éireann	19,323,456	-
Dublin City Council Transport 21 office funding	1,056,520	745,461
Marlborough Street Bridge Project	419,664	-
Technical Support	1,201,722	-
Other	109,470	695,614
	<hr/>	<hr/>
	210,892,617	356,296,117
	<hr/> <hr/>	<hr/> <hr/>
1.1. Oireachtas Grants - Public Service Obligation (PSO) funding	12 months to	13 months to
	31/12/11	31/12/10
	€	€
Iarnród Éireann	148,688,997	159,497,070
Dublin Bus	73,041,689	77,741,563
Bus Éireann	43,410,313	46,164,347
Network Review	500,001	-
	<hr/>	<hr/>
	265,641,000	283,402,980
	<hr/> <hr/>	<hr/> <hr/>
1.2. Oireachtas Grants - Administered by the National Transport Authority on behalf of the Department of Transport, Tourism and Sport	12 months to	13 months to
	31/12/11	31/12/10
	€	€
Accessibility Scheme funding	9,804,380	-
Regional Bus Priority funding	5,610,902	-
Regional Jobs Initiative funding	4,988,715	-
Smarter Travel	453,066	686,921
Green Schools (Note 23)	1,507,763	1,997,960
	<hr/>	<hr/>
	22,364,826	2,684,881
	<hr/> <hr/>	<hr/> <hr/>

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

1.3. Oireachtas grants - Other	12 months to	13 months to
	31/12/11	31/12/10
	€	€
National Transport Authority administration grant	3,712,000	3,852,893
	<u> </u>	<u> </u>
2. Licencing income	12 months to	13 months to
	31/12/11	31/12/10
	€	€
Taxi licencing fees	3,924,607	-
Taxi enforcement income	82,053	-
Taxi driver licencing renewals	1,505,500	-
Other taxi income	402,415	-
Bus licencing income	24,137	-
	<u> </u>	<u> </u>
	5,938,712	-
	<u> </u>	<u> </u>

On 1 January 2011 the Commission for Taxi Regulation was dissolved and the functions, staff, assets and liabilities were transferred to the National Transport Authority.

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

3. Integrated Ticketing Scheme	12 months to 31/12/11	13 months to 31/12/10
	€	€
<i>Income</i>		
Participant fees	1,496,039	-
<i>Operational expenditure</i>		
Operating costs	(958,904)	-
Staff costs	(253,213)	-
Accommodation	(41,850)	-
Insurances	(24,262)	-
Information technology and communications	(189,612)	-
Consultancy	(10,000)	-
General	(18,198)	-
<i>Total operational expenditure*</i>	(1,496,039)	-
<i>Income less operational expenditure</i>	-	-
<i>Additional expenditure</i>		
Depreciation (Note 13.1)	(4,838,225)	-
Product development costs	(459,498)	-
	(5,297,723)	-
<i>Total operational and additional expenditure</i>	(6,793,762)	-

* Expenditure incurred in operating the Integrated Ticketing Scheme is recharged to the transport operators (participants).

Additions to fixed assets includes €6,099,788 in respect of the ITS Project (Note 13).

Notes to the Financial Statements (cont.)

for the year ended 31 December 2011

4. Other Income	12 months to	13 months to
	31/12/11	31/12/10
	€	€
Model income	6,375	18,390
Miscellaneous income	22,400	719
Interest received	534,941	12,293
EU funding	269,189	352,366
	832,905	383,768
	<hr/> <hr/>	<hr/> <hr/>
5. Capital Investment expenditure	12 months to	13 months to
	31/12/11	31/12/10
	€	€
Iarnród Éireann	98,083,793	194,515,346
Traffic Management & Other Projects (Note 5.1)	59,264,688	45,652,306
Railway Procurement Agency	20,230,830	109,844,506
Dublin Bus	4,586,736	-
Bus Éireann	19,376,125	-
Dublin City Council Transport 21 office costs	1,056,520	745,461
Marlborough Street Bridge Project	419,664	-
Technical Support	1,201,743	-
Other	114,329	695,614
	204,334,428	351,453,233
	<hr/> <hr/>	<hr/> <hr/>
<u>The major capital projects funded were:</u>	€ m	€ m
Luas Line B1 Cherrywood	3.30	37.05
Luas Line A1 Citywest	5.70	27.44
Metro North	7.20	14.80
Dunboyne / Navan rail lines	18.80	57.30
Other Rolling Stock (Greater Dublin Area)	14.60	38.20
Kildare Route Project	6.40	33.10
City Centre resignalling	19.50	17.50
DART Underground	10.20	13.50
New Bus Éireann buses	17.80	-

Note:

Integrated Ticketing Scheme capital investment expenditure is included as part of transfers from the Capital Reserve as noted per the Income & Expenditure Account on Page 8 and per Note 17 to the financial statements.

