

Transport Infrastructure Ireland

Sustainability Implementation Plan

Our Future

March 2024



Executive Summary

Transport Infrastructure Ireland (TII) strives towards three over-arching aims to fulfill our purpose, which taken together, represent our vision:

- To ensure that Ireland's national road and light rail infrastructure is safe and resilient, delivering better accessibility and sustainable mobility for people and goods;
- To be leaders in the delivery and operation of sustainable transport infrastructure and services;
- To be recognised as an organisation that values our people, customers, partners and the environment.

Since the publication of TII's first Sustainability Implementation Plan (SIP) in 2021, there have been significant changes to European and national policies responding to the climate and biodiversity crises. This iteration of the SIP addresses these changes and builds on the previous SIP with a focus on the impact of sustainability actions.

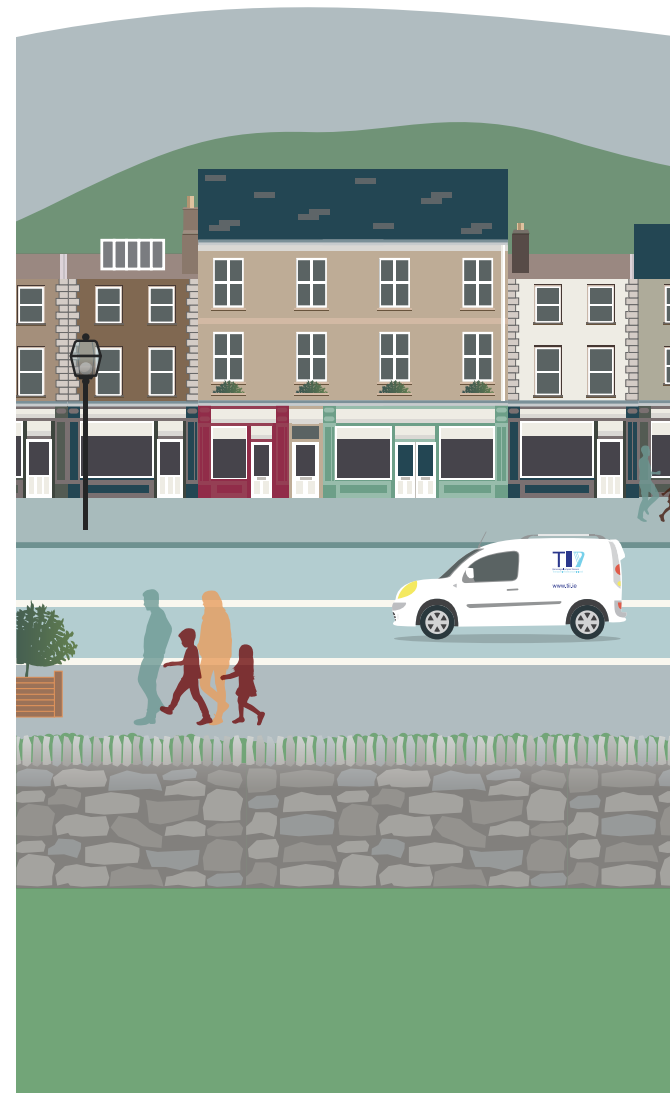
We have progressed delivery of the six SIP principles set out in our first iteration of the SIP. This includes, but is not limited to, the development of the Climate Action Roadmap, an update of TII's Climate Adaptation Strategy, Climate Guidance for National Roads Light Rail, and Rural Cycleways (offline and greenways); the Carbon Assessment Tool for Road and Light Rail Projects; the National Road Emissions Model, Air Quality guidance and assessment standard; and supporting ZEV (Zero Emissions Vehicles Ireland) with planning and delivery of EVCI (electric vehicle

charging infrastructure) along the National Road Network (NRN).

We have established a Sustainability Portfolio Management Office within TII to provide support and oversight on the delivery of all sustainability actions.

This iteration of the SIP includes sustainability outcomes which are aligned with commitments made by the Government. The sustainability outcomes set out national targets, TII commitments, and targets for each of the SIP principles. The targets and outcomes are accompanied by a set of metrics to measure progress. The sustainability outcomes framework enables prioritisation of sustainability actions across our organisation.

We are committed to continue embedding sustainability into all activities and delivering on sustainability outcomes. TII's SIP is a supporting document to TII's Statement of Strategy which is the foundation for embedding sustainability across TII.



The plan

We recognise the need to rethink, reimagine and redesign our approaches to ensure sustainability is at the heart of everything we do. This inspires us to take a leading role in shaping sustainable transport infrastructure.

This document sets out an extensive, forward looking and ambitious plan. We are taking action to deliver a sustained and positive impact for years to come.

This is a living plan. We live in an ever-changing world where demands on our, resources and ecosystems are increasing. 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 policy changes since its first iteration, and we will continue to update this plan as appropriate.

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TII National Road Network



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

Introduction

Transport Infrastructure Ireland exists to fulfil an important purpose of national strategic significance, touching the lives of people and visitors alike on a daily basis. Our purpose is to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting the environment.

TII Statement of Strategy 2021 - 2025



Across everything we do, we are driven by our purpose – ‘to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting the environment’.

