

Transport Infrastructure Ireland

Sustainability Implementation Plan

Our Future

Sustainability Outcomes

March 2024





Principle 1 - Sustainability Outcome

Provide effective, efficient and equitable mobility

TII Specific TII Support Existing TII KPIs

National Targets		
Action TR/23/29(TF) - Advance roll-out of 1,000 km walking/cycling infrastructure (CAP23).	Action 39. Develop a National Cycle Network plan for interurban rural cycling and walking, providing connections to active travel networks and Greenways. Develop an implementation plan for delivery in Phases 2 & 3 of the Road Safety Strategy (RSS) (Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy 2021 - 2030).	The National Development Plan supports the expansion of sustainable mobility options, both in the context of improved public transport and expanded active travel infrastructure, with the aim of offering citizens in rural areas a sustainable alternative to the private car (National Development Plan 2021 - 2030).
Action TR/23/30(TF) - Advance roll-out of National Cycle and Greenway Networks (CAP23).		National Strategic Outcome 2 'Enhanced Regional Accessibility' seeks to enhance intra-regional accessibility through improving transport links between key urban centres of population and their respective regions, as well as improving transport links between the regions themselves (National Development Plan 2021 - 2030).
Action 27. Develop and implement an active travel infrastructure programme for regional growth centres and key towns outside of the Greater Dublin Area (National Sustainable Mobility Policy (SMP) Action Plan 2022 - 2025).	Action 6. Complete study examining the feasibility of Freight Consolidation Centres to consolidate and rationalise freight transport & identify next steps (National Road Haulage Strategy (RHS) 2022 - 2031).	The National Disability Inclusion Strategy (NDIS) 2017-2022 and the Comprehensive Employment Strategy for People with Disabilities (CES) 2015-2024, commit to the provision of public transport services that are accessible for all (National Development Plan 2021 - 2030).
Action 29. Develop and publish a strategic national cycle network (National Sustainable Mobility Policy Action Plan 2022 – 2025).	Action 8. Launch a call to the private sector re specific transport operations which may be suitable for a Longer Semi-trailer Trial (National Road Haulage Strategy 2022 - 2031).	Deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil-fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan 2021 (National Sustainable Mobility Policy 2022).
Action 30. Expand greenway network establishing linkages with towns and villages in line with the strategic national cycle network (National Sustainable Mobility Policy Action Plan 2022 – 2025).	Action 18. Advance Better Road User Charging Evaluation (BRUCE) – Draft implementation plan by Q2 2023 (National Road Haulage Strategy 2022 - 2031).	Expand availability of sustainable mobility in metropolitan areas (National Sustainable Mobility Policy Action Plan 2022 - 2025).
Action 38. Deliver public transport corridors providing prioritised bus lanes on national radial routes to the M50 (National Sustainable Mobility Policy Action Plan 2022 – 2025).	Action 21. Advance further phases of the Better Road User Charging Evaluation (BRUCE) project from end 2023 to post 2030 (National Road Haulage Strategy 2022 - 2031).	Design infrastructure according to universal design principles and hierarchy of road users model (National Sustainable Mobility Policy Action Plan 2022 - 2025).
Action 59: Update national standards and project management guidelines to facilitate all road users on the national road network including the delivery of public transport facilities (National Sustainable Mobility Policy Action Plan 2022 - 2025).	Action 19. Map the current infrastructure available to haulage and freight including rests stops and refuelling stations and identify priority projects for advancement (National Road Haulage Strategy 2022 - 2031).	The Town Centre First policy recognises that successful places are well-connected and accessible to sustainable modes of transport, enabling a high proportion of journeys to be made by foot and/or bicycle from the immediate hinterland (e.g. the '10 minute town' concept) (Town Centre First A Policy Approach for Irish Towns).

TII Targets		
Support the transition to a low-carbon future, through the enabling of active travel and the prioritisation of sustainability in decision making.	Contribute to an inclusive and accessible transport system which seeks to connect communities and cater to the needs of all users, groups and stakeholders.	Maintain functionality, efficiency and safety of the national road, light rail and active travel network.

