

2026

Transport Infrastructure Ireland

Sustainability Implementation Plan *Our Future*

TII
Bonneagar Iompair Éireann
Transport Infrastructure Ireland



Foreword from TII's Chief Executive



I am pleased to present the third iteration of Transport Infrastructure Ireland (TII)'s Sustainability Implementation Plan. As the steward of National Roads, Luas Light Rail, MetroLink and Greenways, TII has a responsibility to protect Ireland's national transport assets. This means managing and maintaining infrastructure so that it delivers long-term value, meeting the needs of current users while safeguarding it for future generations.

This Plan sets out how TII is embedding sustainability across our major portfolio of national infrastructure programmes, from planning and design through to delivery, operation and maintenance. It reflects the progress we have made since the first Sustainability Implementation Plan was published in 2021, and how its principles are now integrated across the standards, processes and decision-making at the core of our work. This revised Plan builds on that progress and sets out our approach for the next phase of delivery.

A key development in this update is an increased focus on the long term, looking ahead to 2040 and 2050. This reflects both the scale of the challenge ahead and the evolving role of transport infrastructure in enabling access to employment, housing, education and healthcare. It sets out how TII will respond to these challenges, supporting the development of climate-resilient, low-carbon transport networks and services that are safe, reliable, and accessible, delivering long-term value for Ireland.

This Plan has also been updated to be more focused and accessible, enabling a clearer understanding of TII's sustainability approach across a wider audience. It places greater emphasis on social value and the outcomes we deliver for communities, while providing a more direct link between long-term policy commitments and practical delivery across TII.

Responding to climate change is central to TII's purpose, vision and values. We will continue to strengthen our approach to both mitigation and adaptation, reducing the whole-life carbon impact of our infrastructure and services while building resilience to future climate risks.

The successful delivery of this Plan relies on continued collaboration across the transport sector. Working with Government, local authorities, communities, and industry, we will continue to collectively deliver on shared priorities.

We have made good progress to date, but there is more to do. We look forward to continuing this work in partnership across the transport sector, as we deliver a more sustainable transport system that supports quality of life, balanced growth and respects the environment.

A handwritten signature in blue ink, appearing to read 'L. O'Connor', positioned above a dark blue horizontal bar.

Lorcan O'Connor

**Chief Executive, Transport
Infrastructure Ireland**



Executive Summary

Our Sustainability Implementation Plan

Transport Infrastructure Ireland (TII)'s remit is to secure the provision, development and safe operation of Ireland's National Road Network, light rail and metro infrastructure, and greenways. TII's Sustainability Implementation Plan (SIP) sets out our six core sustainability principles as a key component, supporting TII's vision (see Figure 1). The SIP principles underpin TII's sustainability efforts and are aligned with the United Nations (UN) Sustainable Development Goals (SDGs).

First published in 2021, subsequent updates in 2024 and 2026 ensure that the SIP remains up to date and fit for purpose. This keeps sustainability relevant and embedded throughout our remit and across the organisation to support the delivery of TII's national targets, actions and strategic ambitions. This document sets out TII's progress in delivering the ambitions of the 2021 and 2024 iterations of the SIP, highlighting the tangible steps taken to embed sustainability across the organisation and the outcomes being realised in the planning, delivery and operation of transport infrastructure. It also reflects TII's ambition to continue strengthening sustainability integration as part of everyday decision making and delivery.

The SIP provides the practical framework through which TII gives effect to its Statement of Strategy 2026–2030, translating strategic objectives into measurable, organisation-wide sustainability actions. The SIP outlines the approach to governance, targets and performance monitoring, and supports the integration of environmental, social and governance considerations across TII's activities.

Through the establishment of Sustainability Principles, Sustainability Outcomes, and aligned targets and metrics, the SIP enables TII to track progress, demonstrate accountability, and provide assurance to stakeholders, while supporting the delivery of safe, resilient and sustainable transport infrastructure for Ireland. The SIP further aligns our project delivery with current national targets and legislation, ensuring we contribute to achieving national decarbonisation goals, creating sustainable transport and delivering positive social impact.

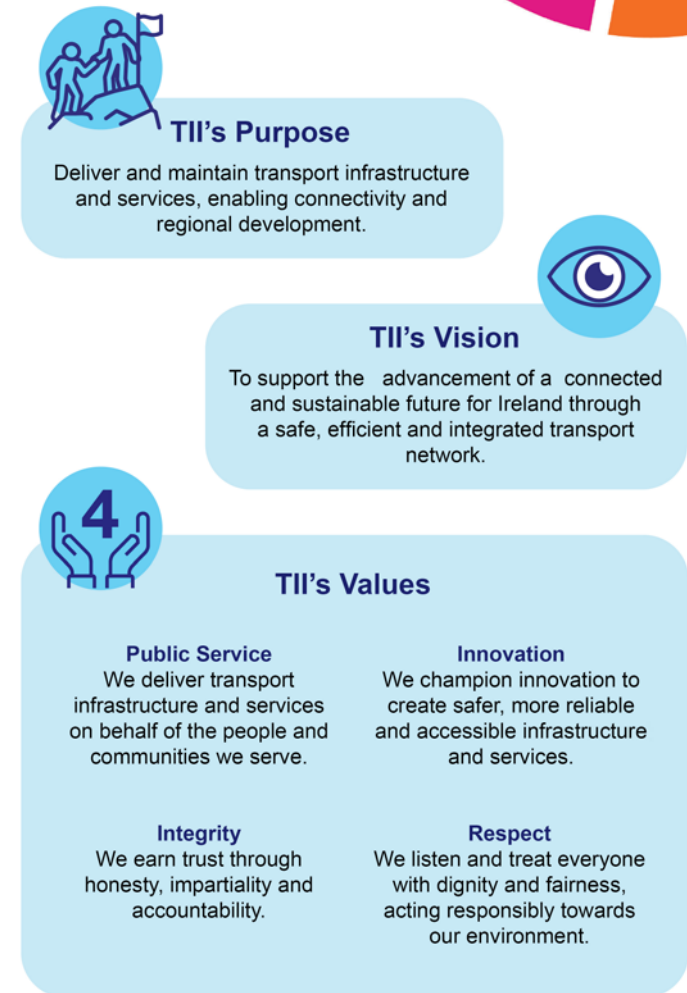


Figure 1: TII Statement of Strategy 2026-2030; TII's Purpose, Vision and Values

Executive Summary

Figure 2 illustrates the drivers of the Sustainability Implementation Plan (SIP). In updating this plan, TII considers public need, delivering a better quality of life, government policy, alignment with current and emerging legislation and national targets, and its Statement of Strategy (2026-2030). We have established Sustainability Principles to guide our operations and deliver Sustainability Outcomes. TII embeds the SIP principles into our organisational frameworks and processes which guide our Sustainable Infrastructure and Service Delivery and monitors this progress to ensure our sustainable ambitions can be achieved.



Figure 2: Sustainability Implementation Plan Summary

Our Sustainability Implementation Plan

We recognise the ongoing need to rethink, reimagine and redesign our approaches to ensure sustainability is at the heart of everything we do, reinforcing TII's position as a leader in delivering excellence in sustainability across the sector.

Since 2021, the SIP has guided TII in delivering measurable and lasting impact. It retains an extensive, forward-looking and ambitious plan while recognising progress to date. We are taking action to deliver a sustained and positive impact for years to come. Five years on, TII has become a leading public body in sustainability, bringing it to the forefront of its work and project delivery, drawing on and implementing international best practice. The SIP has driven a cultural shift across our organisation, embedding sustainability as a core priority within our work.

This is a living plan, which evolves in response to changing public need, government targets, and our own sustainable strategic goals. This plan builds upon frameworks such as Avoid-Shift-Improve, prioritising actions that reduce resource use and promote more sustainable movement of people and goods. As we address these issues, we recognise that government policies, priorities, international and national best practice and guidance are evolving. This plan reflects our response to the updated policy landscape and TII's growing ambition to provide sustainable services that contribute to public need and the achievement of national targets.



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Our plan is to continue to embed sustainability into everything we do, with a focus on delivering key outcomes.

TII is committed to leading the delivery and operation of sustainable transport infrastructure across Ireland. The Sustainability Implementation Plan (SIP) was first published in 2021 and updated in 2024. Initial development was driven by TII's commitment to becoming a leader in delivering and operating sustainable transport infrastructure in line with Project Ireland 2040, the Programme for Government, the UN Sustainable Development Goals and the European Green Deal. This third iteration of the SIP focuses on progress to date and looks ahead to 2050, while also strengthening TII's delivery of sustainability as business-as-usual across our Divisions, in line with the evolving policy landscape.

Guided by our vision to support a connected and sustainable future, we aim to provide a safe, efficient and integrated transport network that serves the needs of all users.

Transport Infrastructure Ireland's vision is to support the advancement of a connected and sustainable future for Ireland through a safe, efficient and integrated transport network. Our purpose is to deliver and maintain transport infrastructure and services, enabling connectivity and regional development.

TII Statement of Strategy 2026 - 2030



Introduction

“Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

Our Common Future – Brundtland Commission

Central to this ambition is the principle that transport must benefit everyone equally. Our approach prioritises inclusive design, addressing barriers to mobility and promoting social equity across the network. By embedding sustainability into decision-making, TII seeks to deliver transport systems that are safer, more attractive, and more accessible, supporting thriving communities and enabling people to move efficiently within and between places.

The SIP enables sustainability to be embedded in all aspects of our work. This requires internal and external, cross-cutting activities and collaboration, combining strong leadership with dedicated input from all of our staff. The SIP drives sustainable decisions across TII, influencing sustainable decision-making in practice through project appraisals and approval processes.

Figure 3 demonstrates how TII's Statement of Strategy shapes the SIP, which is built on six core sustainability principles and framed by two overarching principles. The principles provide a structured foundation for decision-making. The SIP principles inform corporate delivery, shaping sustainability activities across engagement, leadership and continuous improvement, which in turn feeds into the strategic management of projects and programmes.



Introduction



Figure 3: Implementation and embedment structure for TII's Sustainability Implementation Plan

Background on Sustainability

The Climate Crisis

Climate change remains a global concern, with projections from the Intergovernmental Panel on Climate Change (IPCC) indicating under current trajectories, global temperatures are expected to rise beyond 1.5°C in the early 2030s, crossing the threshold set by the Paris Agreement (2015) to stay below 2°C above pre-industrial levels. Exceeding these thresholds is expected to result in significant and widespread impacts for many regions. In response, the Government of Ireland and numerous other countries have pledged to achieve net-zero emissions by 2050, aiming to protect both our future and that of generations to come.

TII Policy

Our 2024 Sustainability Statement commits TII to embedding sustainability across the development, operation and management of the National Road, light rail, and greenway networks. This commitment ensures TII delivers safe and resilient infrastructure, creates better accessibility and sustainable mobility for people and goods, enables economic efficiency, and enhances environmental systems for current and future generations.

The Statement of Strategy 2026-2030 reaffirms this through TII's vision: to support the advancement of a connected and sustainable future for Ireland through a safe, efficient and integrated transport network. Sustainability underpins the Statement of Strategy. As a public body, TII is directed and governed by external stakeholders such as the Department of Transport and is required to consider the wider national and international sustainability context that informs and shapes its approach to project delivery.

Policy and Legislative Context

TII's organisational policies and commitments are shaped by global, European and national policy frameworks as illustrated in Figure 4. These frameworks, such as the EU Green Deal, establish binding requirements, shared ambitions and national targets that guide how sustainability is addressed across the transport sector.

The Climate Action and Low Carbon Development (Amendment) Act 2021 facilitates Government approval of plans related to climate change, such as the Climate Action Plan 2025 (CAP25), which requires all public bodies to submit annual updates on the progress of climate change mitigation and adaptation measures. In response to this, TII reports on sustainability within its Annual Report and annual Climate Action Roadmap.

The SIP enables alignment with this Act to deliver and report on sustainable activities, demonstrating how TII embeds sustainability throughout its projects and activities. Regular reviews of the SIP also ensure that TII remains cognisant of updates to climate guidance and legislation, ensuring alignment with national and international legislation and continuing to contribute to national climate objectives. The SIP provides the framework to ensure sustainability is integrated into all of the work that TII undertakes. This ensures that delivery across the organisation is consistent with internal expectations while supporting the achievement of national policies, objectives and wider societal outcomes. A full policy review to support this iteration of the SIP is provided in Appendix A.



Figure 4: Policy hierarchy which influences TII's organisational policies and plans; e.g. the Sustainability Implementation Plan

TII's Sustainability Principles

TII established six Sustainability Principles to reflect our organisational ambitions and the future we aim to deliver through the SIP. The principles, carefully curated in alignment with the UN SDGs, focus on key priority areas for sustainable development and are built on two overarching principles (Figure 5). Collectively, these principles guide the work undertaken in TII and are the foundation of sustainable project delivery. The principles' alignment with the UN SDGs is captured in 'Our Sustainability Principles' where the relevant UN SDG is tagged to each applicable principle.