We have a significant role to play in understanding and delivering to national expectations on these aspects and have, therefore, committed ourselves to becoming a leader in delivering and operating sustainable transport infrastructure in line with Project Ireland 2040, Ireland’s National Climate Action Plan (CAP) (updated annually), the National Sustainable Mobility Policy, and the Programme for Government, but also the UN Sustainable Development Goals, the European Green Deal, the and the EU Taxonomy.

Transport must benefit all equally. We need to design our systems to overcome mobility barriers. Now is the time for Ireland’s transport community to collectively evolve our transport systems and networks for the benefit of all groups in a truly sustainable manner. This will involve us applying a sustainability lens to travel behaviour as we seek out sustainable transport options that feel safer, more attractive, and more accessible to everyone.

Through planning and designing a safe, reliable and equitable transport system we can reduce Ireland’s dependency on cars. This provides opportunities for more sustainable transport mode choices and enhances quality of life. We strive to integrate sustainable transport planning efforts with an appropriately balanced development of transport modes, while introducing new aspects such as greenways to meet Ireland’s sustainable mobility goals.

TII is committed to good governance and ethical practice, and as part of this we recognise the importance of sustainability as a corporate responsibility. We have always been focused on delivering transport infrastructure that serves society, while protecting the environment. In recent years we have increasingly recognised sustainability as a priority to be applied to all our activities. In order to formally embed sustainability into all our activities we published our Sustainability Statement in 2018 and the first iteration of the SIP in 2021.

This TII SIP sets out the framework to build on our existing strengths and continue to embed sustainability across our organisation. In this plan, we present a clear vision for sustainability through six sustainability principles to guide the delivery of sustainable actions.

Figure 1 demonstrates the reach of the plan, showing how sustainability is becoming embedded in all aspects of our work. This requires cross-cutting activities and collaboration, combining strong leadership with dedicated input from all of our staff. There is a need to increase our efforts to bring our stakeholders, and the public, along with the ongoing implementation of the plan.

We acknowledge the challenges we face and the urgency to address environmental and social issues. We have mobilised to undertake activities and partnered with key stakeholders across Ireland with a view to lead sustainable transport development.