TII Outcomes	
National road, light rail, and active travel infrastructure that contributes to compact growth, sustainable mobility, enhanced regional accessibility and the transition to a low-carbon future.	

Metrics						
Km of dedicated cycleway delivered.	% of greenway projects on or ahead of 2023 milestone target.	eFlow user customer satisfaction (ease of use reported).	M50 toll compliance rate.	% of scheduled service km delivered.	% of minor roads projects on or ahead of 2023 milestone target.	% of major roads capital projects on or ahead of 2023 milestone target.

Sample of TII Ongoing Activities			
Progressing with planning and development of cycle and greenway networks as part of TII's Greenway Programme (Action TR/23/29(TF) & TR/23/30(TF) of CAP23 & 30 of SMP).	Delivery of pilot schemes for prioritised bus lanes on national radial routes (N4 and N11) (Action 38 of SMP).	Exploring the potential of urban freight consolidation centres to reduce kilometres of travel by heavy goods vehicles in urban areas (Action 6 of RHS).	Developing BRUCE Implementation Plan to assess future of tolling/ funding for the operation and maintenance of the national road network post expiry of PPP (2033 - 2052) (Action 18 of RHS).
Delivery of Active Travel Infrastructure (ATI) Asset Renewal pilots on greenways (Action 27 of SMP).	Continuous reviews and updates of national standards and project management guidelines to facilitate the needs of all road users on the national road network, such as the updated Geometric Design Standard DN-GEO-03036 which clearly defines the requirements for segregation of active travel facilities (Action 59 of SMP).		Advancing next phases of BRUCE project (Action 21 of RHS).
Progressing with the development of a strategic national cycle network (Action 29 of SMP).	Progressing with development of a draft National Cycle and Greenway Network Plan (Action 39 of RSS).	Participation in alternative fuel working group (Action 8 of RHS).	Gathering data on availability of haulage and freight infrastructure (Action 19 of RHS).