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

5.1 Traffic Management & Other Projects

	12 months to 31/12/11	13 months to 31/12/10
	€	€
<i>(grants to designated bodies)</i>		
Dublin City Council	21,152,176	14,028,556
Dun Laoghaire Rathdown County Council	4,424,921	10,170,442
Fingal County Council	10,949,332	5,705,268
South Dublin County Council	6,444,171	4,018,230
Wicklow County Council	3,317,164	3,202,156
Kildare County Council	2,067,520	954,152
Meath County Council	3,167,803	1,024,094
Cork County Council	-	107,185
	51,523,087	39,210,083
	12 months to 31/12/11	13 months to 31/12/10
	€	€
<i>(project costs)</i>		
NTA Project salaries	-	58,333
Strategy costs	201,235	49,071
Dublin City Council - QBN project office costs	2,897,490	2,083,946
Professional fees and consultancy	1,070,445	804,925
Depreciation on TMG equipment	11,122	37,186
Real Time Passenger Information	2,432,642	-
	6,612,934	3,033,461
Dublin Bus - Automatic Vehicle Location System	1,128,667	3,408,762
Total Traffic Management & Other Project costs	59,264,688	45,652,306

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

6. Public Service Obligation (PSO) expenditure	12 months to 31/12/11 €	13 months to 31/12/10 €
Iarnród Éireann	148,688,997	159,497,070
Dublin Bus	73,041,689	77,741,563
Bus Éireann	43,410,313	46,164,347
Network Review	500,001	-
	<hr/> 265,641,000 <hr/>	<hr/> 283,402,980 <hr/>

Payments were made by the Authority to Dublin Bus, Bus Éireann and Irish Rail for the provision of socially necessary but financially unviable PSO (Public Service Obligation) services. These services operate under Public Service Contracts between the Authority and the three companies and the payments were made by the Authority out of monies provided by the Oireachtas.

7. Other Grant Expenditure	12 months to 31/12/11 €	13 months to 31/12/10 €
<i>Administered by the National Transport Authority on behalf of the Department of Transport, Tourism and Sport</i>		
Accessibility Scheme funding	9,804,380	-
Regional Bus Priority funding	5,610,902	-
Regional Jobs Initiative funding	4,988,715	-
Smarter Travel expenses	423,227	686,921
Green Schools income paid (Note 23)	1,507,764	1,997,958
	<hr/> 22,334,988 <hr/>	<hr/> 2,684,879 <hr/>
<i>Other</i>		
BAPTS	10,185	6,368
	<hr/> 22,345,173 <hr/>	<hr/> 2,691,247 <hr/>
Total other grant expenditure		

Notes to the Financial Statements (cont.)

for the year ended 31 December 2011

8. Licencing expenditure	12 months to 31/12/11 €	13 months to 31/12/10 €
Vehicle licencing costs	1,629,281	-
Driver licencing costs	371,727	-
Enforcement costs	104,123	-
Assessment costs	355,403	-
Call centre and administration costs	649,538	-
Roof sign sticker costs	208,603	-
Fulfillment / distribution costs	134,732	-
Driver ID cards	102,335	-
Vehicle licence - process development costs	228,407	-
Other costs	139,468	-
	<u>3,923,617</u>	<u>-</u>

On 1 January 2011 the Commission for Taxi Regulation was dissolved and the functions, staff, assets and liabilities were transferred to the National Transport Authority.

9. Employees	12 months to 31/12/11 €	13 months to 31/12/10 €
Employment costs (excluding pension costs - Note 12)	31/12/11 €	31/12/10 €
Wages, salaries and staffing costs	4,585,038	2,670,461
Staff recruitment and training	38,624	34,747
Board Members' fees and expenses	138,080	116,299
	<u>4,761,742</u>	<u>2,821,507</u>
Total persons employed by the NTA during the period:	<u>53</u>	<u>33</u>

The National Transport Authority has up to 24 staff available to it from the Department of Transport, Tourism and Sport, the costs of which are borne by the Department and estimated at €1.4m.