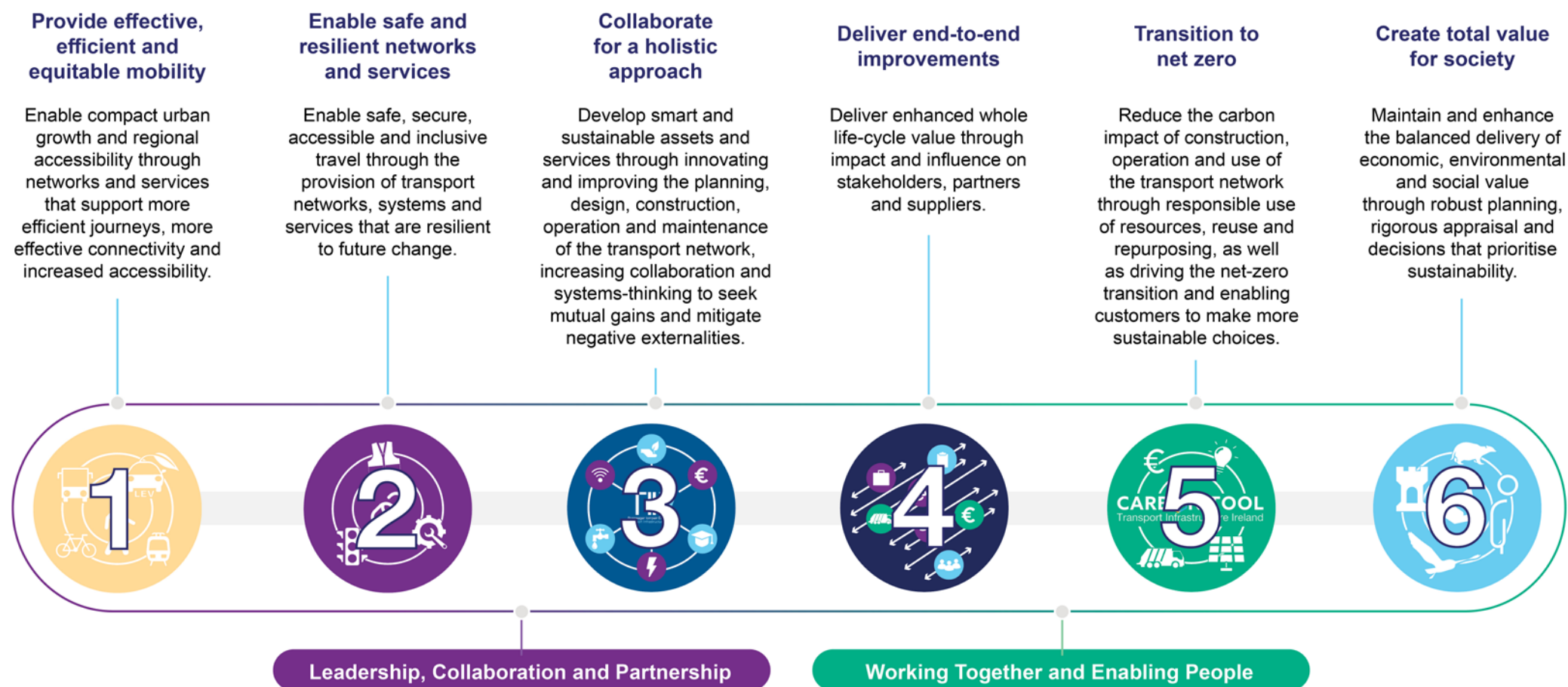


Figure 5: TII Sustainability Principles 1-6 (numbered above) and TII Overarching Principles (purple and green boxes)

TII's Sustainability Principles



Principle 1 Provide effective, efficient and equitable mobility

Enable compact urban growth and regional accessibility through networks and services that support more efficient journeys, more effective connectivity and increased accessibility.

TII works in partnership with national, regional and local stakeholders to support compact urban growth, regional accessibility and well connected communities. Transport infrastructure is planned and delivered to enable people to access essential services, employment and amenities, supporting a high quality of life while reducing car dependency. Public transport services are integrated close to existing towns and centres, with new high capacity links such as metro and light rail connecting sustainable growth locations.

Prioritising public transport and active travel, supported by seamless integration between modes, encourages more sustainable travel choices. Managing demand on the network, including through measures such as road user charging, supports behaviour change and more efficient use of infrastructure. Equity underpins all delivery, ensuring transport services are inclusive, accessible and deliver wider social, economic and environmental benefits. Furthermore, our service costs should be fair and reflect wider social, economic and environmental benefits, including improved public health, access to employment and reduced emissions.



Principle 2 Enable safe and resilient networks and services

Enable safe, secure, accessible and inclusive travel through the provision of transport networks, services, systems and assets that are resilient to future change.

TII's transport networks provide essential national and regional connectivity for communities across Ireland. It is essential that these networks remain safe, secure and operational, particularly during disruptive events to maintain mobility across Ireland. TII places a strong emphasis on resilience and climate adaptation, recognising the increasing risks posed by extreme weather and climate change. Resilience is embedded across planning, design, operation and maintenance, with a focus on vulnerability assessment and on response and recovery protocols.

Data driven asset management supports targeted investment, improved risk management and long term reliability, ensuring transport networks remain accessible, inclusive and resilient into the future. Safe, reliable and resilient transport networks also deliver wider social impact, supporting community health and wellbeing. Resilient assets strengthen local economies, reduce vulnerability to disruption and enable positive public health outcomes through safer environments, improved air quality and more active travel opportunities.



Principle 3 Collaborate for a holistic approach

Develop smart and sustainable assets and services through innovating and improving the planning, design, construction, operation and maintenance of the transport network, increasing collaboration and systems thinking to seek mutual gains and mitigate negative

Collaboration is crucial to delivering Sustainability Outcomes. Engagement with other public bodies, service providers and stakeholders ensures that the wider impacts, dependencies and benefits of transport infrastructure are understood. Through inter agency collaboration and systems thinking, TII identifies opportunities to enhance new and existing schemes to deliver multiple benefits. We also have even greater opportunities to accelerate national, regional and local implementation of sustainability in areas where we can influence positive outcomes through dialogue, contributions and partnerships.

A whole life approach is applied to planning, design, construction, operation and maintenance, embedding sustainability from early options appraisal through to end of life. This includes addressing noise, pollution, emissions and community impacts, while ensuring alignment with the objectives of other agencies. Innovation and new technologies will continue to support improved asset performance, reduced environmental impacts and more sustainable operations, ensuring that benefits are maximised and total life-cycle costs are minimised.



TII's Sustainability Principles



Principle 4 Deliver end-to-end improvements

Deliver enhanced whole-life-cycle value through impact and influence on stakeholders, partners and suppliers.

TII relies on strong collaboration with designers, suppliers, and partners across the transport sector to deliver whole life value, encourage innovation, more balanced risk sharing and the delivery of greater shared value. We use procurement, contracts and delivery models to influence how infrastructure is planned, designed, constructed, operated and maintained, ensuring sustainability is embedded throughout the asset life cycle.

A key opportunity lies in the standards, specifications and guidance that TII controls. These provide a powerful mechanism to promote sustainable materials, circular economy principles, and improved environmental performance, while also delivering social value through access to employment, equality and diversity, support for local and small to medium enterprises, and fair working practices.

Internal policies and guidance support consistent, sustainability led decision making and embed circular economy principles across all stages of delivery and creating internationally recognised, industry-leading best practice.



Principle 5 Transition to net zero

Reduce the carbon impact of construction, operation and use of the transport network through responsible use of resources, reuse and repurposing, as well as driving the net-zero transition and enabling customers to make more sustainable choices.

TII is committed to reducing the whole life carbon impact associated with the construction, operation and use of the transport network, while supporting the national target of net zero emissions by 2050. TII has a significant role to play in supporting the transition to net zero, both by decarbonising our own activities and enabling people to make more sustainable travel choices by the way we plan, develop and operate our services, and how we work with other service providers to do this.

Carbon reduction is embedded within standards, specifications and delivery processes, supporting low carbon design, construction, operation and maintenance, alongside improved operational efficiency. We also consider energy and materials in the construction, maintenance and operation of our networks considering circular economy. We need to reduce our resource consumption alongside committing to net zero emissions. We will do this by re-thinking how we use our existing infrastructure, re-engineering our systems to optimise material use, and through better maintenance, repair and refurbishment to increase the lifetime of our assets. In doing this, we will pave the way in establishing a circular economy.



Principle 6 Create total value for society

Maintain and enhance the balanced delivery of economic, environmental and social value through robust planning, rigorous appraisal and decisions that prioritise sustainability.

TII recognises that transport infrastructure connects communities, enhances biodiversity and cultural heritage and provides access to employment, services and amenities. Through robust planning, rigorous appraisal and sustainability led decision making, TII seeks to enhance economic, environmental and social outcomes across all activities. TII recognises its land as a public asset for public good, using it to preserve and enhance the environment, capture carbon emissions and adapt to climate change, whilst providing space for people to access essential services, socialise, and connect with each other and the environment, resulting in positive social outcomes.

By identifying solutions that deliver multiple benefits, particularly serving under-represented groups, TII's transport systems strive to enhance social equity, considering a gender and socio-economic lens and incorporating universal design principles to ensure accessibility and inclusivity are embedded from the start. TII aims to go beyond making trade offs and instead actively find solutions with multiple benefits, ensuring the impacts of our work are not just balanced but actively create and preserve public and environmental value.



TII's Overarching Principles

TII's two Overarching Principles in Figure 6 below underpin our six Sustainability Principles, providing the foundation of our Sustainability Implementation Plan. They set out our strategic direction and support consistent delivery across our activities, such as those highlighted in Figure 10. These principles are integral to delivering sustainable projects and programmes and embedding sustainability across TII.



Our overarching principles underpin six sustainability principles that focus on key areas of delivery, guiding the development of sustainable project outcomes and solutions.

Figure 6: TII's Overarching Principles

Sustainability Ambitions

This section outlines TII Sustainability Ambitions to 2030, 2040 and 2050, together with a sample of workstreams that will support their achievement. These sustainability ambitions are aligned to the TII Statement of Strategy 2026-2030, work towards the achievement of the National Climate Objective and provide a direction of travel for sustainability implementation at TII. Achievement of these ambitions will be supported by this implementation plan and through the delivery of a wide range of projects and initiatives (e.g. climate adaptation, biodiversity, circular economy, and social impact) that cut across a number of these workstreams.

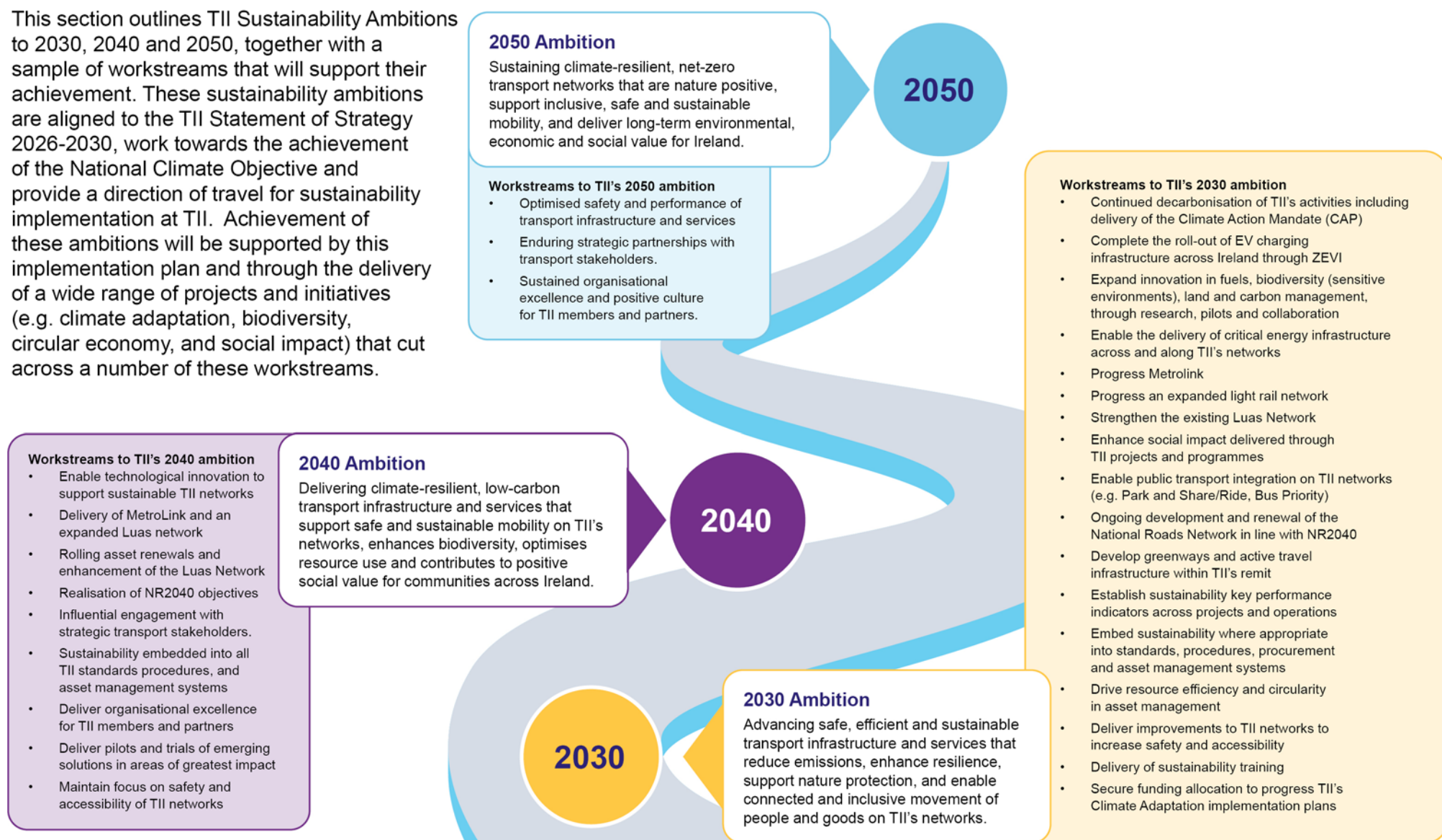


Figure 7: Sustainability Ambitions

Working Together

The successful delivery of our ambition is underpinned by our two overarching principles; **Leadership, Collaboration and Partnership**, and **Working Together and Enabling People**. We recognise that our ambitions and goals cannot be achieved in isolation, and we must continue to work with our internal and external stakeholders. TII is responsible for the delivery, management, and operation of the National Road network, light rail network, Metrolink and greenways. All of these networks are used by communities across Ireland and interact within a complex transport ecosystem. Across the transport sector, TII works under the direction of the Department of Transport and with other partners including local government, academia, industry, European authorities, other government agencies, and other public transport operators.