Principle 2 - Sustainability Outcome

Enable safe and resilient networks and services

TII Specific TII Support Existing TII KPIs

National Targets						
Action 1. Develop and implement a safety rating indicator for national road infrastructure, which will help target investment on sections of national roads with the highest risk of fatal or serious injury (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy (RSS) 2021 - 2030)		Action 65. Embed the Safe Systems approach within Transport Infrastructure Ireland standards and guidance documents (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy (RSS) 2021 - 2030).			Member States shall ensure that the first network-wide road safety assessment is carried out by 2024 at the latest. Subsequent network-wide road safety assessments shall be sufficiently frequent in order to ensure adequate safety levels, but in any case shall be carried out at least every five years (EU Road Infrastructure Safety Management Directive).	
Action 2. Deliver an average of 60 road safety improvement schemes and fund an average of four minor realignment schemes on national roads per year, to create forgiving roadsides, self-explaining roads, and a safe environment for vulnerable road users (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy 2021 - 2030) (Action 62 of National Sustainable Mobility Policy (SMP)).		Action 66. Deliver training to key stakeholders: to provide guidance to An Garda Síochána and Local Authority staff on collision analysis and reporting from an engineering perspective. To provide guidance on the design of roads utilising the safe system approach (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy (RSS) 2021 - 2030).				
Action 3. Increase the length of divided roads on the National Primary Network from 1,310km (2020) to 1,366km (2024) (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy 2021 - 2030)		Action 71. Facilitate the improvement of an average of 10 rural bus stop facilities annually on the National Road Network in line with a Safe System approach (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy (RSS) 2021 - 2030).			Action 22. Develop and implement a communications strategy and plan to raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular to explain Safe System and enrol the public into the Vision Zero objective (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy 2021 - 2030).	
Action 8. Expand speed management measures on National, Regional and Local roads using Periodic Speed Limits at schools, Vehicle Activated Signs and Average Speed Cameras in collaboration with An Garda Síochána at appropriate high-risk locations (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy (RSS) 2021 - 2030) (Action 5 of SMP).		Action 162. Implement a number of pilot weigh in motion systems on the roads network starting with the national roads network and report on the findings in terms of numbers of overweight vehicles including the potential adverse impact on road safety, including road surfaces and potential efforts to change behaviours of freight operators and drivers in respect of overweight vehicles (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy (RSS) 2021 - 2030).			The enactment of the Climate Action and Low Carbon Development (Amendment) Act 2021 sets out a legislative requirement to achieve a climate resilient, biodiversity rich and carbon neutral economy in Ireland by no later than the end of 2050 (National Development Plan 2021 - 2030).	
Action 53. Examine the implications of the installation of median barriers on roads with speed limits of 80km/h or more and make recommendations (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy (RSS) 2021 - 2030).		Action AD/23/1 - Identify a methodology for the use of climate indicators in sectoral adaptation planning process (CAP23).			Ensure that resilience to weather extremes and longer-term adaptation needs are considered in investment programmes for planned future transport infrastructure (Transport Climate Change Sectoral Adaptation Plan 2019).	
		Action 291 - Improve climate resilience and adapt to climate change on the Light Rail and National Road Network (CAP21).			Requirement for preparation of statutory sectoral adaptation plans every five years (National Adaptation Framework 2018).	
TII Targets						
Operate, maintain and extend the life of national roads, light rail and active travel infrastructure to ensure the safety and efficiency of TII’s transport networks and services. To ensure appropriate management of environmental resources and contribute to the transition to a low-carbon and climate-resilient society.				Reduce transport-related deaths, injuries and risks by maintaining existing infrastructure, modernising infrastructure, and promoting new technologies, design standards and procedures to improve safety on TII networks and services.		
TII Outcomes						
Safe transport infrastructure that is resilient to the impacts of future change, delivering better accessibility and sustainable mobility for people and goods. A reduction in the risk and number of collisions, injuries and deaths on TII’s transport infrastructure.						
Metrics						
% of scheduled service kilometres delivered.	% of significant rail curves with wear below the rail intervention level.	% of roads on the national road network performing fair or better in terms of pavement surface health.	% of roads on the national road network performing fair or better in terms of pavement structural health.	% of major roads capital projects on or ahead of 2023 milestone target.	M50 incident response (avg time).	Km of dedicated cycleway delivered.
Sample of TII Ongoing Activities						
Implementing Network Safety Analysis on the national road network to identify sections of routes or specific locations on the national road network which have a high concentration of collisions (as per TII’s Network Safety Analysis Standard GE-STY-01022), which feeds into investment in road safety schemes (Action 1 of RSS).		Progressing with the installation of periodic speed limit variable message signs at schools and the installation of average speed cameras at a high-risk collision location over a 9km stretch along the M7 to expand speed management measures. Delivery of traffic calming schemes to reduce vehicle speeds through towns and villages on national roads (Action 5 of SMP and 8 of RSS).		Continuous development and updates of TII Publications, considering the Safe Systems approach. The Safe Systems approach has been embedded in the following TII document recently updated: Geometric Design Standard DN-GEO-03036 (Requirements for segregation of active travel facilities clearly defined) (Action 65 of RSS).		Establishing a High-Speed Weigh in Motion (WIM) framework and undertaking an initial deployment of high accuracy (Class A) WIM sites on the national road network (Action 162 of RSS).
Delivery of 60 road safety improvement schemes on target for 2023, following the delivery of more than 60 road safety improvement schemes in 2022 (Action 2 of RSS and 62 of SMP).				Delivery of training programme for a Special Purpose Award at Level 9 Certificate in Road Safety Audit and Engineering with Atlantic Technological University Sligo which provides learning on the assessment, reporting and implementation of road safety audit processes and evaluation of road safety engineering measures on the public road network (Action 66 of RSS).		Significant engagement with Climate Ireland to establish a set of indicators for roads and light rail asset groups (Action AD/23/1 of CAP23).
Constructing 57km of divided roads on the National Primary Network on-target for 2024, with the completion of the N4 (15km – opened 2021) and N5 (20km - opened 2023) sections and the near completion of the N22 (22km – will be fully opened 2023) section (Action 3 of RSS).		Investigating the requirements to divide roads with a speed limit >80km/h while managing pedestrians/ cyclists, and ensuring that new sections of the rural road network that have a speed limit >80km/h are designed as divided roads and have appropriate segregated pedestrian/ cyclist provision, as per the recommendations from the National Speed Limit Review. Following these recommendations, an assessment will be undertaken on what constitutes a divided road and the need for median barriers in the centre of roads (Action 53 of RSS).		Improving safety of 10 rural bus stops in 2023, following improvement of safety for over 10 rural bus stops in 2022 (Action 71 of RSS).		Upgrading light rail assets as part of the Luas Resilience Programme (Action 291 of CAP21).
						Progressing with six-stage approach to climate adaptation following publication of TII’s Climate Adaptation Strategy (2022) through completion of climate impact screening assessments for 6 main asset groups, prioritisation of asset-hazard pairings, and development of methodology for detailed climate risk assessments to inform Stage 4 ‘Priority Impact Assessment’ (Action 291 of CAP21).