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

9.1. Chief Executive Officer Salary

	12 months to 31/12/11	13 months to 31/12/10
	€	€
Annual basic salary (non-personal pension contribution)	179,044	199,098
Board Members' fees	11,970	13,020
Total	<u>191,014</u>	<u>212,118</u>

No bonus payments were made to the Chief Executive Officer. The Chief Executive Officer is a member of a public service pension scheme with standard entitlements.

9.2. Board Members' Fees

	12 months to 31/12/11	13 months to 31/12/10
	€	€
Members' fees	107,231	90,437
Chairperson's fees	20,520	22,320
Total	<u>127,751</u>	<u>112,757</u>

The Board Members' fees includes the following fees: Ms. Linda Saunders €11,970 (2010: €13,020), Mr. Gerry Murphy €11,970 (2010: €13,020), Ms. Valerie O'Reilly €11,970 (2010: €9,476), Dr. Berna Grist €11,970 (2010: €13,020), Mr. Frank King €11,970 (2010: €13,020), Ms. Margaret O'Shaughnessy €11,970 (2010: €8,978), Mr. Damien Usher €11,970 (2010: €13,020), Mr. Jim Deegan €11,970 (2010: €6,883), Mr. John Fitzgerald €20,520 (2010: €22,320) and Cllr. Daithí Alcorn €11,471 (2010: €NIL).

9.3. Expenses

	12 months to 31/12/11	13 months to 31/12/10
	€	€
Board Members	10,131	3,467
Chairperson	198	75
Total	<u>10,329</u>	<u>3,542</u>

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

10. Office accommodation costs

	12 months to 31/12/11	13 months to 31/12/10
	€	€
Accommodation	791,943	454,871
Light and heat	30,730	(17,902)
Cleaning	76,514	23,366
Repairs and maintenance	216,644	5,815
	1,115,831	466,150

11. Other administrative costs

	12 months to 31/12/11	13 months to 31/12/10
	€	€
Insurance	32,636	23,687
Relocation costs	6,356	48,976
Printing, postage and stationery	139,959	43,348
Telephone and internet	84,711	18,018
IT expenditure & systems development	697,445	132,797
GIS data and mapping	11,776	47,105
Depreciation on leasehold	32,211	-
Depreciation on traffic model	87,280	75,946
Depreciation on furniture and fittings	28,266	8,228
Depreciation on computer equipment	110,609	54,033
Depreciation on motor vehicles	4,120	-
Travel and subsistence	138,829	16,217
Meeting expenses	4,018	7,106
Library and subscriptions	35,817	23,897
Project costs - technical	34,110	31,123
Legal and litigation	308,951	81,587
Professional fees and consultancy	467,503	274,728
Advertising and promotion	99,094	16,936
Audit fees	17,613	26,250
Internal audit fees	84,742	12,063
Bad debts	3,617	-
General expenses	35,704	12,201
Bank charges	67,692	2,549
Loss on disposal of tangible fixed assets	-	15,164
	2,533,059	971,959

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

12. Pension costs

The majority of the employees of the Authority are members of a defined benefit scheme, details of which are provided in the notes below. Following sanction by the Minister for Transport and the Minister for Public Expenditure and Reform, the pension scheme is being operated on an administrative basis, based on the Department of Public Expenditure and Reform model superannuation scheme.

The National Transport Authority also operates a defined contribution scheme for three of its employees. The contributions payable are charged in the financial statements and only represent the liability which the National Transport Authority has for the scheme. No other liability accrues to the Authority.

Analysis of total pension costs charged to expenditure

	12 months to 31/12/11	13 months to 31/12/10
	€	€
<u>Defined benefit pension scheme</u>		
Current service costs	481,000	299,000
Interest on pension scheme liabilities	174,000	17,000
<u>Defined contribution pension scheme</u>		
Employer contributions	8,990	7,829
	663,990	323,829

12.1 Movement in net pension liability during the financial period

	12 months to 31/12/11	13 months to 31/12/10
	€	€
Pension liability at 1 January 2011	266,000	-
Pension liability transferred from the Commission for Taxi Regulation	2,406,000	-
Current service costs	481,000	299,000
Interest on pension scheme liabilities	174,000	17,000
Actuarial loss / (gain)	307,000	(50,000)
Net pension liability at 31 December 2011	3,634,000	266,000

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

12.2 Deferred pension funding

The National Transport Authority recognises amounts owing from the State for the unfunded deferred liability for pensions on the basis of a set of assumptions at Note 12.4 and a number of past events. These events include the statutory basis for the establishment of the pension scheme and the policy and practice currently in place in relation to funding public service pensions, including contributions by employees and the annual estimates process. The Authority has no evidence that this funding policy will not continue to meet such sums in accordance with current practice.