We recognise that to achieve the ambition of the SIP, and to deliver holistically upon the SIP, we must collectively work with stakeholders across different organisations within the transport ecosystem. Figure 8 below illustrates some of the key transport entities, highlighting the importance of integrating coordination across entities for a safe, efficient and equitable transport network.



Figure 8: TII Stakeholders

Roles and Responsibilities

Sustainability: A responsibility for us ALL

To deliver on the outcomes outlined in our SIP we must all work together. We have a wealth of expertise across all divisions within TII, and we are supported by expertise provided by our industry partners. Some of us may contribute directly to achieving Sustainability Outcomes, while others may contribute indirectly through supporting the work of colleagues or influencing the work of other parties outside of TII. We need to ensure that our staff is trained, empowered and skilled in integrating sustainability into all TII's activities. This section sets out roles and responsibilities which are not prescriptive or exhaustive but intended as a guide to identify how everyone in TII can support the delivery of Sustainability Outcomes.

Roles	Responsibilities
Organisation Providing governance, structure, and oversight required to integrate sustainability and set us up for success	- Align goals and objectives to create a clear, consistent and transparent message on strategic direction - Set up support structures and governance for our people - Develop processes and systems which reinforce new ways of working, alongside the right skills and capabilities
Individuals Embedding sustainability into day-to-day behaviours and decisions	- Sustainability is a priority within decision-making - Collaborate with others and learn from each other's experiences
Teams Creating shared accountability across divisions and projects	- Ensure tenders and frameworks align with TII's SIP principles - Divisional Directors are accountable for sustainability within their roles - Sustainability related communication is shared within and across divisions
Subject Matter Experts Providing expertise across all divisions within TII, supported by expertise provided by our industry partners	- Ensure technical robustness of our sustainability solutions - Ensure compliance with policy requirements
Sustainability Leaders Providing valuable insight and direction into sustainability activities led by their divisions or their Steering Groups	- Act as the communications and key contact point on the Sustainability Portfolio for their division - Identify and work with divisional colleagues to support the delivery of sustainability activities and reporting - Share progress of relevant divisional sustainability activities as part of the Sustainability Leaders Forum - Highlight issues of importance or interest to the Sustainability Leaders Forum for awareness, guidance or support
TII Executive Team Members of TII's Sustainability Assurance Board, supporting and directing TII's sustainability activities	- Measure the impact of actions and activities to monitor progress - Provide strategic direction on communications and engagement, to share information across the organisation and key external stakeholders - Align TII's broader strategy, vision and corporate values with sustainability aspirations - Coordinate with Human Resources (HR), Learning and Development (L&D) specialists and other technical experts to provide training and development opportunities
TII Board Collectively leading and directing TII's activities	- Review and guide TII's strategic direction and major action plans - Provide insight and guidance on projects, operations, risk management, annual budgets and business plans
Supply Chain, Consultants and Contractors Upholding the responsibility to design projects in a sustainable manner	- TII to ensure the SIP and TII's sustainability commitments are widely communicated and embedded across the supply chain - Integrate TII's sustainability principles into practice in projects

Embedding Sustainability



Building Relationships and Collaborating:

Seek opportunities to collaborate with colleagues from different teams, divisions, and external partners. Working together is crucial to achieving a sustainable future.



Communicating the Benefits:

Articulate the positive impacts of your sustainability efforts to others. Inspire and influence others to make positive contributions as well.



Pausing to Consider Sustainable Action:

Take a moment to consider the sustainability implications of your actions. This reflection saves time in the long run. Ask yourself how you can incorporate sustainability principles into your approach.



Sharing Innovative Ideas:

Contribute your innovative ideas for sustainability. Engage in conversations with colleagues to spark fresh ideas.



Respectful Challenge and Support:

Embrace new ideas and diverse perspectives, even if they challenge your current practices. Support colleagues being challenged by changing practices.



Staying Informed:

Engage with communications including updates on new processes, policies, and standards related to sustainability. Provide feedback and seek clarification to ensure a clear understanding within your divisions.



Taking Action to Embed Sustainability in Processes, Programmes & Projects:

Embed sustainability across all initiatives by integrating consistent standards, tools and governance at each stage of delivery, from planning through to operation.



Sustainability Outcomes

The Sustainability Principles act as a guide to steer TII activities. Sustainability Outcomes have been developed in accordance with Figure 9 to ensure we deliver on our commitments, representing the tangible results TII aims to achieve through our activities in response to national policy actions and our own sustainability priorities. The Sustainability Outcomes translate high-level government objectives into measurable, deliverable activities which are embedded across TII programmes and projects. National Targets and Actions are mapped to SIP principles and consolidated into TII specific targets, and delivery is supported by clear metrics and KPIs, enabling TII to track progress and embed sustainable delivery across its activities, determining a Sustainability Outcome. Progress against the Sustainability Outcomes is being monitored on a quarterly basis, with further detail on current activities set out in the Appendix B.

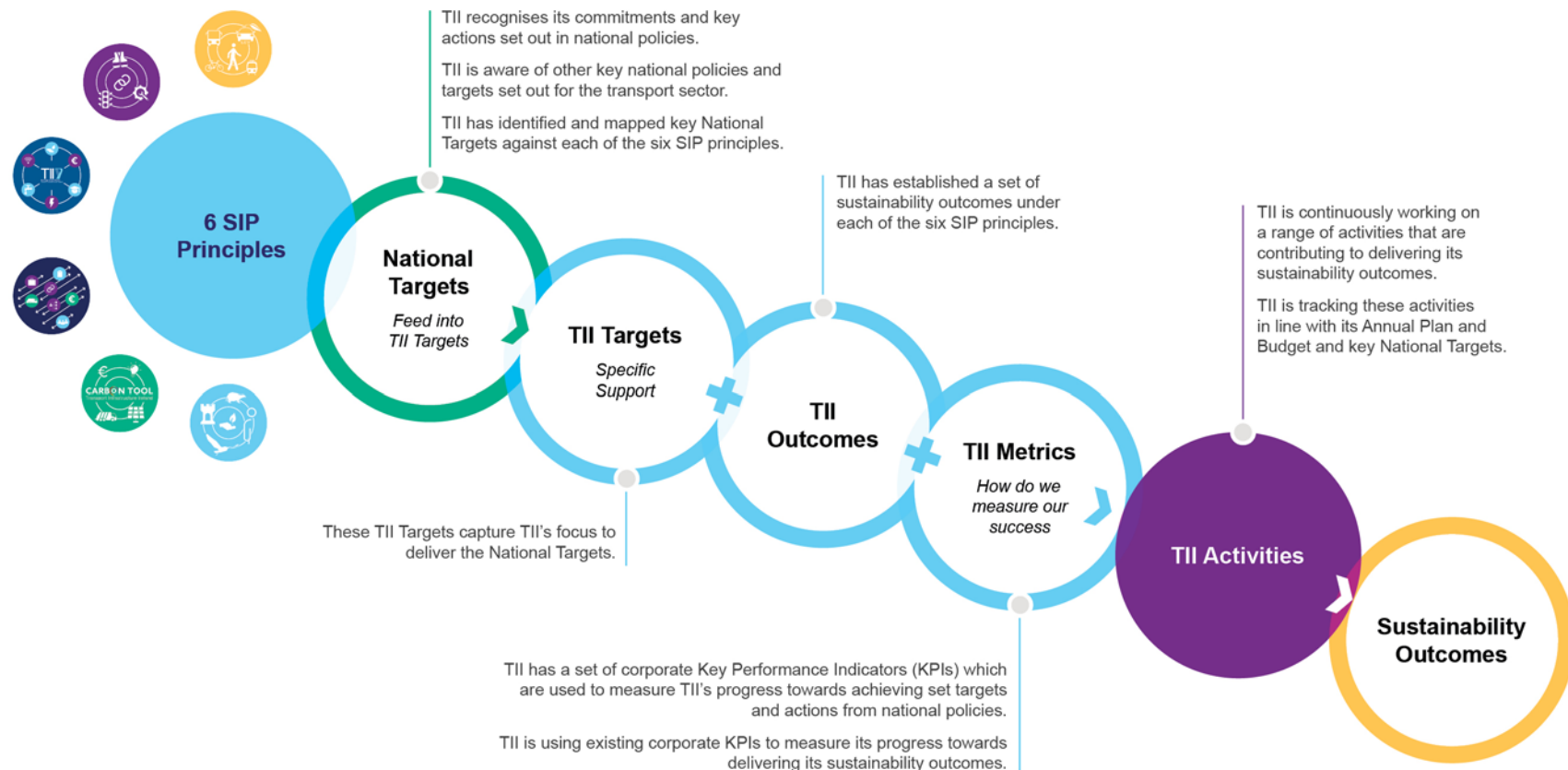


Figure 9: The development process of Sustainability Outcomes, starting from the six Sustainability Principles

Delivery

To achieve our ambitions, we will continue pursuing outcome-driven actions across TII, embedding sustainability into our daily operations in transport infrastructure and services.

Sustainability-related activities now span every part of the organisation and involve collaboration with our stakeholders and partners. This plan represents a pathway for us to achieve our sustainability ambition and create a positive influence on areas outside our direct control.

The six sustainability principles act as the framework for the implementation of key activities across our organisation. We understand that to achieve sustainable development across Ireland we need to deliver on our remit and go beyond this to support and influence our stakeholders, enhancing the environment, enabling economic benefits and providing positive social impact.



Social Impact

TII works to improve the quality of life for communities across Ireland through providing sustainable transport, supporting economic growth, respecting the environment, and creating positive social impact on communities. We strive to create equitable transport systems which enable the following:



Embedded local economic inclusion



Enhanced community relationships



A happier, healthier and safer workforce



Increased workforce capabilities across Ireland

Transport infrastructure should be safe, attractive and accessible for all users, including people with reduced mobility and other minority and vulnerable groups. We work in partnership with local authorities, government departments and agencies to align transport delivery with wider social policy and needs, integrated planning across land use, transport and services to support inclusive communities. We also carry out ongoing engagement with stakeholders to ensure equity, accessibility and community needs are reflected throughout project lifecycles. Continuing to gather and analyse data will be critical in ensuring we understand, monitor and respond to the impacts of our services and activities on communities across Ireland, enabling evidence-based decision making and continuous improvement.

Examples of how TII is integrating Social Impact into our processes, programmes and projects

TII Processes	TII Programmes	TII Projects
Periodical user surveys to understand customer experience and expectations	National and Regional Greenways Programme supports improved accessibility and social connectivity while contributing to regional economic growth	Luas Finglas was listed as a finalist for the Communities and Social Value Leadership 2026 BREEAM Award. The project integrates gender-sensitive design, public life surveys and extensive stakeholder engagement, creating accessible transport infrastructure.
Evidence-based assessment of population and human health effects in National Road projects	Road Safety Improvement Scheme (RSIS) Programme targets high-risk locations to reduce collisions and improve safety for road users	Research study 'Empowering women to cycle: Insights beyond numbers' (2026)
TII takes a holistic approach to road projects, aiming to include public realm upgrades and active travel infrastructure from the start. This approach enables bypass projects to improve town centres through traffic calming, better footpaths, and safer crossings	Flourish Wellbeing Programme supports workforce health and wellbeing	Digital Heritage Collections Portal (2025)

Sample of TII's Sustainability Activities

Our six Sustainability Principles have been developed to reflect our organisational ambitions and the future we envision delivering with our Sustainability Implementation Plan.