Principle 3 - Sustainability Outcome

Collaborate for a Holistic Approach

TII Specific TII Support Existing TII KPIs

National Targets					
Action 66. Deliver training to key stakeholders: - to provide guidance to An Garda Síochána and Local Authority staff on collision analysis and reporting from an engineering perspective. - to provide guidance on the design of roads utilising the safe system approach (Our Journey Towards Vision Zero Ireland’s Government Road Safety Strategy (RSS) 2021-2030)..			Action 77. Prepare and commence implementation of local transport plans for regional growth centres and key towns having regard to the Area Based Transport Assessment Guidance Note (National Sustainable Mobility Policy Action Plan 2022 - 2025).		
			Action 78. Deliver metropolitan area transport strategies in the cities (National Sustainable Mobility Policy Action Plan 2022 - 2025).		
			The Public Sector Equality and Human Rights Duty places a statutory obligation on public bodies to eliminate discrimination, promote equality of opportunity and protect the human rights of those to whom they provide services and staff when carrying out their daily work (Implementing the Public Sector Equality and Human Rights Duty).		
			Better integrate land use and transport planning at all levels (National Sustainable Mobility Policy Action Plan 2022-2025).		
			Promote sustainable mobility through research and citizen engagement (National Sustainable Mobility Policy Action Plan 2022-2025).		
Action 23. NTA to lead, in consultation with key stakeholders, the development of Strategies for Sustainable Freight Distribution for the Greater Dublin Area and the Metropolitan Areas Cork, Galway, Limerick and Waterford (National Road Haulage Strategy (RHS) 2022 - 2031).			Implement Green Public Procurement (GPP), in line with the EPA Green Public Procurement Guidance and using GPP Criteria Search where appropriate (CAP23 Mandate).		
Action AD/23/1 - Identify a methodology for the use of climate indicators in sectoral adaptation planning process (CAP23).			Promote smart and integrated mobility through innovative technologies and development of appropriate regulation (National Sustainable Mobility Policy Action Plan 2022-2025).		
Action 2. Commission a study to establish current data availability and quality, identify key data gaps and explore at a high level how these might be filled (National Road Haulage Strategy 2022-2031).			Action 39. Establish a Demand Management Unit within the Department of Transport to develop an approach to traffic demand management taking account of the recommendations of the Five Cities Demand Management Study (National Sustainable Mobility Policy Action Plan 2022 - 2025).		
Action 3. Following completion of the data audit; engage with stakeholders to identify data sources or collection points which can be used to fill the identified data gaps (National Road Haulage Strategy 2022-2031).			Action 40. Develop demand management scheme for the Greater Dublin Area (National Sustainable Mobility Policy Action Plan 2022 - 2025).		
Action 47. Explore potential of road-user charging measures through the Better Road User Charging Evaluation (BRUCE) study (National Sustainable Mobility Policy (SMP) Action Plan 2022 - 2025).					
Ensure all senior management (P.O level or equivalent and above) complete a climate action leadership training course in 2023, similar to the Local Authority training course as delivered by the CAROs (CAP23).					
TII Targets					
Participate in research and collaboration to support innovation and best practice.			Foster and maintain relationships with external stakeholders such as local authorities, and suppliers.		
TII Outcomes					
The achievement of TII’s Statement of Strategy’s goals and strategic objectives through engagement and collaboration, partnering effectively with external parties, both nationally and internationally.					
Metrics					
eFlow user customer satisfaction (ease of use reported).			Luas complaints (per 100,000 passenger journeys).		
Sample of TII Ongoing Activities					
Delivery of training programme for a Special Purpose Award at Level 9 Certificate in Road Safety Audit and the assessment, reporting and implementation of road safety audit processes and evaluation of road safety engineering measures on the public road network (Action 66 of RSS).	Delivery of alternative fuels infrastructure project (EVCI) supports the transition to low carbon freight solutions (Action 23 of RHS).	Significant engagement with Climate Ireland to establish a set of indicators for roads and light rail asset groups (Action AD/23/1 of CAP23).	Collection of data for freight fleet and associated emissions (Action 2 and 3 of RHS).	Progressing with the BRUCE study, and supporting the development of wider Demand Management strategies (Action 47 of SMP).	Participation in ongoing Local Transport Plans and metropolitan area transport strategies with Local Authorities and the NTA (Action 77 and 78 of SMP).