Introduction

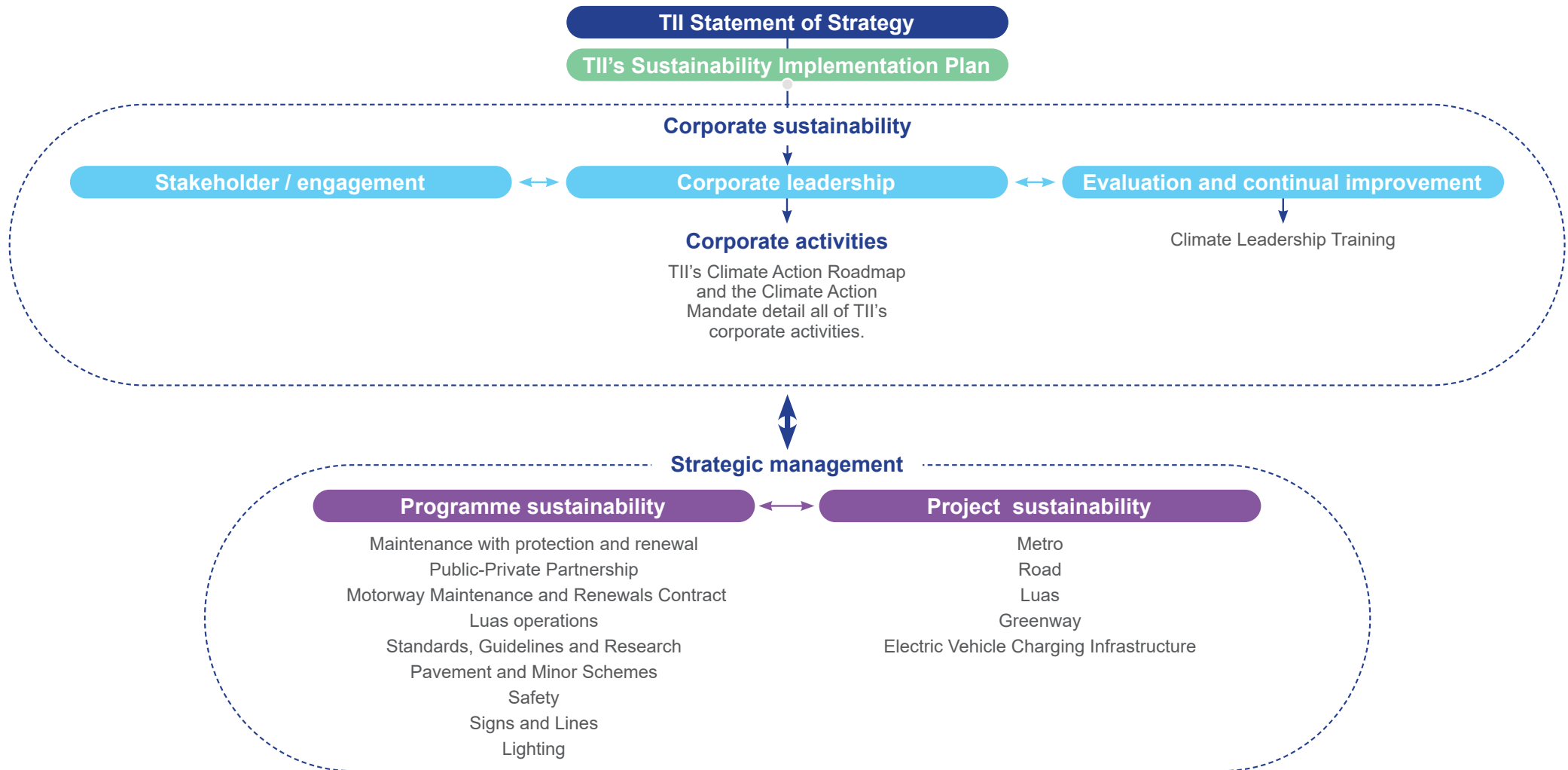


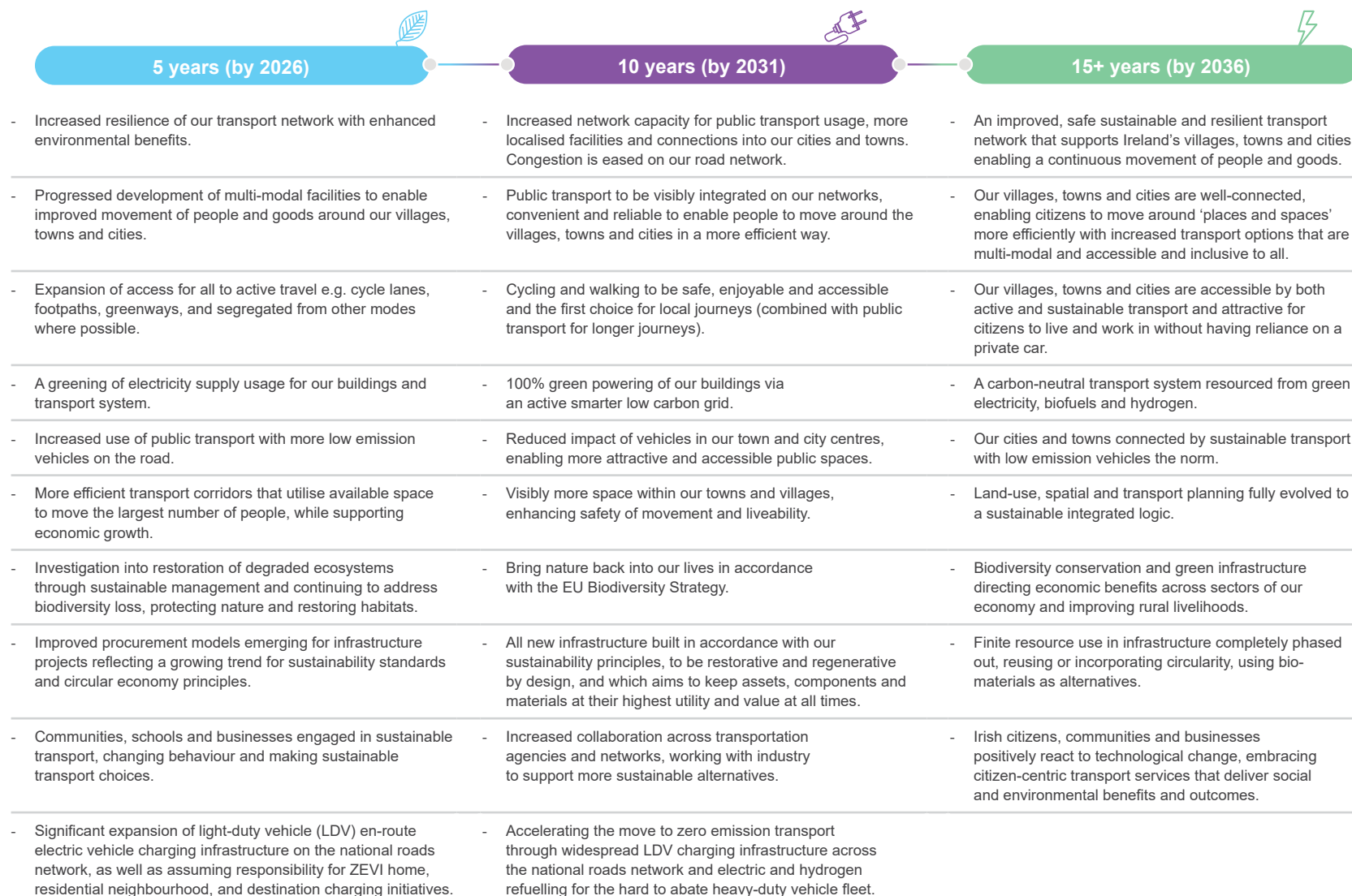
Figure 1: Implementation and Embedment structure for TII's Sustainability Implementation Plan

What does success look like for Ireland's transport sector?

We recognise that our transport system will continue to evolve and will remain a critical enabler for our economy and society. Sustainable transport solutions can positively impact our health and well-being, while enabling our access to services, education and employment opportunities. We believe that more liveable spaces and places can be achieved through the improved design and planning of our transport system.

In determining what 'success looks like' we have envisioned a future in which our plan delivers positive change and a better quality of life for all through a more sustainable transport system.