1. Provide effective, efficient and equitable mobility
2. Enable safe and resilient networks and services
3. Collaborate for a holistic approach
4. Deliver end-to-end improvements
5. Transition to net zero
6. Create total value for society

Transport & Mobility

- Bus priority routes
- Delivery of greenways and cycleways
- ZEV and EV charging infrastructure
- Luas Red and Green lines carrying 55m passenger journeys per annum
- Park and Ride/Share facilities
- Luas Cork
- Luas Finglas
- Metrolink

Circular Economy

- Circular Economy Policy and Strategy
- Reused and recycled road construction materials and components
- Luas Finglas Circular Economy Pilot
- Environmental Product Declarations

Social Impact

- Population and Human Health Assessment
- Biodiversity in Schools
- Ireland's Supply Chain Sustainability School
- Travelling in a woman's shoes
- Gender lens for sustainable transport infrastructure

Adaptation and Resilience

- Climate Guidance for National Roads, Light Rail, and Rural Cycleways
- Climate Assessment of Proposed National Roads - Standard
- National Roads Climate Adaptation Implementation Plan
- TII Climate Adaptation Strategy

Carbon

- TII Carbon Tool
- Road Emissions Model
- Mass Haul Tool (Earthworks)
- Road Freight Decarbonisation
- Carbon KPIs for pavement renewals
- CO₂ Performance Ladder
- Lighting upgrades along the National Roads Network
- Solar PV
- Alternative fuel eg HVO

Nature & Biodiversity

- Biodiversity Metric Tool
- Biodiversity design standards
- Bog and Peatland restoration
- Native woodland planting
- Implementation of Soft Landscape
- Water Impact Assessment
- Air Quality Assessment

TII's Sustainability Implementation Plan is underpinned by TII's Statement of Strategy and the Climate Action and Low Carbon Development (Amendment) Act 2021

Figure 10: TII's Sustainability Activities

Measuring Progress

TII has made significant progress in delivering on the original SIP. Details are set out in Appendix D and E. Progress is currently assessed qualitatively but where possible TII is capturing quantitative metrics. TII has created management processes, engagement platforms and reporting lines that have resulted in a higher level of awareness and accountability for delivery progress across the organisation.

Sustainability Outcomes

Through the establishment of a clear Sustainability Outcomes Framework, TII has put in place a structured approach for translating national policy objectives into measurable, organisation wide outcomes. These outcomes support prioritisation of key sustainability activities, government commitments and guide the development of business activities towards more sustainable deliverables for TII overall. The Sustainability Outcomes for each Sustainability Principle are set out in Appendix B and illustrate the progress TII is making towards applying the Sustainability Principles in all of our work.

Embedding sustainability

Sustainability underpins the strategic objectives set out in our Statement of Strategy 2026 - 2030. Sustainability is a priority at Executive and Board level. Sustainability is included in annual staff performance reviews to further empower and enable staff.

SIP review

The SIP will be reviewed on a periodic basis as appropriate. This will enable us to benchmark our progress, realign our ambition and determine if there are new opportunities to take that will accelerate our journey to a sustainable future.

Metrics

Existing TII KPIs are used to measure TII's progress towards delivering each of its key national targets, as set out in each of the Sustainability Outcomes tables found in Appendix B. These metrics are used to support the internal tracking of TII's strategic objectives. Building on this foundation, further development of KPI based measurement will enable TII to monitor progress, ensure data quality and accountability, and support evidence-based decision making across its programmes and projects. It will provide confidence that sustainability commitments are being embedded consistently and effectively throughout the organisation and across the asset life cycle.

Enhancing Reporting

Tracking sustainability progress is critical to ensuring TII delivers on the SIP and embeds the six Sustainability Principles in all its activities. Regular meetings of, and reporting to, the Assurance Board, have been supplemented with annual Highlights Reports, quarterly reports on the Sustainability Outcomes, contributions to the TII Annual Report and an annual Climate Action Roadmap all capturing the tangible progress achieved.

Robust measurement and reporting also underpin transparent communication, strengthening assurance to stakeholders, supporting collaboration across the transport sector, and maintaining public trust.

By prioritising outcomes led measurement, TII demonstrates leadership in sustainable infrastructure delivery, aligns with EU and national requirements, and supports contribution to the UN Sustainable Development Goals and wider climate objectives.

TII is developing enhanced reporting to document progress towards the SIP ambitions.

Governance

Governance is critical to ensuring the successful delivery of our Sustainability Outcomes. TII's Sustainability Portfolio consolidates and aligns sustainability activities across divisions and enables a collective approach towards achieving TII's sustainability goals.

TII's Sustainability Portfolio can be defined through three vertical levels of governance: Assurance, Progress, and Steering, which are supported by a centralised Portfolio Management Office (PMO). The Sustainability Leaders within TII drive sustainability awareness and knowledge sharing within their divisions, and within an established forum for sharing divisional sustainability activities. Sustainability delivery is embedded as business-as-usual for all divisions. A Planning and Delivery Group at Progress Level ensures ongoing progress towards achieving our Sustainability Outcomes. Furthermore, the Assurance Board provides strategic oversight in terms of achieving the SIP outcomes. Reporting within this governance model is being developed to further enhance TII's overview of our sustainability progress. This enhanced reporting will balance flexibility and control in addressing key issues, risks and required decision making. The Governance structure is included in Appendix E.

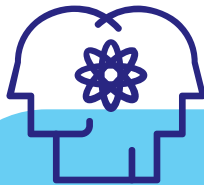
Engagement

TII recognises that embedding sustainability across all of its work, both internally and externally, requires ongoing and proportionate engagement with stakeholders. This engagement drives shared understanding, collaboration and effective delivery.

Engagement includes:

- Undertaking collaborative research with relevant stakeholders, where appropriate;
- Communicating TII's Sustainability Outcomes, commitments and the targets we are working towards, both internally and externally; and
- Ensuring sustainability is integrated into business as usual activities across the organisation.

We are committed to clear and consistent communication on sustainability, communicating progress and accountability, and continuous improvement.



Our Future

Our people are crucial to delivering our Sustainability Outcomes. Everyone has a role to play in delivering change.

We deliver societal impact through our projects and programmes. This is achieved through leadership, collaboration, partnerships, and empowering our people to deliver the SIP.

Delivering change requires thinking creatively, adapting the way we work, and re-evaluating what success looks like for TII where necessary. We have made significant progress on embedding sustainability across TII, and we will continue to focus on the delivery of the Sustainability Outcomes.

Creating positive change for all and building a better future needs all of us to act.



Appendix A

Policy Context and Framework



Policy Context and Framework

Policy scope and objectives

This Policy Review provides a comprehensive overview of the international, national, regional and local policies, plans and strategies that are relevant to Transport Infrastructure Ireland (TII) and that influence the delivery of sustainable transport infrastructure in Ireland. The purpose of the review is to capture all current and applicable sustainability related policy and legislative drivers affecting TII, and to demonstrate how TII is actively embedding sustainability considerations into its projects, programmes and day-to-day operations in response to these requirements.

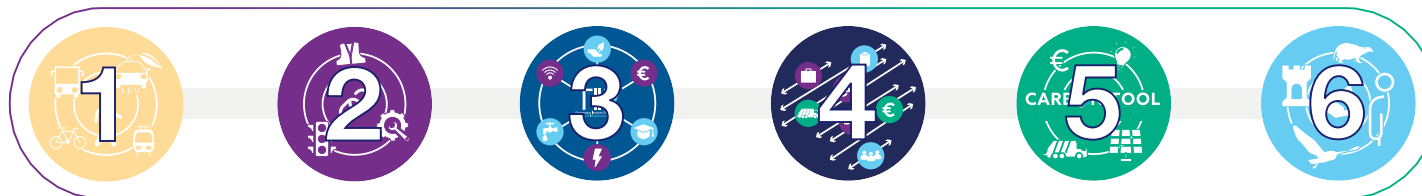
The review is structured to support the implementation of TII's Sustainability Implementation Plan (SIP), with a particular focus on how the evolving policy landscape underpins and reinforces TII's sustainability ambitions. In doing so, the review links the identified policies to the six SIP Principles through the dedicated icons, illustrating how these principles act as the core framework through which TII's commitment to sustainability is governed and delivered across its activities.

Policy hierarchy and governance

The policies included in this review are structured to reflect the hierarchy and governance arrangements that influence sustainability outcomes for transport infrastructure in Ireland. Policies are grouped under the following key sustainability themes to provide a clear and coherent framework for assessment;

- Environment;
- Transport;
- Social;
- Economic; and
- Resilience and adaptation.

Within each theme, policies are organised according to their scale and level of influence, distinguishing between international and European level frameworks, national policies and strategies, and relevant regional and local policies and plans. This hierarchical approach recognises the way in which high-level international and national policy commitments are translated into sector-specific, regional and local requirements that directly affect TII's planning, investment and project delivery. It also provides transparency on how governance responsibilities and policy obligations influence different levels of government, ensuring that TII's sustainability actions are aligned with overarching policy objectives while remaining responsive to regional and local contexts.



Policy Review

Environment

The following policies are shaping the environmental performance of the transport sector by driving decarbonisation, advancing circular economy principles, improving energy efficiency, and promoting the protection and enhancement of biodiversity.

European policies

The **European Green Deal (2019)** recognises the importance of multimodal transport and commits to increasing the efficiency of the transport system and reduce GHG emissions. The European Commission under the EU Green Deal has proposed new CO₂ emissions targets for heavy-duty vehicles from 2030 onwards, with all new city buses being zero-emission by 2030, contributing to the EU's climate and zero pollution objectives, and providing benefits for transport operators and users, aiming to 'accelerate the shift to sustainable and smart mobility'. The **EU's Fit for 55** is a package of policy proposals that aim to reduce the EU's greenhouse gas emissions by 55% by 2030, relative to 1990 levels, responding specifically to the second objective of the European Climate Law (55% greenhouse gas emission reduction by 2030). The Fit for 55 package has been adopted and begun implementation across multiple directives. It requires increased emission reduction targets for all Member States across sectors by 2030, which will further impact requirements of emission reductions required by the transport sector.

The revision of the **EU Energy Efficiency Directive (2023)** significantly raised EU ambitious targets on energy efficiency, giving it legal-standing for the first time, meaning energy efficiency must be considered by EU member states in policy development and investments put forward in the energy and non-energy sectors. The **EU Renewable Energy Directive** aims to increase renewable energy in the EU energy mix, raising the target to 42.5% for 2030, compared to the previous target of 32%.

The EU revised the **Ambient Air Quality Directives (2022)**, including closer alignment to World Health Organisation recommendations, and aims to achieve zero air pollution by 2050.

The **EU Circular Economy Action Plan (2020)** outlines a number of key actions to promote the transition of a linear model to one that is circular, keeping materials and resources in use for longer. Construction and buildings need to focus on addressing the sustainability performance of construction products in the context of the revision of the **Construction Product Regulations (2024)** and introduce recycled content requirements for certain construction products, taking into account their safety and functionality.

The **EU Nature Restoration Law (2024)** establishes legally binding obligations to restore degraded ecosystems and improve ecological resilience, requiring Member States to implement effective restoration measures to restore 20-30% of degraded ecosystems by 2030, and restore all degraded ecosystems by 2050.

The **EU Action Plan: 'Towards Zero Pollution for Air, Water and Soil' to 2050 (2021)** has a zero-pollution vision for 2050 for air, water and soil pollution to be reduced to levels no longer considered harmful to health and natural ecosystems.

The **EU Water Framework Directive (WFD)** is the main law for water protection in Europe and ensures an integrated approach to water management, respecting the integrity of whole ecosystems, including by regulating individual pollutants and setting corresponding regulatory standards.

At EU level, controls on per- and polyfluoroalkyl substances (PFAS) in water have been significantly strengthened through Directive (EU) 2026/805, which entered into force in May 2026 and updates the Water Framework Directive, Groundwater Directive and Environmental Quality Standards Directive. The Directive introduces groups of PFAS into the EU's regulated pollutant framework, strengthens monitoring requirements, and provides the basis for future environmental quality standards for groups of PFAS in surface water and groundwater. While the Directive requires transposition into Irish law by December 2027, it signals a clear tightening of regulatory expectations for emissions and runoff management.

National Policies

The **Climate and Low Carbon Development (Amendment) Act (2021)** establishes a legally binding pathway to net-zero emissions by 2050. The act aims to transition to a climate-resilient, biodiversity-rich, and climate-neutral economy by 2050. Under this Act, annual Climate Action Plans are published to outline a pathway towards meeting Ireland’s international obligations in reducing greenhouse gas emissions and improving energy efficiency. The Plans include a wide range of actions at a national level, whilst also mandating specific targets and actions for public sector bodies such as TII. The **Climate Action Plan 2025 (CAP25)** is Ireland’s roadmap to reduce greenhouse gas emissions by 51% by 2030 and achieve climate neutrality by 2050. It is the final plan of the first carbon-budget period and explicitly positions Ireland for transition into the second carbon-budget period (2026-2030), where emissions reductions must accelerate significantly. Within this framework, the transport sector is required to reduce emissions by 50% by 2030, relative to 2018 baseline. Under this act, Local Authorities are also required to develop **Local Authority Climate Action Plans (LACAP)**.

The **National Energy and Climate Plan 2021–2030 (NECP)** is the framework within which Ireland must notify their climate and energy objectives, targets, policies, and measures to the European Commission. The NECP brings together the information relating to climate and energy obligations under various EU Regulations and Directives into one document for all of the public sector. Within its transport section, it contains actions to make growth less transport intensive through better planning, remote working and modal shift towards sustainable mobility by 2030.