Principle 4 - Sustainability Outcome

Deliver end-to-end Improvements

TII Specific TII Support Existing TII KPIs

National Targets				
Action 4. Continue to protect and renew road infrastructure for all road users including sustainable mobility users (National Sustainable Mobility Policy (SMP) Action Plan 2022 - 2025).	Strategic Investment Priorities - Comprehensive integrated public transport network for Ireland’s cities connecting more people to more places (National Development Plan 2021 - 2030).			
	Strategic Investment Priorities - Sustainable travel measures, including delivery of a comprehensive National Infrastructure network and expanded Greenways (National Development Plan 2021 - 2030).			
Action 25. Increase provision of park and ride/share at transport interchanges (National Sustainable Mobility Policy Action Plan 2022 – 2025).	Continue to provide continued protection and renewal of the existing National Roads network as part of NDP (National Development Plan 2021 - 2030).			
	Implement Green Public Procurement (GPP), in line with the EPA Green Public Procurement Guidance and using GPP Criteria Search where appropriate (CAP23 Mandate).			
Action 59: Update national standards and project management guidelines to facilitate all road users on the national road network including the delivery of public transport facilities (National Sustainable Mobility Policy Action Plan 2022 - 2025).	NIFTI Investment Priorities: - Mobility of people and goods in Urban Areas - Protection and Renewal - Enhanced Regional and Rural Connectivity - Decarbonisation (NIFTI)			
	By 2030 Ireland’s ambition is to significantly improve its circular material use rate (in both absolute terms and in comparison with other EU Member States) so that our national rate is above the EU average by the end of this decade (Whole of Government Circular Economy Strategy 2022 - 2023).			
	Support and promote increased investment in the Circular Economy in Ireland, with a view to delivering sustainable, regionally balanced economic growth and employment (Whole of Government Circular Economy Strategy 2022 - 2023).			
TII Targets				
Embed circular economy principles throughout TII standards, operations, and TII delivered and funded projects and programmes.		Further embed whole-life costing in procurement, taking account of environmental and social criteria as relevant to the procurements taking place.		
TII Outcomes				
The achievement of TII's circular economy vision.				
Metrics				
% of roads on the national network performing fair or better in terms of pavement structural health.	% of roads on the national network performing fair or better in terms of pavement surface health.	Luas complaints (per 100,000 passenger journeys).	% of scheduled service kilometres delivered.	Km of dedicated cycleway delivered.
Sample of TII Ongoing Activities				
Development of strategic asset management plans, and progressing with Pavement Renewals Programme (2023 - 2027) to continue to protect and renew road infrastructure for all road users (Action 4 of SMP).	Delivery of park and share facilities (Action 25 of SMP).	Continuous reviews and updates of national standards and Project Management Guidelines to facilitate the needs of all road users on the national road network, such as the updated Geometric Design Standard DN-GEO-03036 which clearly defines the requirements for segregation of active travel facilities (Action 59 of SMP).	Delivery of actions set out in TII Circular Economy Strategy (2023): 1. Use of new appropriate models for Life Cycle Assessments (LCA) and publication of guidance on LCA and procurement. 2. Commence implementation of material passport-type data gathering for assets, components and materials, and undertake pilot projects. 3. Commence data gathering on resource consumption using asset management systems, starting with pavements. 4. Continuation of TII Circular Economy External Collaboration Committee to promote implementation of circularity and adoption of TII's SIP. 5. Publish Circular life cycle implementation workbooks and provide training to embed circular economy in TII funded projects and programmes. 6. Further embed whole life costing in procurement through pilot projects. Incorporate findings into new guidance on LCA and procurement.	