The following scenarios set out the future we aspire to delivering by implementing our sustainability vision and building on our first SIP (2021):



Background on sustainability



Definition of Sustainability

An extensive internal engagement process in 2020 gathered insight and fresh perspectives on what sustainability means to us as an organisation.

This consultation provided a range of definitions for sustainability. The most reported language closely reflected a well-known definition provided by the Brundtland Commission:

“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)



Policy Context

Our 2018 Sustainability Statement committed us to incorporate sustainability principles into the development and operation of the national road, light rail, cycleways and greenways networks. Our commitment contributes to social well-being, supporting economic efficiency, and protecting, restoring and enhancing environmental systems for future generations.

Sustainability also underpins our Statement of Strategy 2021-2025. It sets out the goals and strategic objectives we intend to deliver from 2021 to 2025 and reaffirms our organisational purpose to provide sustainable transport infrastructure and services, delivering a better quality of life, supporting economic growth and respecting planetary boundaries.

As a public organisation we are directed and governed by external stakeholders. Therefore, we have to consider the wider national and international sustainability context.

The most comprehensive and long-term goals for Ireland are set out in the National Planning Framework (NPF) as part of Project Ireland 2040. The NPF contains a set of strategic objectives for rural, regional and urban development that government departments, state agencies, state owned enterprises and local authorities work towards.

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 2023 (CAP23), which was the first updated plan under this Act. CAP23 stipulates that all public institutions are required under law to further its objectives. This Act has been introduced to progress with the transition to a climate-resilient, biodiversity rich and climate neutral economy by no later than the end of 2050.

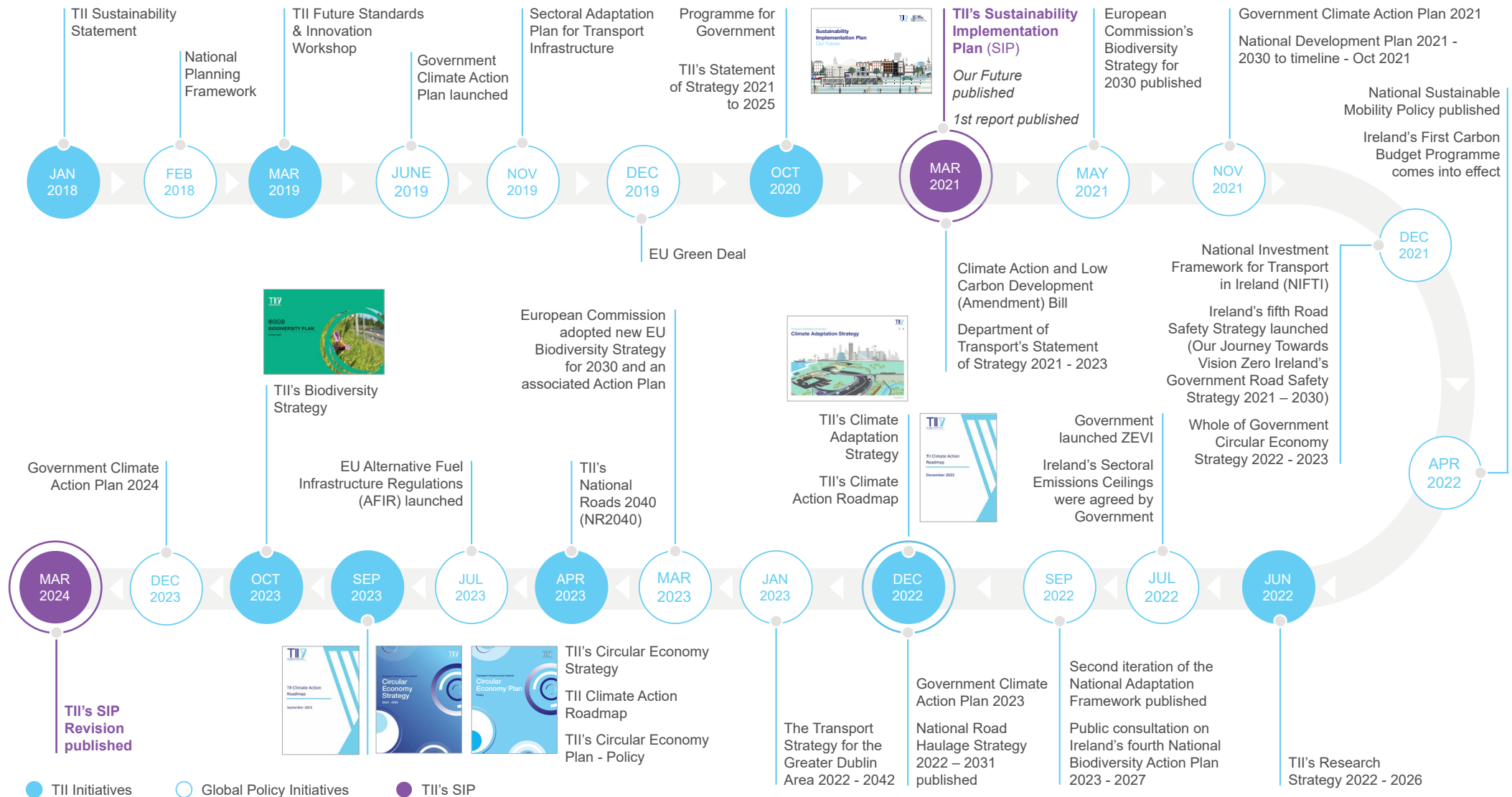
The 10 National Strategic Outcomes of the NPF are aligned with the UN SDGs and are therefore reflected within this plan. There is also a strong link to Ireland's Second National Implementation Plan for the Sustainable Development Goals 2022 - 2024 (2022).