Ireland’s Clean Air Strategy for Ireland (2023) provides the national framework to reduce air pollution through integrated cross-government measures, explicitly linking cleaner air outcomes to actions such as reduced transport emissions and wider

decarbonisation measures, with progress reporting as part of ongoing implementation.

Ireland’s **National Biodiversity Action Plan (NBAP) (2023–2030)**, sets the national biodiversity agenda and promotes a “whole of government, whole of society” approach to conservation and restoration; it also strengthens expectations on public bodies to incorporate biodiversity considerations into their activities and decision-making. The **All-Ireland Pollinator Plan (2026-2030)** provides a coordinated, all-island programme of actions to address pollinator decline through improved habitat management across Ireland. This iteration of the plan promotes the creation of ‘pockets of nature’ every 200 metres across Ireland’s landscapes, supporting biodiversity, climate resilience, ecological connectivity and enhancing health benefits. Delivery is structured around 10 work packages,

incorporating 50 strategic aims and 75 success metrics with progress monitored and reported annually. This framework reinforces the importance of biodiversity-supportive land and roadside management practices, including those relevant to transport infrastructure and corridor management.

The **Waste Action Plan for a Circular Economy (2020-2025)** is Ireland’s roadmap for waste planning and management, embedding circular practises and climate action into processes and focuses on preserving resources; aligned with a zero-waste future. Complementing this plan is the **Whole of Government Circular Economy Strategy 2026-2028: Accelerating Action** incorporates circular practices into economic competitiveness, social wellbeing and environmental sustainability, as well as supporting decarbonisation targets and protecting natural resources.

European	European Green Deal (2019)	EU’s Fit for 55	European Climate Law (2021)	EU Energy Efficiency Directive (2023)
	EU Renewable Energy Directive	Ambient Air Quality Directive (2022)	EU Circular Economy Action Plan (2020)	Construction Product Regulations (2024)
	EU Nature Restoration Law (2024)	EU Water Framework Directive (2025)	EU Action Plan: Towards Zero Pollution for Air, Water and Soil to 2050 (2021)	
National	Climate and Low Carbon Development (Amendment) Act (2021)	Climate Action Plan 2025 (CAP25)	National Energy and Climate Plan 2021–2030 (NECP)	National Energy and Climate Plan 2021–2030 (NECP)
	National Biodiversity Action Plan (NBAP) (2023–2030)	All-Ireland Pollinator Plan (2026-2030)	Waste Action Plan for a Circular Economy (2020–2025)	Whole of Government Circular Economy Strategy 2026–2028: Accelerating Action
Local	Local Authority Climate Action Plans (LACAP)			

Figure 11: Policies reviewed under environment

Transport

The following transport frameworks play a central role in advancing sustainable mobility, strengthening national connectivity, and supporting transport-oriented development.

National policies

The National Sustainable Mobility Policy Action Plan (2026–2030), published under the National Sustainable Mobility Policy (2022–2030), provides the strategic direction for developing sustainable transport infrastructure which prioritises active travel and public transport. The policy outlines 95 actions to transform Ireland’s current mobility landscape, prioritising active travel and public transport. This approach is reinforced by the Statement of Strategy (2025–2028) Department of Transport, Tourism and Sport, which sets out departmental priorities to deliver a safer, inclusive and more sustainable transport system through targeted investment, policy reform and coordinated delivery across both urban and rural areas.

The Moving Together Strategy (2026–2030) was developed to improve transport efficiency, support decarbonisation, and create a sustainable network which provides equitable, inclusive and cost-effective transport systems. It was developed in response to commitments made in CAP23 and reinforces the ‘Avoid-Shift-Improve’ model framework. The Moving Together Strategy represents the ‘Avoid and Shift’ aspect, encouraging collaboration across public and private sectors.

The National Sustainable Mobility Policy and the Moving Together Strategy both support the strategic framework to 2030 for developing active travel infrastructure. The report assessed travel behaviour and identified that educational and social activities are the primary reasons for journeys taken after work or business reasons. It emphasised the potential for substantial reductions in car kilometres, particularly for shorter trips, by implementing measures such

as expanding shared mobility options, improving permeability, reallocating road space, and enhancing active travel infrastructure across all types of journeys, thus reducing carbon emissions and providing healthier, more sustainable choice of travel.

The Programme for Government: Securing Ireland’s Future (2025) prioritises public transport projects that enhance regional and rural connectivity supported by infrastructure investment, in line with the Project Ireland 2040 National Planning Framework (NPF) (2025), and the National Development Plan (NDP) (2021–2030). The revised NPF (2025) reinforces this approach by prioritising the accelerated delivery of transport-oriented development at both greenfield and brownfield locations in proximity to major public transport hubs across Ireland’s cities including Dublin, Cork, Limerick, Galway and Waterford, as well as key suburban and metropolitan towns. The revised framework strengthens the focus on climate neutrality and renewable energy development, supporting Ireland’s target of a 51% reduction in greenhouse gas emissions by 2030. Similar to the Moving Together Strategy, it emphasises the application of the Avoid–Shift–Improve model, with particular attention to enhanced network permeability, the promotion of active travel, and measures to reduce transport emissions in parallel with the rollout of the EV Charging Network Plan and the expansion of shared and sustainable mobility options.

Our Rural Future: Rural Development Policy 2021–2025 outlines key deliverables for enhancing rural living, including the provision of improved rural public transport services, piloting new transport initiatives to enhance the quality of life for people in rural areas, and ensuring public transport services in rural and regional areas are accessible to persons with disabilities and reduced mobility.

National	
National Sustainable Mobility Policy Action Plan (2026–2030)	Programme for Government: Securing Ireland’s Future (2025)
National Sustainable Mobility Policy (2022–2030)	Project Ireland 2040 – National Planning Framework (NPF) (2025)
Statement of Strategy (2025–2028) – Department of Transport, Tourism and Sport	National Development Plan (NDP) (2021–2030)
Moving Together Strategy (2026–2030)	Our Rural Future: Rural Development Policy (2021–2025)

Figure 12: Policies reviewed under transport

Social

The following policies are shaping the social outcomes of the transport sector by increasing active travel, improving transport safety, promoting an accessible, equitable and inclusive mobility system, and enhancing community wellbeing. The UN Sustainable Development Goals shape social, environmental and governance development providing a global framework of targets. The Sustainable Development Goals Report (2025) is a progress report towards assessing all 17 goals for 2030 and the current global status. The assessment reports while notable progress has been achieved since the 2015 baseline, advancement still remains insufficient. The stark reality of SDG progress underscores the need for accelerated action, international cooperation and continued investment in the remaining years of the agenda.

European policies

The European Commission's latest progress report on the **European Declaration on Cycling (2024)** positions cycling as a critical tool for climate action, social inclusion, and affordable mobility. Between 2021 and 2027, over €4.5 billion has been allocated to cycling, enabling the delivery of more than 12,000 km of new or upgraded cycle paths. In addition to supporting healthier and more liveable urban environments, cycling is emerging as a key strategy to address transport poverty, with financial supports such as bike and e-bike subsidies and targeted interventions for low-income households.

National policies

Safety is a core consideration of sustainable infrastructure delivery, with Ireland's commitment to **Vision Zero 2050** articulated through **Our Journey Towards Vision Zero: Ireland's Government Road Safety Strategy 2020–2030**, which adopts a safe systems approach and places responsibility on infrastructure design, speed management and network operation to reduce fatalities and serious injuries.

Active travel and local connectivity are increasingly positioned as core enablers of sustainable mobility outcomes. **The National Physical Activity Framework (2024–2040)** is a cross-sectoral approach that promotes physical activity. This framework is supported by a series of action plans, including the **National Physical Activity Action Plan (2024–2029)** outlining a number of goals and actions to increase physical activity as part of everyday routine. Furthermore, active travel infrastructure development is supported in the **Strategy for the Future Development of National and Regional Greenways (2018)**. It establishes a strategic approach to developing a segregated off-road experience linking places of interest, recognising their value as transport and recreation corridors that can strengthen connectivity in rural areas and contribute to health and wellbeing outcomes.

The Healthy Ireland Framework (2013–2025) supports improving population health and reducing health inequalities, explicitly promoting environments that support active living, reduced sedentary behaviour and healthier travel choices.

The Roadmap for Social Inclusion (2020–2025)

sets out Government commitments to reduce poverty and social exclusion by improving access to essential services, including transport, particularly for disadvantaged and marginalised groups. This is reinforced by the **Sustainable, Inclusive and Empowered Communities Strategy (2019–2024)**, a five-year plan which promotes community development and highlights the importance of accessible transport in strengthening community participation, connectivity and resilience, especially in disadvantaged urban and rural areas.

The National Disability Inclusion Strategy (2017–2021) further underpins this agenda by setting out actions to improve accessibility and remove barriers for people with disabilities, including the provision of accessible transport services and infrastructure that enable independent travel and equal participation in society. Furthermore, the **Framework Policy for Local and Community Development in Ireland (2015)** provides the overarching policy context for community-led development, emphasising integrated service delivery and the role of transport in supporting social inclusion, local economic opportunity and quality of life.

European	The Sustainable Development Goals Report (2025)		European Declaration on Cycling (2024)	
	Vision Zero 2050 Our Journey Towards Vision Zero: Ireland's Government Road Safety Strategy (2020–2030)		National Physical Activity Framework (2024–2040)	National Physical Activity Action Plan (2024–2029)
National	Roadmap for Social Inclusion (2020–2025)		Sustainable, Inclusive and Empowered Communities Strategy (2019–2024)	Strategy for the Future Development of National and Regional Greenways (2018)
			National Disability Inclusion Strategy (2017–2021)	Framework Policy for Local and Community Development in Ireland (2015)

Figure 13: Policies reviewed under social

Economic

The following policies are shaping the economic outcomes of the transport sector by addressing congestion costs, enhancing connectivity to support local businesses and regional growth, and guiding strategic investment in transport infrastructure.

European policies

The **EU Cohesion Policy (2021-2027)** is the EU's main investment policy and targets all regions and cities in the European Union in order to support job creation, business competitiveness, economic growth, sustainable development, and improve citizens' quality of life.

EU Cohesion Policy contributes to strengthening economic, social and territorial cohesion in the European Union. It aims to correct imbalances between countries and regions. It delivers on the Union's political priorities, especially the green and digital transition.

The **Trans-European Transport Network (TEN-T)** policy promotes multimodal, efficient and sustainable transport across the EU. The network involves rail, inland waterways, short sea shipping routes and roads that link urban nodal points, ports, airports and terminals.

National policies

The **Planning, Land Use and Transport Outlook 2040** considers how fiscal, environmental and technological developments might impact on transport investment; and identifies strategic priorities for future investment to ensure land transport infrastructure provision facilitates the objectives of Project Ireland 2040.

The **National Investment Framework for Transport in Ireland (NIFTI) (2021)** is a strategic framework designed to guide land transport investment decisions for the Department of Transport. It forms part of the Department of Transport's role in Project Ireland 2040 National Planning Framework, which aims to build a more sustainable and inclusive Ireland, facilitating a growing population whilst striving to achieve climate and decarbonisation targets. The framework emphasises the importance of investing in regional and local road network to ensure transport can continue to provide vibrancy and connection to Ireland's towns, villages and rural areas.

The Government of Ireland's **Infrastructure Guidelines (2023)** sets out the State's value for money framework for the evaluation planning and management of public investment projects in Ireland, including capital works, asset purchases and acquisitions of shareholdings. They replace the Public Spending Code for capital expenditure and apply to all public bodies and agencies in receipt of Exchequer funding, ensuring that investment decisions are evidence-based, proportionate and aligned with national policy objectives.

The Government of Ireland's **Transport Appraisal Framework (TAF) (2025)** provides appraisal and implementation guidance for investment in transport infrastructure, fulfilling the needs of society, align with strategic policy objectives, and deliver value for money through a streamlined framework for appraising transport investments in accordance with the Infrastructure Guidelines (2023).



Regional policies

The **Sectoral Investment Plan (2026-2030)** allocated €22.3 billion for various modes of transport including -public transport, active travel, roads, maritime, and aviation over the next five years. This funding will both maintain and enhance current transport infrastructure, and support new projects aimed at boosting connectivity in urban and rural areas and promoting sustainable development.

The **Regional Economic and Spatial Strategies (RSES)** provide a long-term, strategic development framework for the future physical, economic and social development of Ireland’s regions.

Local policies

The **Economic Cost of Congestion in the Greater Dublin Area (2022–2040)** provides an updated long-term assessment of the economic impacts of congestion, demonstrating how increasing delays on strategic corridors affect labour productivity, business costs and regional competitiveness, while also undermining quality of life. Alongside this, the **Transport Strategy for the Greater Dublin Area (2022-2042)** establishes a long-term framework for sustainable land-use and transport integration, directing infrastructure investment towards compact growth, high-capacity public transport corridors and enhanced active travel networks.