The net deferred funding for pensions recognised in the Income and Expenditure Account was as follows:

	12 months to 31/12/11	13 months to 31/12/10
	€	€
Funding recoverable in respect of current year pension costs	655,000	316,000

The deferred funding asset for pensions as at 31 December 2011 amounted to €3,634,000 (2010: €266,000).

12.3 History of defined benefit obligations

	31/12/11	31/12/10
	€	€
Defined benefit obligations	3,634,000	266,000
Experience gains on scheme liabilities	(110,000)	(67,000)
Percentage of scheme liabilities	(3.0)%	(25.2)%

The cumulative actuarial (loss) / gain recognised in the Statement of Total Recognised Gains and Losses amounts to (€257,000) (2010: €50,000).

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

12.4 General description of the defined benefit scheme

The schemes are defined benefit final salary pension arrangements with benefits and contributions defined by reference to current “model” public sector scheme regulations. The schemes provide a pension (eightieths per year of service), a gratuity or lump sum (three eightieths per year of service) and spouse’s and children’s pensions. Normal Retirement Age is a member’s 65th birthday and pre 2004 members have an entitlement to retire without actuarial reduction from age 60. Pensions in payment (and deferment) generally increase in line with general salary inflation.

The valuation used for FRS 17 Retirement Benefits (Revised) disclosures has been based on a full actuarial valuation (January 2012) by a qualified independent actuary taking into account of the requirements of FRS 17 Retirement Benefits (Revised) in order to assess the scheme liabilities at 31 December 2011.

The principal financial assumptions at the balance sheet date were as follows:

	31/12/11	31/12/10
Discount rate	5.00% p.a.	5.50% p.a.
Expected future pensionable salary increases	3.50% p.a.	3.50% p.a.
Expected future pension increases	3.50% p.a.	3.50% p.a.
Consumer price index increase	2.00% p.a.	2.00% p.a.

The mortality rate explicitly allows for improvements in life expectancy over time, so that life expectancy at retirement will depend on the year in which a member attains retirement age (age 65). The table below shows the life expectancy for members attaining age 65 in 2011, 2031 and 2051:

Year of attaining age 65	2011	2031	2051
Life expectancy - male	87.2	89.8	91.7
Life expectancy - female	88.6	90.8	92.6

Notes to the Financial Statements (cont.)

for the year ended 31 December 2011

13. Tangible assets (as reclassified)

	Leasehold	Motor vehicles	Traffic model	Furniture & fittings	Computer equipment	TMG equipment	Integrated Ticketing Scheme	Total
	€	€	€	€	€	€	€	€
Cost								
At 1 January 2011 (as reclassified)	-	-	3,823,434	45,497	333,605	137,303	40,592,038	44,931,877
Additions from the Commission for Taxi Regulation on 1 January 2011	644,226	20,600	-	246,650	350,949	-	-	1,262,425
Additions in the year	-	-	112,847	1,518	225,758	5,814	6,099,788	6,445,725
At 31 December 2011	644,226	20,600	3,936,281	293,665	910,312	143,117	46,691,826	52,640,027
Depreciation								
At 1 January 2011 (as reclassified)	-	-	3,319,295	28,689	226,752	127,634	-	3,702,370
Accumulated depreciation from the Commission for Taxi Regulation on 1 January 2011	180,326	12,360	-	160,234	322,589	-	-	675,509
Charge for the year	32,211	4,120	87,280	28,266	110,609	11,122	4,838,225	5,111,833
At 31 December 2011	212,537	16,480	3,406,575	217,189	659,950	138,756	4,838,225	9,489,712
Net book values								
At 31 December 2011	431,689	4,120	529,706	76,476	250,362	4,361	41,853,601	43,150,315
At 31 December 2010	-	-	504,139	16,808	106,853	9,669	40,592,038	41,229,507