Adopting an integrated approach to managing sustainability reflects the interrelatedness of the SDGs as expressed in Ireland's Second National Implementation Plan for the Sustainable Development Goals 2022 - 2024 (2022). Our sustainability objectives are aimed at delivering value in terms of the circular economy, enhanced air quality and biodiversity, reduced noise impact, and wider societal value and cohesion.

In developing this SIP in 2021, a detailed review was undertaken of policies, legislation and governmental objectives that are relevant to sustainable transport. The policy review has been updated as part of the 2024 SIP review and covers regional, national and international scales. The timeline presented on the following page depicts how TII has responded to the changing policy landscape, detailing the development of TII standards, commitments and plans to support policy requirements applicable to our activities. The full findings of our policy review is summarised in Appendix A.

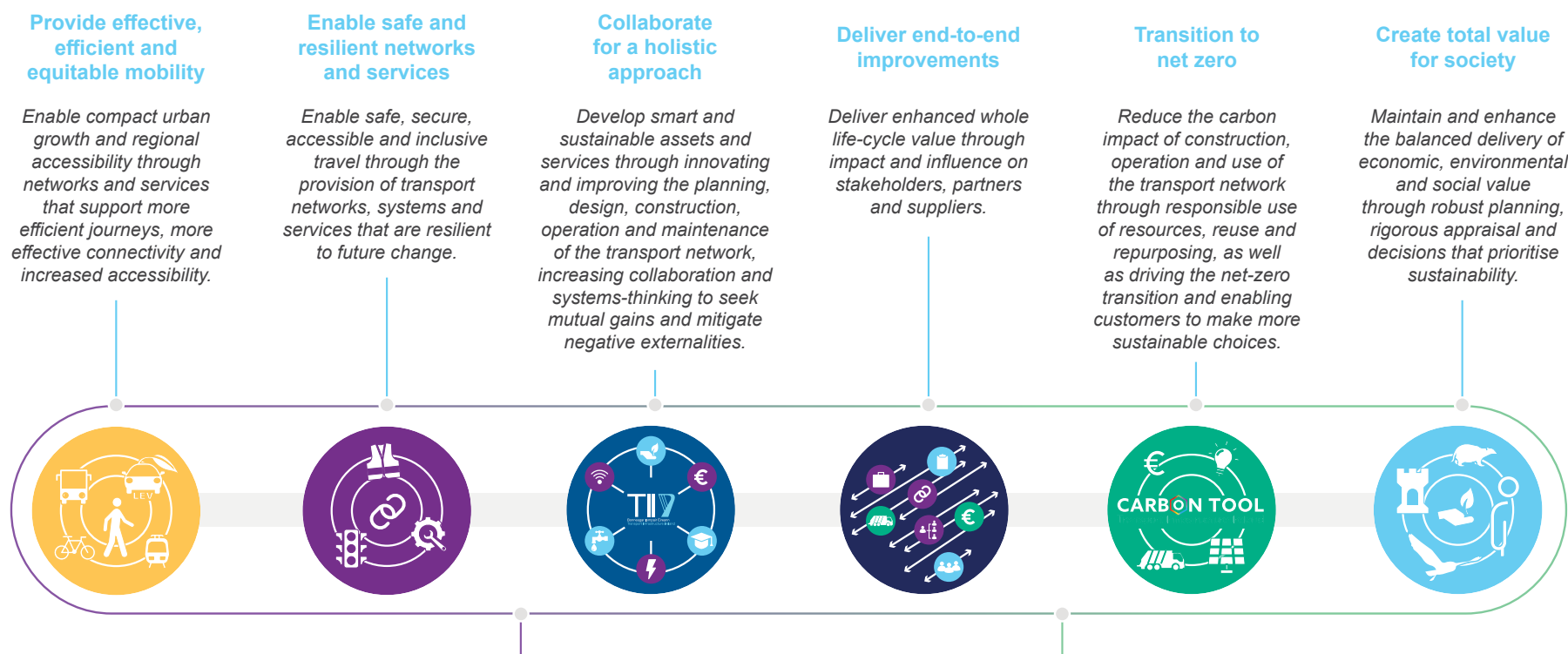


TII's response to a changing sustainability landscape



Our sustainability principles

These principles focus on our key priority areas for the sustainable development agenda within our organisation. They are the product of internal consultation, external collaborations and horizon scanning. Our six key TII Sustainability Principles have been developed to reflect our organisational ambitions and the future we envision delivering with our Sustainability Implementation Plan.



Sustainability outcomes

Our Sustainability Outcomes have been developed to ensure better alignment of our activities with TII's sustainability priorities, as well as commitments made by government. For each of the six SIP Principles, Sustainability Outcomes based on national targets and TII commitments are set out. The Sustainability Outcomes include TII targets and TII metrics to enable measuring of progress towards achieving the outcomes.