European	EU Cohesion Policy (2021–2027)	Trans-European Transport Network (TEN-T) (2024)
National	Planning, Land Use and Transport Outlook 2040	Infrastructure Guidelines (2023)
Regional	Sectoral Investment Plan (2026-2030)	Regional Economic and Spatial Strategies (RSES)
Local	The Economic Cost of Congestion in the Greater Dublin Area (2022–2040)	Transport Strategy for the Greater Dublin Area (2022-2042)

Figure 14: Policies reviewed under economic



Resilience and adaptation

The following policies are shaping climate adaptation and resilience of the transport sector by strengthening transport infrastructure against climate risks, integrating forward-looking risk assessments into planning, and promoting measures to ensure continuity of services under changing climate conditions.

European policies

EU Adaptation Strategy (2021) sets out how the European Union can adapt to the unavoidable impacts of climate change and become climate resilient by 2050. The Strategy has four principle objectives: to make adaptation smarter, swifter and more systemic, and to step up international action on adaptation to climate change.

National policies

Transport Climate Change Sectoral Adaptation Plan (T-SAP II) 2025 is Ireland’s primary policy for climate adaptation in the transport sector, setting out how Ireland’s transport systems will become more resilient to extreme climate events. The comprehensive risk assessment and set of strategic actions included in the Plan focus on policy reform, infrastructure upgrades, nature-based solutions, and improved asset management.

The **National Adaptation Framework (2024)** establishes a Sectoral Adaptation Planning approach to climate adaptation, strengthening the focus on implementation, monitoring and the integration of climate resilience into thirteen key sectors. All thirteen sectors require the development of **Sectoral Adaptation Plans (SAPs)** which set out actions to assess climate risks concerning coastal, built and urban environments, health impacts and disaster risk and to embed adaptation measures into planning, investment and asset management.

The Second National Implementation Plan for the Sustainable Development Goals (SDGs) 2022-2024 outlines how the Irish government plans to achieve the 17 SDGs by 2030. The plan ensures that quality, reliable, sustainable and resilient infrastructure is developed, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.

National	European
Transport Climate Change Sectoral Adaptation Plan (T-SAP II) (2025)	EU Adaptation Strategy (2021)
National Adaptation Framework (2024)	
Second National Implementation Plan for the Sustainable Development Goals (SDGs) (2022–2024)	

Conclusion

In 2024, we reviewed existing policy documents, and categorised policies by alignment to the relevant SIP Principles. This updated review restructures that approach. We reviewed newly published policies and systematically structured all under thematic categories to which we assigned the SIP principles to, as indicated by the icons above.

This policy review demonstrates how evolving European, national, regional and local policy landscape continues to strengthen and clarify expectations places on Transport Infrastructure Ireland in delivering sustainable transport infrastructure. Since the previous review, significant policy developments - particularly in areas of transport and sectoral adaptation plans - have reinforced the need for accelerated action across planning, investment and project delivery. By aligning these policy drivers with TII’s Sustainability Implementation Plan and its six sustainability principles, the review provides a clear and up-to-date framework to guide decision-making, ensure regulatory compliance and support consistent implementation of sustainability across TII’s activities over the 2026-2030 period, and meet EU and national 2050 targets.

Figure 15: Policies reviewed under resilience and adaptation

Appendix B

Sustainability Outcomes



Sustainability Outcomes

Sustainability Outcomes have been developed to ensure delivery against our commitments, setting out a clear pathway from activities to results and demonstrating how we will achieve our targets in response to national policy and TII's sustainability priorities.

The Sustainability Outcomes tables map National Targets and Actions to the SIP Principles and convert them into measurable activities embedded across TII programmes and projects. These are consolidated into TII-specific targets and supported by clear metrics and KPIs, enabling TII to track progress and embed sustainable delivery across its activities. The tables outline the activities currently being undertaken by TII under each Sustainability Principle to support the achievement of our targets.

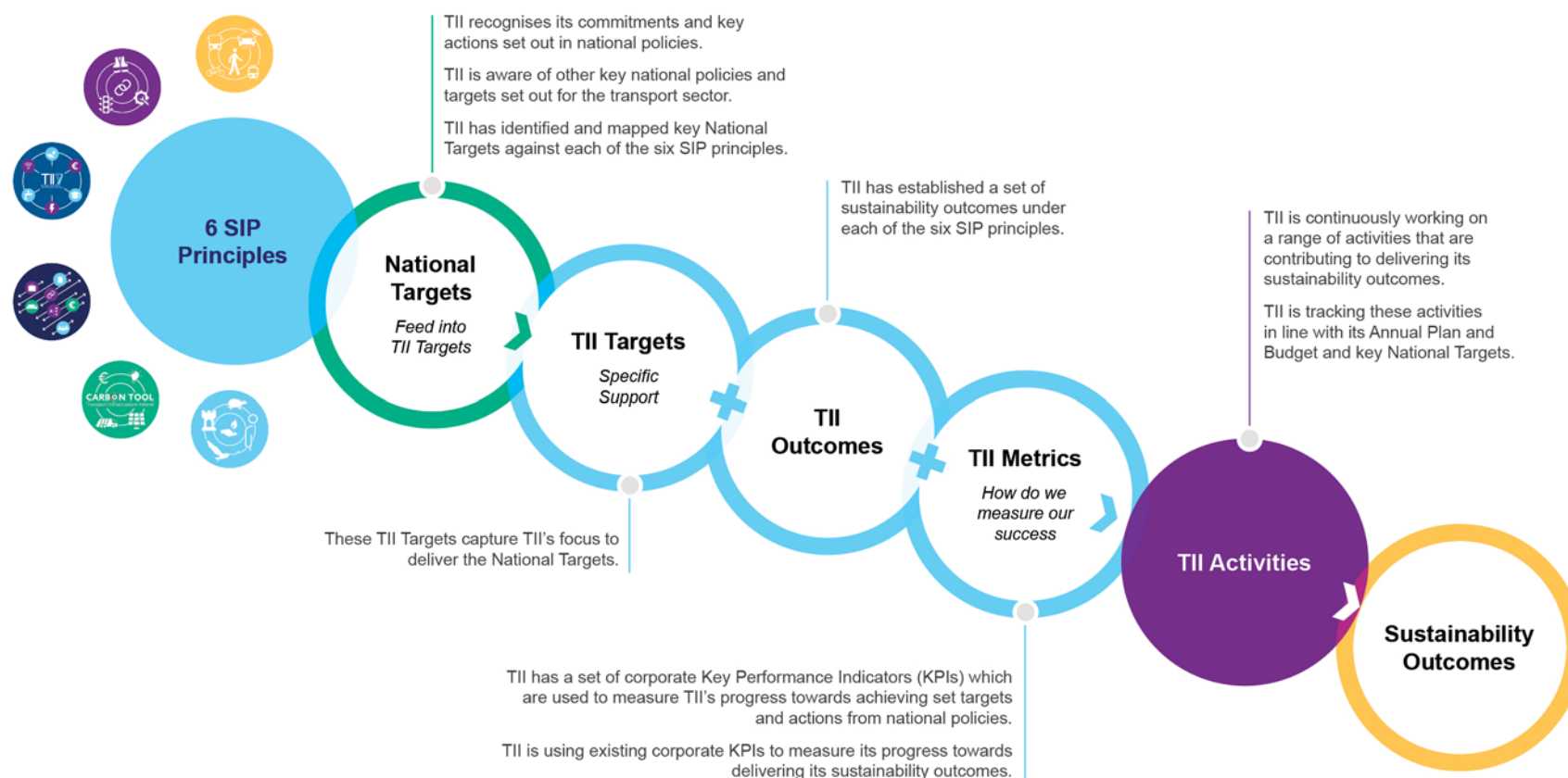


Figure 16: The development process of Sustainability Outcomes, starting from the six Sustainability Principles

Relevant Policy Abbreviations

National Policies Abbreviations	
BCCSAP	Biodiversity Climate Change Sectoral Adaptation Plan 2025-2030
CAP	Climate Action Plan 2025 Annex of Actions
MTS	Moving Together Strategy 2026-2030
RHS	National Road Haulage Strategy 2022-2031
RSS Phase 2	Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy Phase 2 Action Plan 2025-2027
RSS	Our Journey Towards Vision Zero Ireland's Road Safety Strategy 2021-2030
SMP	Sustainable Mobility Policy Action Plan 2026-2030
T-SAP II	The Transport Sectoral Adaptation Plan II 2025





Principle 1 - Sustainability Outcomes

Provide effective, efficient and equitable mobility

TII Specific

Existing TII KPIs

National Actions

SMP Action 45 - Continue the development of the greenways network (to include urban greenways)	SMP Action 47 - Conduct a review of the Bike to Work scheme to boost take-up among all workers and to inform the following action	RHS Action 19 - Map the current infrastructure available to haulage and freight including rest stops and refuelling stations and identify priority projects for advancement
SMP Action 31 - Continue the delivery of the National Cycle Network plan (to include greenways, road space reallocation and quiet roads initiatives) to ensure establishing linkages with towns and villages.	RHS Action 6 - Complete study examining the feasibility of Freight Consolidation Centres to consolidate and rationalise freight transport & identify next steps	SMP Action 35 - Increase the number of Park and Share sites to facilitate increased car-pooling, as delivered on the M1 Park and Share facility, with both safety and emissions benefits.
CAP Action TR/25/7 - Advance roll-out of walking/cycling infrastructure in line with National Cycle Network (NCN) and Cycle Connects plans. The steps identified for the delivery concern putting in place governance arrangements for the delivery of NCN	RHS Action 8 - Launch a call to the private sector re specific transport operations which may be suitable for a Longer Semi-trailer Trial	RSS Action 7 SRR (Safe roads and roadsides - Sustainability Pillar). Develop a programme of Park and Share facilities to remove unsafe parking and manoeuvres and to reduce pedestrian activity on hard shoulders and junctions of National Roads, including delivering a minimum of four Park and Share sites on or adjacent to the National Road Network.
MTS Action 3a - Develop local DM strategies in line with guidance provided by DoT/ NTA (see Recommendation 4) that facilitate compact growth targets outlined in the NPF and the Regional Spatial and Economic Strategies.	RSS 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	

TII Targets

Contribute to accessibility from the north-west of Ireland and between centres of scale separate from Dublin will be significantly improved, focused on cities and larger regionally distributed centres and on key east- west and north-south routes. (National Planning Framework 2025)	Contribute to designing infrastructure according to Universal Design Principles and the Hierarchy of Road Users model. (Sustainable Mobility Policy 2026-2030)	Contribute to the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being. (National Planning Framework 2025)
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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

eFlow user customer satisfaction (ease of use reported).	M50 Toll compliance rate (quarterly)	% of scheduled service km delivered.	% of major roads capital projects on or ahead of 2026 milestone target (at construction).	% of major roads capital projects on or ahead of 2026 milestone target (at planning and design or proceeding to application)	% of minor projects (incl. active travel) on or ahead of 2026 milestone target	% of greenway projects on or ahead of 2026 milestone target	Luas complaints (per 100,000 passenger journeys)
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Sample of TII Ongoing Activities

TII is expanding the greenway network establishing linkages with towns and villages in line with the strategic national cycle network.	TII is exploring the potential of urban freight consolidation centres to reduce kilometres of travel by heavy goods vehicles in urban areas.	TII is commencing the delivery of MetroLink.	Recent relevant TII Standards and Guidance: Project Appraisal Guidelines for National Roads Unit 13.0 – Appraisal of Active Modes Technical Document. Rural Cycleway Design (Offline and Greenways) Standard Document. Environmental Impact Assessment of Rural Cycleways (Offline & Greenway) – A Practical Guide Technical Document.
TII is implementing a Bus Priority Measures Pilot Scheme between M4 Junction 6 and Junction 5. Work is progressing on M4 Jn 6 to Jn 5 in-bound which has been developed and designed so that the solution is accommodated within the existing road footprint.	TII is taking a holistic approach to bypasses and associated public realm upgrades, integrating active travel infrastructure and complementary measures to improve connectivity and accessibility.	TII is developing a plan to assess future of tolling/ funding for the operation and maintenance of the National Road network post expiry of PPP (2033 - 2052).	