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

13.1 Reclassification of Tangible Fixed Assets - Integrated Ticketing Scheme

The Railway Procurement Agency was originally responsible for the design and implementation of the Integrated Ticketing Scheme. This responsibility was reassigned to the National Transport Authority on 30 September 2010. The National Transport Authority is now accountable for overseeing the implementation and running of the Integrated Ticketing Scheme. The Integrated Ticketing Scheme was classified as an intangible asset at 31 December 2010. It comprised development and hardware costs relating to the design and implementation of a smart card based system that will provide the shared ticketing platform for the different providers of public transport in Ireland. The asset was brought into use in December 2011 and has been reclassified as a tangible asset. The comparative figures for 2010 have been reclassified as a result. The Integrated Ticketing Scheme went live on 8 December 2011 and in accordance with the National Transport Authority accounting policies a full year's depreciation has been charged in the current year.

14. Debtors

	31/12/11	31/12/10
	€	€
<i>Amounts falling due within one year:</i>		
Trade debtors	295,244	5,597
Other debtors	2,164,018	1,809,674
Prepayments and accrued income	324,652	165,878
	2,783,914	1,981,149

Other debtors:

Other debtors include grant income due from the Department of Transport, Tourism and Sport for 2011 National Transport Authority projects of €1,753,113 (2010: €1,032,058), VAT repayable of €397,076 (2010: €777,616) and the Integrated Ticketing Scheme debtor of €13,829 (2010: €-). VAT repayable includes amounts due to the National Transport Authority on Integrated Ticketing Scheme costs.

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

15. Creditors: amounts falling due within one year

	31/12/11	31/12/10
	€	€
Trade creditors	1,292,916	370,517
PSWT payable	104,898	848
Employee pension contributions and levies payable to Department of Transport, Tourism and Sport P.A.Y.E./P.R.S.I.	110,908	203,573
Integrated Ticketing Scheme liability	147,504	72,738
Other creditors	211,097	-
Accruals and deferred income	1,793,700	1,959,416
	1,586,263	570,796
	5,247,286	3,177,888

Employee pension contributions and levies payable to Department of Transport, Tourism and Sport

Included in this figure was an amount of €53,873 representing total pension levies deducted in the year. This amount was paid over to the Department of Transport, Tourism and Sport on 17 January 2012.

Integrated Ticketing Scheme liability

Integrated Ticketing Scheme liability represents deposits and unutilised travel credit on cardholder accounts.

Other creditors: included in other creditors are balances in respect of the following:

	31/12/11	31/12/10
	€	€
Other creditors	124,440	15,383
Deferred income	39,741	101,977
Due to Kildare County Council	1,135,140	-
Due to Railway Procurement Agency Integrated Ticketing Scheme costs	-	988,826
Outstanding VAT repayable to be offset against future Integrated Ticketing Scheme capital expenditure	494,379	853,230
	1,793,700	1,959,416

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

16. Net Assets transferred from the Commission for Taxi Regulation

The Net Assets transferred from the Commission for Taxi Regulation on 1 January 2011 was €20,145,087 and is shown below:

	01/01/11 €
Fixed Assets	586,913
Current Assets	
Bank and cash	21,675,770
Debtors and prepayments	16,967
	21,692,737
Current liabilities	
Creditors and accruals	1,751,159
Provision for contract arbitration	383,404
	2,134,563
Total Assets less Current Liabilities	20,145,087
Represented by	
Income and expenditure account	19,558,174
Capital Account	586,913
	20,145,087

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

17. Capital Reserve		
	31/12/11	31/12/10
	€	€
At 1 January 2011	41,229,507	-
From Dublin Transportation Office: Capital Reserve as at 1 December 2009	-	561,247
From Railway Procurement Agency: Project cost asset value acquired at 30 September 2010	-	35,711,826
From Commission for Taxi Regulation: Capital Reserve as at 1 January 2011	586,915	-
Transfer to Income and Expenditure account: Income allocated for capital purposes	6,445,726	4,996,895
Amortisation in line with depreciation	(5,111,833)	(40,461)
At 31 December 2011	43,150,315	41,229,507
Total to Income and Expenditure Account	1,333,893	4,956,434
18. Other Reserves		
	Income & Expenditure account	Total
	€	€
At 1 January 2011	16,469	16,469
Surplus from Commission for Taxi Regulation on 1 January 2011 (Deficit) for the year	19,558,175 (1,913,396)	19,558,175 (1,913,396)
At 31 December 2011	17,661,248	17,661,248

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

19. Taxation

National Transport Authority is exempt from Corporation Tax.