For each principle, the national targets applicable to TII are mapped. These feed into the TII Specific targets. TII targets, outcomes and metrics are then detailed, complemented by examples of ongoing activities (Figure 2 next page).

The national targets that are relevant to each of the six SIP principles are identified as TII Specific targets and TII Support targets:

- **TII Specific:** Targets that TII is required to lead and deliver.
- **TII Support:** Targets that require support from TII or the transport sector to deliver.



Sustainability outcomes

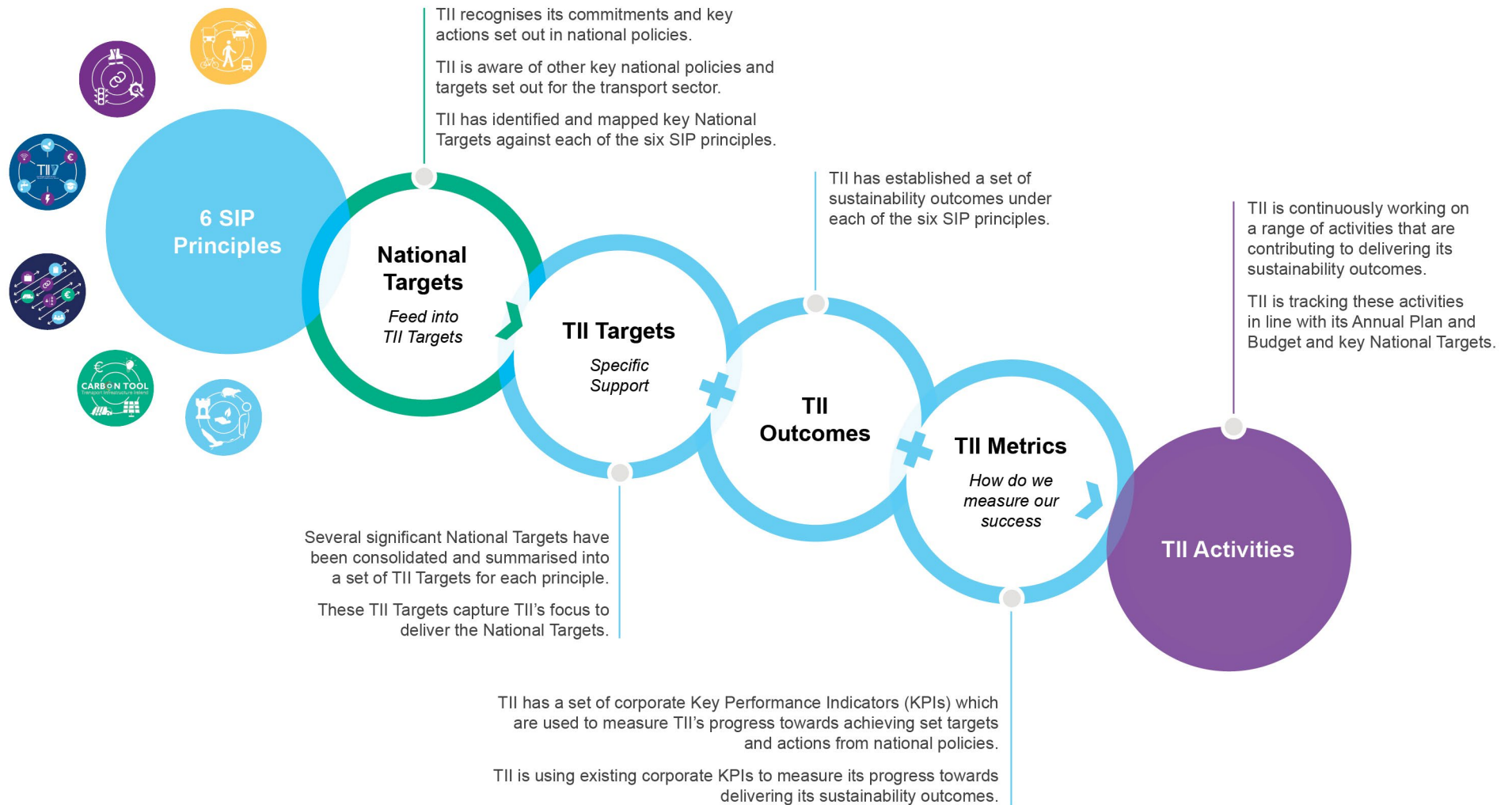


Figure 2: Graphic showing development process of sustainability outcomes for each principle.