Principle 2 - Sustainability Outcomes
Enable safe and resilient networks and services

TII Specific

Existing TII KPIs

National Actions

RSS 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	RSS Action 65 - Embed the Safe Systems approach within Transport Infrastructure Ireland standards and guidance documents.	RSS 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.
RSS Action 9 SRR (Safe Roads and Roadsides - Sustainability Pillar) - Continue to participate in InterNational Road Safety Research Programmes – DG Move, CEDR, ITF and PIARC.	RSS Action 3 SRR - Progress implementation of divided roads across the National Road Network in-line with the RISM directive and the Speed Limit Review.	RSS Action 13 SWRR (Safe work-related road use – Sustainability Pillar) - Co-ordinate the development and implementation of a driver education programme focused on preventing unsafe behaviours in road work zones.
RSS Action 2 SRR - Delivery of the EU Road Infrastructure Safety Management Directive – Statutory delivery, including the following programmes: • High Collision Location (HCL) Programme • Road Safety Inspection (RSI) Programme • Pavement skid resistance (SCRIM) Programme • National Road Pavement Condition Programme • Life Cycle Renewal Programmes for Road Signs and Road Lines to ensure appropriate luminosity.	RSS Action 12 SHMT(Safe and healthy modes of travel– Sustainability Pillar) - Deliver safety improvements to National Roads adjacent to schools to reduce speeds and improve active travel.	T-SAP II Action R3 - Continue to implement the existing climate adaptation strategy for Roads.
T-SAP II Action R6 - Enhance collaboration between the National Transport Authority, local authorities, bus operators and Transport Infrastructure Ireland on climate-proofing urban roads.	SMP AP Action 34 - Complete a series of Quiet Road pilots in rural areas with suitable signage and traffic calming measures to support safe cycling.	RSS Action 10 SRR - Increase the length of divided roads on the National Primary Network by constructing 18km of new divided road on the N21 and N28.
T-SAP II Action LR1 - Digitalise asset data for the Luas system.	RSS Action 5 SRR - Maintain the National RSA Portal for Road Safety Auditor Approval and Road Safety Audit records.	RSS Action 8 SRR - Publish the first mandatory Network Wide Road Safety Assessment for National Roads
	RSS Action 6 SRR - Continue to raise public awareness of Variable Speed Limits and Lane Control Measures on the M50.	RSS Action 1 SRR - TII to provide training to local authority engineers, planners and relevant planning authorities to incorporate safe systems approach in their review of planning applications.
	RSS Action 3 SRR - Deliver on average four Minor Safety Improvement Schemes on National Roads per year at road sections with low safety levels, as required by the RISM Directive.	

TII Targets

Contribute to the Road Safety Strategy's target to reduce fatalities and serious injuries by 50% by 2030 (compared to a baseline of the average for 2017-2019). (RSS 2025-2030).	Implement the adaptation actions and measures outlined within the Climate Adaptation Implementation Plans within 5 years of development. (Climate Adaptation Strategy)
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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.
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Metrics

Luas anti-social behaviour complaints	M50 incident response (avg time).	Fatalities on the National Roads Network (YTD) (Same Period Last Year)	Serious injuries on the National Roads Network (YTD) (Same Period Last Year)	No. of major injuries and fatalities per 1,000,000 km light rail operated
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Sample of TII Ongoing Activities

TII is delivering an average of 60 road safety improvement schemes - and funding 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.	TII is developing a bus-based park and share at Junction 4 of the M1at Lissenhall. It has over 800 car parking spaces.	TII published a draft Park and Share Policy for consultation and published a Louth Park and Share: Pilot and Trial Ex-Post Evaluation report which has identified potential new sites for Park and Share facilities.	Recent relevant TII Standards and Guidance: Geometric Design Standard DN-GEO-03036. Climate Guidance for National Roads, Light Rail, and Rural Cycleways. Climate Assessment of Proposed National Roads – Standard. Drainage Systems for National Roads- Standard. Design of Road Lighting for the National Road Network- Standard.
	TII Climate Adaptation National Roads Implementation Plan.		



Principle 3 - Sustainability Outcomes

Collaborate for a Holistic Approach

TII Specific

Existing TII KPIs

National Actions

RHS 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.

MTS Action 13a - Working with delivery partners, implement additional measures to support captive car users, further supporting the objectives of the SMP. This should include, inter alia, the roll-out and scaling up of shared mobility/mobility hubs at a national level.

MTS Action 5a - The co-ordination and implementation of demand management measures will be supported through the existing National Guidelines and Standards Group with the aim of revisiting and prioritising space for transport modes that are less carbon and space intensive; as well as for reallocation of destinations to promote proximity.

MTS Action 8d - Develop a long-term strategy and implementation plan for the Sustainable Mobility Academy.

MTS Action 2b - Consider learnings and potential next steps on the implementation of a National Road user charging model taking account of latest international practice.

MTS Action 8b - Develop evidence-based guidance for LAs and others to engage effectively with communities in pre and post scheme development, through Sustainable Mobility Academy.

RHS 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.

RHS 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.

TII Targets

Contribute to regenerating and rejuvenating cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals (National Planning Framework 2025)

Contribute to promoting sustainable mobility through research and citizen engagement. (Sustainable Mobility Policy 2026-2030)

Contribute to promoting smart and integrated mobility through innovative technologies and development of appropriate regulation. (Sustainable Mobility Policy 2026-2030)

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).

Number of employees (FTE)

Sample of TII Ongoing Activities

TII has commenced the installation of ten new Weigh in Motion (WIM) deployments on National Roads in consultation with stakeholders such as DoT, An Garda Síochána and RSA.

TII is introducing a process to track carbon savings from environmental award criteria and specification changes in suitable strategic procurements.

TII is implementing its Strategic Communications and Engagement Strategy and Plan, incorporating TII's Stakeholder Engagement Framework.

TII is a Partner and Board Member of Ireland's Supply Chain Sustainability School. The school and its partners are working to enable a world class sustainable built environment through knowledge and collaboration.

Recent relevant TII Standards and Guidance:
Guide to the Implementation of Sustainability for TII Projects Technical Document.
Project Manager's Manual for Greenway Projects – Technical Document.

TII collaborates internationally and has, for example, joined a pan European initiative termed Leap to Zero, spearheaded by Rijkswaterstaat (Netherlands), which aims to accelerate the transition to zero emission construction sites.

TII continues to provide training to key stakeholders e.g. Local Authorities, An Garda Síochána on relevant topics.

TII continues engagement and collaboration with TII's asphalt supply chain to plan the implementation of carbon reductions in the production, transport and laying of asphalt pavement materials and maximising the application of circular economy principles.



Principle 4 - Sustainability Outcomes

Deliver end-to-end Improvements

TII Specific

Existing TII KPIs

National Actions

T-SAP II Action R3 - Continue to implement the existing climate adaptation strategy for roads.

T-SAP II Action LR1 - Digitalise asset data for the Luas system.

RSS Action 3 - Increase the length of divided roads on the National Primary Network from 1,310km (2020) to 1,366km (2024).

SMP Action 34 - Complete a series of Quiet Road pilots in rural areas with suitable signage and traffic calming measures to support safe cycling.

SMP Action 45 - Continue the development of the greenways network (to include urban greenways).

SMP Action 4 - Review expenditure and prepare IMMAC for 2031-2035 period.

SMP Action 31 - Continue the delivery of the National Cycle Network plan (to include greenways, road space reallocation and quiet roads initiatives) to ensure establishing linkages with towns and villages.

RSS Action 4 SRR (Safe Roads and Roadsides - Sustainability Pillar) - Continue to deliver training (including CPD training) in accordance with the RISM Directive to maintain a high level of professional competency in Road Safety in Ireland - Road Safety Audit and Engineering.

TII Targets

Contribute to active participation, across sectors, on the All-Island Circular Economy Forum to maximise opportunities in developing an All-Island Circular Economy. (Whole of Government Circular Economy Plan: Accelerating Action)

TII Outcomes

The achievement of TII's circular economy vision.

Metrics

% of major roads capital projects on or ahead of 2026 milestone target (construction)

% of major roads capital projects on or ahead of 2026 milestone target (planning and design or proceeding to application)

% of major roads capital projects on or ahead of 2026 milestone target (planning and design or proceeding to application)

% of Scheduled Service Kilometres delivered

% of greenway projects on or ahead of 2026 milestone target

Sample of TII Ongoing Activities

The TII Circular Economy External Collaboration Committee continues to meet to promote implementation of circularity and adoption of TII's Sustainability Implementation Plan.

The TII Circular Economy External Collaboration Committee continues to meet to promote implementation of circularity and adoption of TII's Sustainability Implementation Plan.

The TII Circular Economy External Collaboration Committee continues to meet to promote implementation of circularity and adoption of TII's Sustainability Implementation Plan.

Recent relevant TII Standards and Guidance:
Project Appraisal Guidelines
Unit 6.0 – Cost Benefit Analysis
Overview – Technical Document.

TII is gathering data relating to resource consumption using asset management systems.

New appropriate Life Cycle Assessment (LCA) models will be used which strike a balance between economic, environmental and social costs. Guidance on LCA and procurement will be published.

Circular Economy pilot projects show ~10% material savings. Findings will be incorporated into new guidance on LCA and procurement.



Principle 5 - Sustainability Outcomes
Transition to Net Zero

TII Specific Existing TII KPIs

National Actions			
RHS 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.		RHS 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.	
RSS 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.		RHS 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.	
TII Targets			
Improve energy efficiency by 50% by 2030 compared to 2009. (Public Sector Climate Action Mandate 2025).		Contribute to a 35% reduction in GHG emissions in the Industry Sector by 2030 compared to 2018 (CAP23).	
Reduce greenhouse gas (GHG) emissions associated with energy from TII's operations by 73% to 7,606 tonnes of Carbon Dioxide equivalent (tCO2e) by 2030, compared to a 2016-2018 (average) baseline of 28,533 tCO2e (Public Sector Climate Action Mandate 2025).		Contribute to a 50% reduction in GHG emissions in the transport Sector by 2030 compared to 2018 (CAP23)	
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			
Thermal final energy (kWh / tonnes of CO2eq)	Electricity final energy (kWh / tonnes of CO2eq)	Transport final energy (kWh / tonnes of CO2eq)	CO2 emissions from blacktop used in TII's pavement programme (per km)
Sample of TII Ongoing Activities			
TII has now received certification for ISO 1400:2015 Environmental Management System for its Dublin head office.	Fulfil the requirements of the future TEN-T Regulation including in relation to upgraded road infrastructure, safe and secure parking and recharging and refuelling Infrastructure (Action 20 of RHS).	Ongoing collection of data for freight fleet and associated emissions (Action 2 and 3 of RHS).	Recent relevant TII Standards and Guidance: TII Road Emissions Model (REM): Model Development Report – Technical Document. TII Carbon Tool for Road and Light Rail Projects: User Guidance Document – Technical Document. N22 Carbon Benchmarking and Analysis – Technical Document.
Continue the design and implementation process to support the installation of additional EV charging at TII's 9 motorway service areas together with planning for future reconfiguration of parking arrangements in TII's service areas, to allow for the upgrade and expansion of electric vehicle charging facilities within the service areas, in line with AFIR requirements.		TII actively engages staff in Organise staff workshops (at least annually) to engage on climate issues, including a focus on decreasing the organisation's carbon footprint. Staff and management training.	
Delivery of alternative fuels infrastructure project (EVCI) supports the transition to low carbon freight solutions (Action 23 of RHS).	Update processes for vehicle procurement to meet target for purchase of zero emission vehicles where operationally feasible, as well as the minimum targets set out by SI381/2021 Clean Vehicles Directive.		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).



Principle 6 - Sustainability Outcomes

Create Total Value for Society

TII Specific

Existing TII KPIs

National Actions

RSS 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.

SMP Action 69 - Consult and engage with disabled people in the design and implementation of transport infrastructure where it interacts with the associated built environment, ensuring application of a universal design and 'whole of journey' approach in line with the objectives of the National Sustainable Mobility Policy.

SMP Action 77 - Commission study to assess potential for policy measures to incentivise car-pooling.

BCCSAP Action 3.8.10 - Local Authorities, Transport Infrastructure Ireland (TII), NPWS and OPW will encourage a more reliable supply and use native species, varieties, and landraces from appropriate native sources in their landscaping works, where possible.

TII Targets

TII Biodiversity Plan Medium- and Long-term goals.

Mandate detailed investigation of potential impacts of habitat fragmentation at a landscape scale for all new projects, including detailed understanding of existing baseline conditions at a landscape scale.

Identification and classification of key wildlife corridors of relevance to the existing transport network.

Eradicate, control and prevent the spread of Invasive Alien Species on new projects and the existing network.

Identification and mitigation, where feasible, of priority species collision hotspots on the existing road network.

Address legacy impacts on biodiversity through the implementation of targeted research, mitigation and, where applicable, compensation.

TII Outcomes

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

Metrics

eFlow user customer satisfaction (ease of use reported)

Percentage of staff that would recommend TII as an employer

Senior leadership representation - by gender %

Sample of TII Ongoing Activities

eFlow sponsorship of Biodiversity in Schools Competition.

Establishing TII's Strategic Framework for gender sensitive data collection on public transport projects.

Participation in ongoing Local Transport Plans and metropolitan area transport strategies with Local Authorities and the NTA.

TII has facilitated the improvement of an average of 10 rural bus stop facilities annually on the National Road Network in line with a Safe System approach.

Conducting research on Appropriate Facilities for Age Friendly Active Travel.

Developing the MetroLink Project Sustainability Plan.

Recent relevant TII Standards and Guidance:
Biodiversity Impact Assessment of National Road, Greenway and Active Travel Projects – Literature Review.
Biodiversity Metric Tool for Road, Greenway, and Light Rail Projects: User Guide Document; Technical Report.
Population and Human Health Assessment of Proposed National Road – Standard.
Water Impact Assessment for Proposed National Roads – Standard Document.
Air Quality Assessment of Proposed National Roads – Standard.
Applying a Gender Lens to TII Public Transport Projects Technical Document.