20. Financial commitments

Capital Commitments

There were no capital expenditure commitments at 31 December 2011

Finance Leases

There was no recourse to finance leasing at 31 December 2011

Rental Obligations

National Transport Authority has commitments arising from the provision of office accommodation by the OPW in Dún Scéine, Harcourt Lane, Dublin 2 at a cost of €500,000 per annum.

The Commission for Taxi Regulation has commitments in respect of a lease on office accommodation at 35 Fitzwilliam Square. In April 2006, the Commission was assigned a lease with a term of 35 years which will expire on 27 April 2024. Annual rent is €170,000 with five year rent reviews.

Capital Grants

National Transport Authority has contractual obligations with Local Authorities and delivery agencies in the GDA to provide them with funding for various projects. At 31 December 2011, an amount of €91.58m is yet to be drawn down on approved projects as follows:

	31/12/11	31/12/10
	€	€
Iarnród Éireann	34.37m	144.87m
Railway Procurement Agency	26.60m	68.4m
Integrated Ticketing Scheme	8.20m	14.14m
Traffic Management & Other Projects	13.41m	20.6m
Marlborough Street Bridge	9.00m	-
TOTAL	91.58m	248.01m

21. Gross Cash Flows

	31/12/11	31/12/10
	€	€
Capital expenditure		
Payments to acquire tangible assets	<u>(6,445,725)</u>	<u>(266,778)</u>

Notes to the Financial Statements *(cont.)*

for the year ended 31 December 2011

22. Analysis of changes in net funds

	Opening balance €	Cash flows €	Closing balance €
Cash at bank and in hand	1,213,208	18,911,412	20,124,620
Net funds	<u>1,213,208</u>	<u>18,911,412</u>	<u>20,124,620</u>

23. Projects administered on behalf of other bodies

Green Schools

National Transport Authority are co-coordinating the liaison between An Taisce Green Schools Travel Module and the Department of Transport, Tourism and Sport and certification of payments to An Taisce as set out in the Service Level Agreement between the National Transport Authority and the Department of Transport, Tourism and Sport and the conditions of grant between the National Transport Authority and An Taisce.

24. Committee Members' Interests

The Board of the National Transport Authority adopted procedures in accordance with guidelines issued under the Code of Practice for the Governance of State Bodies in relation to the disclosure of interests by Committee members and these procedures have been adhered to in the year. There were no transactions in the year in relation to the Committee's activities in which the Committee Members had any beneficial interest.

25. Comparative Figures

Certain comparative figures have been restated to accord with their treatment in the current year.

26. Approval of financial statements

The financial statements were approved by the National Transport Authority on 20 April 2012.

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Appendix 1

Summary of the Performance of Public Transport Operators

A.Punctuality

Irish Rail

Service	Measure	Result
Intercity	All lines – (0-10 mins) target of 90%	95.5%
DART	A.M. Peak – (0-10 mins) target of 92%	97.0%
	P.M. Peak – (0-10 mins) target of 92%	97.7%
	Off-peak – (0-5 mins) target of 87%	97.6%
Other Commuter (average of Drogheda/ Kildare/Maynooth/Cork)	A.M. Peak – (0-10 mins) target of 92%	97.7%
	P.M. Peak – (0-10 mins) target of 92%	98.4%
	P.M. Peak – (0-10 mins) target of 92%	95.7%

Dublin Bus

Service	Measure	Result
All Services	Departures to operate no later than 5 minutes after timetabled departure times – target of 95%	96.5%

Bus Éireann

Service	Measure	Result
Regional City Services	Departures to operate no later than 5 minutes after timetabled departure times Cork – target of 90%	95%
	Limerick/Galway/Waterford – target of 87%	92%
Dublin Commuter	Departures to operate no later than 10 minutes after timetabled departure times – target of 95%	96%
Other Services	Departures to operate no later than 10 minutes after timetabled departure times – target of 95%	96%

Appendix 1 (cont.)