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 has a remit that encompasses national connectivity (our national roads, cycleways and Greenways network) as well as urban mobility (our Luas and Metrolink).
- The National Planning Framework includes strategic outcomes related to both Compact Growth and Regional Accessibility; we must support both of these goals through our work. This means making sure that a balance is achieved between development and provision for an increasing number of urban dwellers across Ireland's towns and cities, as well as ensuring that rural communities are well connected and can make more sustainable travel choices.
- We pride ourselves on efficiency and effectiveness in everything that we do in TII, and this extends to how we consider the nation's transport needs – we commit to putting people at the heart of our decisions and focusing on improving our transport provision for the benefit of people, making journeys easier, safer, more sustainable and multi-modal.
- We recognise that to create a sustainable future, we need to actively reduce the need to travel, encourage more sustainable choices, facilitate a transition to low carbon vehicles using our networks and provide integrated transport solutions.
- Providing effective, efficient and equitable mobility is something that TII cannot solve alone, but we can work with others to ensure that transport infrastructure provision is a key part of creating well connected neighbourhoods - where people can easily reach key local services that support a high quality of life. This means integrating our public transport services in close proximity to existing local centres and shaping the delivery of new public transport links to connect sustainable new communities in key locations for growth. It means considering how our provision of public transport and roads can facilitate more sustainable choices for longer-distance travel; making high-capacity public transport options like metro and light rail and active transport modes the easy, obvious choice for most people and making it easy to combine these modes of transport to reach your destination. It also means looking at ways of managing demand on our networks and incentivising behaviour change, including the role that road user charging has to play within this.
- Our services and infrastructure also need to be equitable. We provide important connections for people to reach key services, amenities and destinations across Ireland, and there is a strong link between the quality of transport infrastructure, economic development and quality of life.
- We need to ensure that our work helps to provide equal opportunities for employment, education and essential needs. Our contribution to the long-term planning for Ireland needs to continue to improve connections in the most disadvantaged regions in the most sustainable way possible.
- We need to ensure that we meet all customers' needs and provide accessible services that cater for everyone regardless of age, gender, or physical ability.
- The costs involved in using our services need to be fair, and need to consider the externalised costs that often go unaccounted for – including the public health benefits of improving air quality and enabling more physical activity, economic benefits of enabling access to employment, and environmental benefits of reducing the emissions.



Principle 1 - Sustainability Outcome

Provide effective, efficient and equitable mobility

TII Specific TII Support Existing TII KPIs

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

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

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

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

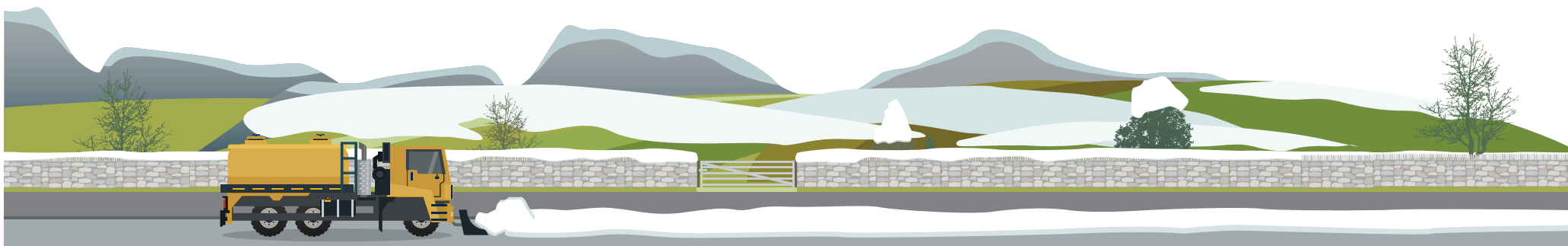
Sample of TII Ongoing Activities			
Progressing with planning and development of cycle and greenway networks as part of TII's Greenway Programme (Action TR/23/29(TF) & TR/23/30(TF) of CAP23 & 30 of SMP).	Delivery of pilot schemes for prioritised bus lanes on national radial routes (N4 and N11) (Action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



Principle 2 - 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.

- Safety has always been our number one priority as an organisation; it is one of our core goals and Ireland has an internationally recognised road safety record.
- As the provider of key national transport infrastructure, we have an important responsibility to ensure that our services can be used safely and that our infrastructure is secure.
- We are going beyond traditional approaches to safety and recognise that our users' perception of safety is as important as ensuring transport infrastructure is technically safe. A safe user experience is an important component in ensuring our infrastructure and services are inclusive for all demographics and facilitate sustainable choices. Safety needs for all road users must be considered.
- Our work also provides a wider benefit in terms of the links between resilience and safety; transport links are lifelines for many communities, and our ability to continue to provide a safe, functioning and resilient service in the face of disruptive events and wider stresses is crucial to people's lives and livelihoods across the country.
- We need to be responsive, adaptable and resilient in providing transport infrastructure for Ireland during an increasingly uncertain future – with impacts from climate change as well as wider physical, societal and economic pressures likely. We will focus on building the resilience of the services that we provide, to keep the networks available to all in an equitable way.
- We will develop our current practices to move from planning for specific risks and thresholds to planning for resilience and safe failure with limited consequences and quick recovery. We will do this through developing a systems-thinking approach and collaborating with others, and embedding resilience thinking through our organisational processes and procedures.
- We know that effective management and stewardship of our existing network requires timely interventions, and this can be facilitated by data-driven asset management, which also has a positive impact on resilience.
- Improving our resilience brings with it other benefits, to safety, reduced travel disruption, minimising damage and deterioration of our assets and infrastructure.



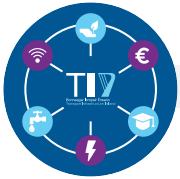


Principle 2 - Sustainability Outcome

Enable safe and resilient networks and services

TII Specific TII Support Existing TII KPIs

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



Principle 3 - 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 externalities.