Appendix C

Five Year Scenario Progress to Date



What success looks like for a sustainable transport sector	Advancing the 5-year scenario		
5 year scenario (by 2026)	Progress to date	Project examples	Standards/ Guidance
Increased resilience of our transport network with enhanced environmental benefits	Climate adaptation has shifted from strategy to implementation across National Roads, light rail and greenways. This is marked through the publication of TII's Climate	Greenway Asset Renewal Programme - National greenways network €2.8 million invested in 2025 across 8 greenways and 7 local authorities - Targeted renewal works to improve safety, resilience and accessibility - Supports long term infrastructure performance under changing climate conditions.	- Climate Guidance for National Roads, Light Rail and Rural Cycleways (Offline & Greenways) (PE-ENV-01104) (2022) - Climate Assessment of Proposed National Roads (PE-ENV-01105) (2022)
Progressed development of multi-modal facilities to enable improved movement of people and goods around our villages, towns and cities	TII is delivering and funding multi-modal transport infrastructure across the network, improving connectivity within and between settlements, supporting more efficient movement of people and goods. This has included: - Expanded and integrated provision for walking, cycling and public transport - Delivery and funding of multi-modal transport infrastructure - Collaboration with local authorities and delivery partners - Integrated active travel and public transport provision within roads schemes.	N3 Virginia Bypass - Co. Cavan / Meath - Approx. 14.5 km transport scheme. - Currently in planning and design phase - Integrates sustainable transport solutions alongside the National Road network - Addresses traffic congestion and safety constraints while supporting access between settlements.	
Expanded access to active travel infrastructure, including cycle lanes, footpaths, and greenways, with segregation from other transport modes where feasible.	TII is leading the programme management of the National Cycle Network (NCN) in collaboration with local authorities and stakeholders. - The NCN aims to deliver 3,500 km of safe, high quality cycle routes, connecting over 200 cities, towns and villages nationwide - Existing and planned greenways, National Roads and cycling infrastructure are being integrated to support sustainable travel and public health 79 greenway projects were funded in 2024, significantly expanding access to active travel.	Letterkenny Urban Active Travel Scheme - Letterkenny town, Co. Donegal - Construction scheduled to commence in 2026 - Focuses on enhancing active travel infrastructure within key movement hotspots - Improves safety, accessibility and connectivity for walking and cycling within the town centre.	Guide to the Implementation of Sustainability for TII Projects (GE-GEN-01101) (2023)
Delivering renewable onsite electricity generation	TII has identified the three Luas depots as being suitable locations for the generation of renewable electricity through the installation of rooftop solar photovoltaic (PV) arrays and is further reviewing wider opportunities for rooftop or ground mounted PV at its motorway protection and renewal depots distributed across the NRN. - This enables on-site electricity generation. - This reduces TII's reliance on the national grid.	Solar on TII Networks TII is progressing plans to install solar arrays at Sandymore Luas Depot and the Red Cow Luas Depot.	
Increased public transport use with more low emission vehicles on the road	- Luas Red & Green Lines carry approximately 55 million passenger journeys per year. - Over 650 million journeys delivered since opening. 400,000+ people live within 1 km of a Luas stop. - Luas Finglas is progressing to detailed design, procurement and construction. - Non-Statutory Consultation complete for Luas Cork. - Planning for Luas Lucan and Luas Poolbeg is underway.	Zero Emission Vehicles Ireland (ZEVI) ZEVI is continuing to support the delivery of Electric Vehicle (EV) recharging infrastructure across Ireland's National Road Network by incentivising private sector involvement through the EV Recharging Infrastructure LDV Grant Scheme.	

What success looks like for a sustainable transport sector	Advancing the 5-year scenario		
5 year scenario (by 2026)	Progress to date	Project examples	Standards/ Guidance
More efficient corridors moving the greatest number of people while supporting economic growth	- TII has published a standard to allow for the consideration of Bus Priority Measures on Type 2 Dual Carriageways and Motorways - The maintenance of the National Road network to a high standard enables the safe and efficient movement of goods and services	M4 Eastbound Bus Priority Measures - Pilot lane between J6 Celbridge to J5 Leixlip - This project was completed in 2026 and is now open and operational.	Hard Shoulder Bus Priority Measures on Motorways and Type 1 Dual Carriages (DN-GEO-03087) 2022
Restoration of degraded ecosystems and protect and enhance biodiversity	- TII Biodiversity Plan published (2023). - TII Landscape Plan published (2023). - Proactive, policy-aligned biodiversity delivery across assets.	Biodiversity Metric Tool (2025) - Bespoke metric for roads, greenways and light rail. - Quantifies biodiversity loss and gain using standardised units. - Supports planning and detailed project assessment.	- TII Biodiversity Plan (2023) and TII Landscape Plan (2023) - Overarching Technical Document 'Design and Delivery of Soft Landscape Treatments in Urban Transport Environments' (GE-ENV-03002) (2024) - Guide for the Implementation of Soft Landscape in Towns and Villages on National Roads (GE-ENV-03001) (2024)
Improved procurement models to reflect sustainability and circular economy principles	- Sustainable Procurement Steering Group. - Sustainability criteria embedded across applicable TII procurements. - Central tracking of Green Public Procurement (GPP) criteria implemented. - Sustainable Procurement Guide	CO₂ Performance Ladder (Pilot) - Won Best Green Procurement Award 2025 - Now influencing national procurement policy. - Embedded into major contract procurements in 2025	
Supporting sustainable transport choices through community and stakeholder engagement	- Active role in Local Transport Plans (LTPs). - Support to local authorities on active travel and place-making. - Sustainability embedded at early project design stages. - Considering the socio-economic benefits of Luas Finglas in the design, construction and operation. - Undertook a Jan Gehl survey for Luas Finglas to understand local communities needs.	This is an ongoing initiative supported by TII, through which we promote educational outreach by sponsoring school science programmes and the Biodiversity Schools Competition.	
Significant expansion of LDV en-route EV charging and delivery of national charging initiatives	- TII designated lead agency for Alternative Fuel Infrastructure Regulations en-route charging on TEN-T network. - Responsible for delivery of a safe, efficient national charging network.	Electric Vehicle Charging - The Department of Transport announced the sites of 90 new recharging hubs under the National Road Electric Vehicle (EV) Charging Network. - Working with Zero Emission Vehicles Ireland (ZEVI), TII launched several Government-funded EV Recharging Infrastructure Grant Schemes to encourage private-sector delivery.	

Appendix D

SIP Plan Timeline Progress to Date



Plan Timeline (sustainability actions)			
2021-2026		2028 onwards	
3-5 years actions	Completed activities	6-10+ years actions	Significantly advanced activities
Continue to launch initiatives and pilots aligned with SIP Principles and TII Targets, in partnership with internal and external collaborators	- Multiple pilot schemes delivered aligned with SIP Principles, including: - Bio based Asphalt Pavement Binder and Rejuvenator pilot. - Biodiversity Metric Tool for road, greenway and light rail projects (with User Guide Document). - Strategic salt storage depot in Sligo progressed with the Department of Transport; operational in the 2027–2028 winter maintenance season.	Capture learning from SIP communication to inform future development	Regular SIP reviews undertaken to assess progress, challenges and lessons learned: - SIP Review 2024 - SIP Review 2026
Build stakeholder learning and industry knowledge into sustainability initiatives	- Sustained internal and external collaboration embedding sustainability as business as usual: - Delivered of Transport Research Arena at the RDS in Dublin (attracted over 4,200+ delegates globally), showcasing Ireland’s commitment to sustainable mobility. - Engagement with wider industry to provide useful tools such as the TII Carbon Tool, and strive to achieve industry-wide sustainable results.	Ensure stakeholders are actively engaged in evolving initiatives	Ongoing engagement with external stakeholders on sustainability initiatives: - Collaboration with the Association of Young Irish Archaeologists, supporting early career researchers at the national Heritage Week seminar at the Royal Irish Academy. - Ongoing participation in Conference of European Directors of Roads (CEDR)
Identify policy gaps and develop new approaches where required	- Ongoing activity to strengthen sustainable procurement models. - CO₂ Performance Ladder pilot delivered, achieving a 21% emissions reduction and winning Best Green Procurement Award; now influencing national procurement policy.	Share knowledge and develop integrated standards and guidance across providers	TII has demonstrated external influence through ongoing updates to TII standards. These are listed in Appendix B.
Continue research to inform standards, guidance and policy updates	- Ongoing policy horizon scanning and engagement with the Department of Transport. - Input to the development of the Transport Sectoral Adaptation Plan II (2025–2030). - Biodiversity and Environmental standards developed through research and external engagement.	Shape and influence emerging national policy	TII participates in The International Association of Public Transport (UITP) Global Public Transport Summit showcasing TII research. Targeted training and capability building delivered: TII Standards Roadshow (June 2025) delivered across three regional centres, engaging 200+ participants on updated and forthcoming standards.
Incorporate continual updates to standards and guidance documents and roll out communication and training	- Regular reviews and updates to standards: - In 2025, TII published 4 new standard documents and updated 14 standard documents, alongside publishing 11 new technical documents and updated 8 technical documents, resulting in a total number of 616 standard documents and 156 technical documents published overall. - All new and updated publications are recorded in TII’s Annual Report.	Review and refine research needs to improve standards and guidance documents	Standards and guidance updated to reflect sustainability research, including: - Biodiversity Impact Assessment literature review - Biodiversity accounting methodology for linear infrastructure - Biodiversity Metric Tool – Technical Report
Carry out research and identify new areas of research	- TII’s Research Programme participates with the Conference of European Directors of Roads and other bodies, supporting innovation and best practice. - Research commissioning coordinated with technical experts to support implementation through TII standards and guidance. - Participation in Transport Research Arena bi-annual conference	Build research outcomes into standards and expand future research	- New research projects selected (Vehicle Restraint Systems; environmental factors). - Findings from Empowering Women to Cycle project made available across TII.
Embed sustainability across all parts of the organisation	- Sustainability initiatives are evident across all divisions and many initiatives now delivered as business as usual. - Sustainability integrated into the Annual Report, Statement of Strategy, staff reviews and procurement decision making.	* TII is continuing to progress activities in line with the 6-10+ years actions outlined in the SIP Plan Timeline, and these activities will continue to be delivered to meet our SIP ambitions.	
Establish pilot schemes to accelerate progress and build awareness	- Innovation strategy and sustainability research ongoing. - Sustainability education, engagement & awareness programme. - Public engagement remained a strong focus in 2025, with TII delivering a seven-event Heritage Week programme nationwide. Activities included exhibitions, site visits, festivals, and a national seminar, attracting approximately 2,400 attendees.		

TII's progress on completed activities					
SIP Plan Timeline 2021-2026					
Activity Example	2021-2022		2023-2024		2025-2026
Bio based Asphalt Pavement Binder and Rejuvenator pilot	TII developed the Irish Analytical Pavement Design Method	➡	TII embedded environmental and carbon KPIs in pavement renewal, alongside trialling bio-based asphalt binders for use in network repair and renewal schemes	➡	The bio-based asphalt binder project progressed, reaching Technology Readiness Level (TRL) 4 with a target of TRL 6. Workshops with industry partners occurred in 2025.
TII Carbon Tool	The TII Carbon Tool was developed	➡	TII Carbon Tool- now a web-based application- supports early identification of carbon savings	➡	Tool supported a detailed assessment of N22 Ballyvourney to Macroom project, completed using granular material data
Sustainable Procurement	The Sustainability Procurement Steering Group was established on a pilot basis	➡	TII is expanding use of the CO₂ Performance Ladder in 2024 tenders	➡	CO₂ Performance Ladder successfully piloted on €8m M7 Kildare Bypass scheme (2024), achieving a 21% emissions reduction and Level 4 certification
Biodiversity and Environmental Standards	TII co-authored guidance on pollinator-friendly transport corridors with the National Biodiversity Data Centre under the All-Ireland Pollinator Action Plan	➡	Published: • Biodiversity Plan and Landscape Plan; • Design and Delivery of Soft Landscape Treatments in Urban Transport Environments; • Guide for the Implementation of Soft Landscape in Towns and Villages on National Roads	➡	TII published the Biodiversity Metric Tool for road, greenway and light rail projects (with User Guide Document).
Continually updating and providing new standards within sustainability	Published: • Air Quality Assessment of Proposed National Roads (PE-ENV-01107) – Standard; • TII Road Emissions Model (REM): Model Development Report (GE-ENV-01107) – Technical	➡	Published: • Environmental Planning of National Road and Greenway Projects (RE-ENV-07008) – Technical; • Guide to the Implementation of Sustainability for TII Projects (GE-GEN-01101) – Technical; • Population and Human Health Assessment of Proposed National Roads (PE-ENV-01108) – Standard	➡	Updated TII Road Emissions Model (REM) : Model Development Report (GE-ENV-01107) – Technical
TII Research Strategy and Research Advancements	TI published Research strategy 2022-2026	➡	Research to develop guidance on sustainable earthworks for peatland restoration Transport Research Arena (TRA) 2024 in Dublin featured 44 TII programme and project papers	➡	Advancing circular economy research

Appendix E

Governance



Governance

TII's Sustainability Portfolio was established to consolidate and align sustainability activities across divisions. By bringing together diverse sustainability initiatives, the portfolio coordinates delivery of sustainability related outcomes and fosters a collective approach towards achieving TII's sustainability goals. TII's Sustainability Portfolio can be defined through three vertical levels of governance: 1) Assurance; 2) Progress, and 3) Steering, which are supported by a centralised Portfolio Management Office (PMO).