Veolia / Railway Procurement Agency

Service	Measure	Result
Luas services	<p>Luas measures punctuality in terms of the total number of minutes lost due to delays. There is no contractual target for punctuality; however the Operator pays a financial penalty for every minute of delay.</p> <p>Red Line 2011 Quarterly average of 545 minutes</p> <p>Green Line 2011 Quarterly average of 158 minutes</p>	

B. Reliability

Irish Rail

Service	Measure	Result
Across all services	Irish Rail to operate at least 99% of scheduled services	99.82%

Dublin Bus

Service	Measure	Result
All services	A.M. peak service vehicles in operation – target of 98%	99.0%
	P.M. peak service vehicles in operation – target of 98%	98.1%
	Driver duties operated – target of 98%	98.8%
	Services operated – target of 95%	96.3%
	Schedule kilometres operated – target of 97%	97.8%

Appendix 1 (cont.)

Bus Éireann

Service	Measure	Result
Regional City Services	A.M. peak service vehicles in operation – target of 98%	100%
	P.M. peak service vehicles in operation – target of 98%	100%
	Driver duties operated – target of 98%	100%
	Services operated – target of 95%	99%
	Schedule kilometres operated – target of 95%	99%
Dublin Commuter	A.M. peak service vehicles in operation – target of 98%	99%
	P.M. peak service vehicles in operation – target of 98%	99%
	Driver duties operated – target of 98%	100%
	Services operated – target of 98%	100%
	Schedule kilometres operated – target of 95%	100%
Other Services	Weekday vehicles in operation – target of 98%	100%
	Driver duties operated – target of 98%	100%
	Services operated – target of 95%	100%
	Schedule kilometres operated – target of 95%	100%

Appendix 1 (cont.)

Veolia / Railway Procurement Agency

Service	Measure	Result
Luas services	<p>Luas measures reliability in terms of the percentage of timetabled kilometres delivered.</p> <p>There is no contractual target for reliability; however the Operator pays a financial penalty for every kilometre of the timetable not delivered.</p> <p>Red Line – 2011 Quarterly average of 99.42%</p> <p>Green Line – 2011 Quarterly average of 99.82%</p>	

Appendix 2

Principal Planning Submissions 2011

In 2011 the Authority made numerous submissions to regional authorities, local authorities, An Bord Pleanála, the Department of the Environment, Community and Local Government and other agencies on planning guidelines, development plans, local area plans, masterplans, planning schemes and planning applications. Among the submissions made, included:

Planning Guidelines and other policy documents

- Draft Retail Planning Guidelines for Planning Authorities (Department of the Environment, Community and Local Government);
- All Island Spatial Strategies – Framework for Collaboration (Department of the Environment, Heritage and Local Government / Northern Ireland Department for Regional Development).

Regional Authorities

Through its membership of every Regional Planning Guidelines Implementation Group, the Authority contributed to numerous submissions made by various regional authorities to their constituent local authorities on development plans and local area plans.

Development Plans (Greater Dublin Area)

- Wicklow County Development Plan 2010–2016 Proposed Variation No. 2 (Kilmacanogue Settlement Plan) - submission made on the proposed material alterations;
- Wicklow Town and Environs Development Plan 2013–2019 (Issues Paper);
- Bray Draft Town Development Plan 2011–2017 (proposed amendments);
- Arklow Draft Development Plan 2011–2017 (proposed amendments);
- Kildare Draft Development Plan 2011–2017 (proposed amendments);
- Naas Draft Town Development Plan 2011–2017 (proposed amendments);
- Draft Athy Development Plan 2011–2017;
- Fingal Draft Development Plan 2011–2017 (proposed amendments);
- Proposed Variation No. 2 of the Dún Laoghaire Rathdown Development Plan 2010–2016 (Proposed Material Alterations);
- Dún Laoghaire Rathdown Development Plan 2010–2016 - Variation No. 4 (Core Strategy);
- Meath Development Plan 2013–2019 (pre-draft submission);
- Meath County Development Plan 2007–2013 - Variation No. 12 (Core Strategy);
- Meath County Development Plan 2007–2013 - proposed amendments to Variation No. 12;
- Kells Development Plan 2013–2019 Issues Paper.

Appendix 2 (cont.)