Principle 5 - Sustainability Outcome

Transition to Net Zero

TII Specific TII Support Existing TII KPIs

National Targets		
Action TR/ 23/ 60 - Undertake planning and enabling works for AFIR high-power charging requirements on TEN-T network (CAP23).	Action 29. Develop and publish a strategic national cycle network (National Sustainable Mobility Policy (SMP) Action Plan 2022 – 2025).	Strategic Investment Priorities (Transport) - Nearly one million electric vehicles on the road by 2030 with additional charging infrastructure to cater for growth (National Development Plan 2021 - 2030).
Increase the improvement in energy efficiency in the public sector from the 33% target in 2020 to 50% by 2030 (CAP23).		
Action 20. Fulfill the requirements of the future TEN-T Regulation including in relation to upgraded road infrastructure, safe and secure parking and recharging and refueling Infrastructure (National Road Haulage Strategy (RHS) 2022 - 2031).	Action 30. Expand greenway network establishing linkages with towns and villages in line with the strategic national cycle network (National Sustainable Mobility Policy Action Plan 2022 – 2025).	Strategic Investment Priorities - Expand the refuelling network for alternately fuelled vehicles to address freight emissions (National Development Plan 2021 - 2030).
Reduce GHG emissions by 51% in 2030 (CAP23).	Action 27. Develop and implement an active travel infrastructure programme for regional growth centres and key towns outside of the Greater Dublin Area (National Sustainable Mobility Policy Action Plan 2022 - 2025).	20% reduction in total vehicle kilometres, a reduction in fuel usage, and significant increases to sustainable transport trips and modal share (CAP23).
Action 2. Commission a study to establish current data availability and quality, identify key data gaps and explore at a high level how these might be filled (National Road Haulage Strategy 2022-2031).	Action TR/23/29(TF) - Advance roll-out of 1,000 km walking/cycling infrastructure (CAP23).	NIFTI Investment Priorities: - Mobility of people and goods in Urban Areas - Protection and Renewal - Enhanced Regional and Rural Connectivity - Decarbonisation (NIFTI)
Action 3. Following completion of the data audit; engage with stakeholders to identify data sources or collection points which can be used to fill the identified data gaps (National Road Haulage Strategy 2022-2031).	Action 39. Develop a National Cycle Network plan for interurban rural cycling and walking, providing connections to active travel networks and Greenways. Develop an implementation plan for delivery in Phases 2 & 3 of the Road Safety Strategy (Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy (RSS) 2021 - 2030).	
Action TR/23/30(TF) - Advance roll-out of National Cycle and Greenway Networks (CAP23).		

TII Targets	
Deliver transport infrastructure that supports low-carbon transport systems and emissions reductions.	Contribute to electrification and digitalisation of transport services through investment in cooperative intelligent transport systems and supporting emerging technologies such as connected cooperative and automated mobility.

TII Outcomes
Decarbonisation of transport and contribution to sustainable mobility achieved by supporting the use of emerging technologies while extending the life and optimising the use of transport infrastructure.

Metrics			
CO2 emissions from blacktop used in TII's pavement programme (per km)	Transport final energy (kWh/ tonnes of CO2eq)	Electrical final energy (kWh/ tonnes of CO2eq)	Thermal final energy (kWh tonnes of CO2eq)
% of scheduled service km delivered.	% of roads on the national network performing fair or better in terms of pavement structural health.	km of dedicated cycleway delivered	% of greenway projects on or ahead of 2023 milestone target.

Sample of TII Ongoing Activities		
Collaborating with Zero Emissions Vehicles Ireland (ZEVI) to support the development of the National En Route EV Charging Plan, going out to public consultation Q3 2023 (Action TR/23/60 of CAP23 & 20 of RHS) .	Delivery of energy efficiency and decarbonisation projects alongside annual updates of the Climate Action Roadmap in line with updated Public Sector Climate Action Mandate (Energy and GHG targets of CAP23) .	Ongoing collection of data for freight fleet and associated emissions (Action 2 and 3 of RHS) .
Progressing with projects in Climate Action Roadmap: - Network lighting projects (3 phases - Network Management); - Solar lighting trial deployments (3 phases - Network Management); - Solar lighting of Broombridge-Hamilton Luas Depot; - Trial lighting retrofit of rolling stick saloon; and - Luas red line stop lighting project (Energy target of CAP23) .	Progressing with actions set out in TII's Circular Economy Strategy (2023 - 2025) (GHG target of CAP23) .	Progressing with planning and development of cycle and greenway networks as part of TII's Greenway Programme (Action TR/23/29(TF) & TR/23/30(TF) of CAP23 & 30 of SMP) .
	Progressing with projects in Climate Action Roadmap: - Heavy fleet fuel transition phase 1; and - Light fleet vehicle transition phase 1 (GHG target of CAP23) .	Progressing with development of a strategic national cycle network (Action 29 of SMP) .
	Collecting current emissions data such as scope 1-3 for the annual emissions inventory, M&R (Monitoring and Reporting) tracking and Gap-to-Target modelling for scope 1 and 2 (annual updates in line with SEAI guidelines) (Action 2 of RHS) .	Delivery of Active Travel Infrastructure (ATI) Asset Renewal pilots on greenways (Action 27 of SMP) .
Upgrading light rail assets as part of the Luas energy efficiency programme (Energy target of CAP23) .		Progressing with development of draft National Cycle and Greenway Network Plan (Action 39 of RSS) .