Local Area Plans, Masterplans, Planning Schemes (Greater Dublin Area)

- Naul Draft Local Area Plan (Fingal);
- Draft Barryspark Local Area Plan (Fingal);
- Dardistown Draft Local Area Plan (Fingal);
- Donabate Local Area Plan Issues Paper (Fingal);
- Belmayne Clongriffin Local Area Plan Issues Paper (Dublin City);
- George's Quay Local Area Plan Pre Draft Issues Paper (Dublin City);
- Naas Road Lands Local Area Plan Pre Draft Issues Paper (Dublin City);
- Fortunestown Local Area Plan Pre Draft Issues Paper (South Dublin);
- Goatstown Draft Local Area Plan (Dún Laoghaire Rathdown);
- Dún Laoghaire Local Area Plan Issues Paper (Dún Laoghaire Rathdown);
- Blackrock Local Area Plan Issues Paper (Dún Laoghaire Rathdown);
- Dunshaughlin Local Area Plan Proposed Amendment (Meath);
- Dublin Port Draft Masterplan (Dublin Port Company);
- Grangegorman Special Development Zone Draft Planning Scheme (Grangegorman Development Agency);
- Hansfield Special Development Zone Planning Scheme Amendment No. 1 (An Bord Pleanála).

Appendix 3

Board Information 2011

Board Member	Position	Appointed	Meetings eligible to attend in 2011	Meetings attended in 2011
Mr John Fitzgerald	Chairperson	01.12.2009	11	11
Mr Gerry Murphy (Chief Executive)	Ordinary Member (ex-officio)	01.12.2009	11	11
Mr Frank King	Ordinary Member	01.12.2009	11	11
Dr Berna Grist	Ordinary Member	01.12.2009	11	10
Ms Linda Saunders	Ordinary Member	01.12.2009	11	10
Mr Damian Usher	Ordinary Member	01.12.2009	11	10
Mr John Tierney (Dublin City Manager)	Ordinary Member (ex-officio)	01.12.2009	11	7
Ms Valerie O'Reilly	Ordinary Member	15.03.2010	11	11
Ms Margaret O'Shaughnessy	Ordinary Member	31.03.2010	11	7
Mr James Deegan	Ordinary Member	04.06.2010	11	11
Mr Hugh Creegan (Director of Transport Planning & Investment)	Ordinary Member (ex-officio)	29.11.2010	11	8
Mr Daithí Alcorn	Ordinary Member	14.01.2011	11	8

Appendix 4

Corporate Publications 2011

1. National Cycle Manual;
2. Annual Report 2010;
3. Annual Accounts 2010;
4. Statement of Strategy 2012–2014;
5. Draft Transport Strategy 2011–2030;
6. Project Management Guidelines (for projects up to €20 million value);
7. School Travel Toolkit;
8. Step by Step Guide to Travel Plans for Employers;
9. Survey of commercial vehicle freight managers;
10. 2011 report on funding provided by the Authority in support of sustainable transport measures in Greater Dublin Area;
11. 2011 report on funding provided by the Authority in support of various traffic management, bus priority and sustainable transport projects in the main regional cities.

Appendix 5

The Authority's Websites in 2011

Website	Purpose
nationaltransport.ie	Corporate website for the National Transport Authority
transportforireland.ie	Provision of integrated travel information to transport users
<a href="http://smartertravelworkplaces.ie<sup>9</sup">smartertravelworkplaces.ie⁹	Provision of information about sustainable transport and travel initiatives aimed at employers and employees
carsharing.ie	Promotion and facilitation of car sharing and car-pooling by motorists
freeflow.ie	Provision of information about transport and travel arrangements in the Dublin Area over the Christmas and New Year period
cyclemanual.ie	The national cycle manual
spsvtest.ie	Portal for the licensing of taxi, hackney and limousine drivers
leapcard.ie	Dedicated website for integrated ticketing customers
2030vision.ie	Dedicated website which supported development of the draft Transport Strategy for the Greater Dublin Area

⁹The following addresses also point to specific pages on this website: journeylogger.ie; cyclechallenge.ie and pedometerchallenge.ie

Appendix 6

Secondary Legislation made by the Authority in 2011

1. Taxi Regulation Act 2003 (Vehicle Age Limit) (Amendment) Regulations 2011 – Statutory Instrument No. 103 of 2011
2. Taxi Regulation Act 2003 (Driver Duties and Wheelchair Accessible Hackney and Wheelchair Accessible Taxis—Vehicle Standards) (Amendment) Regulations 2011 – Statutory Instrument No. 516 of 2011
3. Taxi Regulation Act 2003 (Vehicle Size and Wheelchair Accessible Vehicles) (Amendment) Regulations 2011 – Statutory Instrument No. 667 of 2011



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