Principle 6 - Sustainability Outcome

Create Total Value for Society

TII Specific TII Support Existing TII KPIs

National Targets		
Action 27. Develop and implement an active travel infrastructure programme for regional growth centres and key towns outside of the Greater Dublin Area. (Complements CAP action 233, RSS action 5, 40) (National Sustainable Mobility Policy (SMP) Action Plan 2022 – 2025).	NIFTI Investment Priorities: <ul style="list-style-type: none">- Mobility of people and goods in Urban Areas- Protection and Renewal- Enhanced Regional and Rural Connectivity- Decarbonisation (NIFTI)	Design infrastructure according to universal design principles and hierarchy of road users model (National Sustainable Mobility Policy Action Plan 2022 - 2025).
Action 30. Expand greenway network establishing linkages with towns and villages in line with the strategic national cycle network. (Complements CAP action 231) (National Sustainable Mobility Policy Action Plan 2022 – 2025).		Compact growth, through programmes such as the Urban Regeneration and Development Fund and the Town Centres First schemes which are aimed at attracting people to live and work in urban areas (National Development Plan 2021 - 2030).
Action 38. Deliver public transport corridors providing prioritised bus lanes on national radial routes to the M50 (National Sustainable Mobility Policy Action Plan 2022 – 2025) (CAP21 action 261).		Strategic Investment Priorities (Transport) - Comprehensive integrated public transport network for Ireland's cities connecting more people to more places (NSO 4) (National Development Plan 2021 - 2030).
Action 29. Develop and publish a strategic national cycle network (National Sustainable Mobility Policy Action Plan 2022 – 2025).		The National Disability Inclusion Strategy (NDIS) 2017-2022 and the Comprehensive Employment Strategy for People with Disabilities (CES) 2015-2024, commit to the provision of public transport services that are accessible for all (National Development Plan 2021 - 2030).
Action TR/23/29(TF) - Advance roll-out of 1,000km walking/ cycling infrastructure (CAP23).		DAFM, Local Authorities, TII, DHLGH and OPW will strive to use native species, varieties, and land races from appropriate native sources in their landscaping works, where the use of such material is appropriate (Ireland's 4th National Biodiversity Action Plan).
Action TR/23/36(TF) - Advance Metrolink planning pending An Bord Pleanála approval (CAP23).	Action TR/ 23/ 14 (TF) - Promote widespread, consistent and accelerated implementation of the Design Manual for Urban Road and Streets to ensure improved placemaking and accessibility, including delivery of 10-Minute Towns and 15-Minute Cities (CAP23).	The Public Sector Equality and Human Rights Duty places a statutory obligation on public bodies to eliminate discrimination, promote equality of opportunity and protect the human rights of those to whom they provide services and staff when carrying out their daily work (Implementing the Public Sector Equality and Human Rights Duty).
Action 24. Commence delivery of Metrolink (National Sustainable Mobility Policy Action Plan 2022 - 2025) (CAP21 Action 247).	Expanding sustainable mobility options to provide meaningful alternatives to everyday private car journeys (Town Centre First A Policy Approach for Irish Towns).	
Action 71. Facilitate the improvement of an average of 10 rural bus stop facilities annually on the National Road Network in line with a Safe System approach (Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy (RSS) 2021 - 2030).	Action 77. Prepare and commence implementation of local transport plans for regional growth centres and key towns having regard to the Area Based Transport Assessment Guidance Note (National Sustainable Mobility Policy Action Plan 2022 - 2025).	

TII Targets	
Operate, maintain and extend the life of national roads, light rail and active travel infrastructure to ensure the safety and efficiency of TII's transport networks.	Promote the delivery of transport solutions to facilitate appropriate urban densities through engagement with stakeholders and local authority partners. Plan and design major transport schemes and deliver infrastructure that encourages the use of active travel and public transport, while supporting low-carbon transport systems and emissions reductions.

TII Outcomes
To have demonstrated leadership in the delivery and operation of sustainable transport infrastructure and services, delivering a better quality of life.

Metrics		
Senior leadership representation – by gender %.	% of major roads capital projects on or ahead of 2023 milestone target.	% of greenway projects on or ahead of 2023 milestone target.
km of dedicated cycleway delivered	% of minor roads projects on or ahead of 2023 milestone target.	% of scheduled service kilometres delivered.

Sample of TII Ongoing Activities				
Delivery of Active Travel Infrastructure (ATI) Asset Renewal pilots on greenways (Action 27 of SMP) .	Delivery of pilot schemes for prioritised bus lanes on national radial routes (N4 and N11) (Action 38 of SMP) .	Developing the MetroLink Project Sustainability Plan as part of progressing Railway Order and procurement for MetroLink (Action 24 of SMP & TR/23/36(TF) of CAP23) .	Conducting research on social sustainability in the context of TII active travel schemes and greenways - empowering women to cycle.	
Progressing with planning and development of cycle networks and greenways as part of TII's Greenway Programme (Action 30 of SMP & Action TR/23/29(TF) of CAP23) .	Progressing with development of a strategic national cycle network (Action 29 of SMP) .	Improving safety of 10 rural bus stops in 2023, following improvement of safety for over 10 rural bus stops in 2022 (Action 71 of RSS) .	Conducting research on Appropriate Facilities for Age Friendly Active Travel.	Participation in ongoing Local Transport Plans and metropolitan area transport strategies with Local Authorities and the NTA (Action 77 of SMP) .