- We cannot single-handedly solve the environmental, social and economic issues of the present and future. Collaboration is key to delivering truly sustainable outcomes for society, and this is a central aspect of our approach to sustainability in the implementation of this plan.
- We have a significant opportunity to deliver sustainability through the infrastructure and services that we are directly responsible for, but we need to ensure that the wider impacts and benefits are fully understood, through consulting and engaging effectively with other service providers that use and interact with our networks.
- We also have even bigger opportunities to accelerate national, regional and local implementation of sustainability through areas where we don't have full control, but can influence outcomes through dialogue, contributions and partnerships.
- We will focus on taking a holistic approach to all aspects of our work; from ensuring smooth integration of our services within the wider network and inter-agency collaborations; identifying improvements to new and existing schemes that deliver multiple benefits; and applying a strategic approach to the maintenance and management of our assets as well as delivering more sustainable operations. We will exploit new technology and encourage innovative approaches to achieve this.
- A core part of taking a holistic approach is considering the costs, benefits and impacts of any solution over its whole lifetime. Often, when options are compared on this basis, the most sustainable option is also the most cost-effective one over time but may require a higher up-front investment.
- Activities will be undertaken that relate that relate to improving our approach to making decisions that account for whole-life impact, which requires a longer-term view and mindset change.
- It also requires clear guidance and policies at every stage of the life cycle of an asset or service to ensure that all benefits are realised, and total costs are minimised, from the earliest stages of options appraisal through to design, operation and end-of-life. This includes addressing noise, emissions, impacts on cultural heritage, and ensuring that we won't impede the plans of other agencies.





Principle 3 - Sustainability Outcome

Collaborate for a Holistic Approach

TII Specific TII Support Existing TII KPIs

National Targets	
<div>Action 66. Deliver training to key stakeholders: - to provide guidance to An Garda Síochána and Local Authority staff on collision analysis and reporting from an engineering perspective. - to provide guidance on the design of roads utilising the safe system approach (Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy (RSS) 2021-2030)..</div> <div>Action 23. NTA to lead, in consultation with key stakeholders, the development of Strategies for Sustainable Freight Distribution for the Greater Dublin Area and the Metropolitan Areas Cork, Galway, Limerick and Waterford (National Road Haulage Strategy (RHS) 2022 - 2031).</div> <div>Action AD/23/1 - Identify a methodology for the use of climate indicators in sectoral adaptation planning process (CAP23).</div> <div>Action 2. Commission a study to establish current data availability and quality, identify key data gaps and explore at a high level how these might be filled (National Road Haulage Strategy 2022-2031).</div> <div>Action 3. Following completion of the data audit; engage with stakeholders to identify data sources or collection points which can be used to fill the identified data gaps (National Road Haulage Strategy 2022-2031).</div> <div>Action 47. Explore potential of road-user charging measures through the Better Road User Charging Evaluation (BRUCE) study (National Sustainable Mobility Policy (SMP) Action Plan 2022 - 2025).</div> <div>Ensure all senior management (P.O level or equivalent and above) complete a climate action leadership training course in 2023, similar to the Local Authority training course as delivered by the CAROs (CAP23).</div>	<div>Action 77 . Prepare and commence implementation of local transport plans for regional growth centres and key towns having regard to the Area Based Transport Assessment Guidance Note (National Sustainable Mobility Policy Action Plan 2022 - 2025).</div> <div>Action 78. Deliver metropolitan area transport strategies in the cities (National Sustainable Mobility Policy Action Plan 2022 - 2025).</div> <div>The Public Sector Equality and Human Rights Duty places a statutory obligation on public bodies to eliminate discrimination, promote equality of opportunity and protect the human rights of those to whom they provide services and staff when carrying out their daily work (Implementing the Public Sector Equality and Human Rights Duty).</div> <div>Better integrate land use and transport planning at all levels (National Sustainable Mobility Policy Action Plan 2022-2025).</div> <div>Promote sustainable mobility through research and citizen engagement (National Sustainable Mobility Policy Action Plan 2022-2025).</div> <div>Implement Green Public Procurement (GPP), in line with the EPA Green Public Procurement Guidance and using GPP Criteria Search where appropriate (CAP23 Mandate).</div> <div>Promote smart and integrated mobility through innovative technologies and development of appropriate regulation (National Sustainable Mobility Policy Action Plan 2022-2025).</div> <div>Action 39. Establish a Demand Management Unit within the Department of Transport to develop an approach to traffic demand management taking account of the recommendations of the Five Cities Demand Management Study (National Sustainable Mobility Policy Action Plan 2022 - 2025).</div> <div>Action 40. Develop demand management scheme for the Greater Dublin Area (National Sustainable Mobility Policy Action Plan 2022 - 2025).</div>

TII Targets	
Participate in research and collaboration to support innovation and best practice.	Foster and maintain relationships with external stakeholders such as local authorities, and suppliers.

TII Outcomes
The achievement of TII's Statement of Strategy's goals and strategic objectives through engagement and collaboration, partnering effectively with external parties, both nationally and internationally.

Metrics	
eFlow user customer satisfaction (ease of use reported).	Luas complaints (per 100,000 passenger journeys).

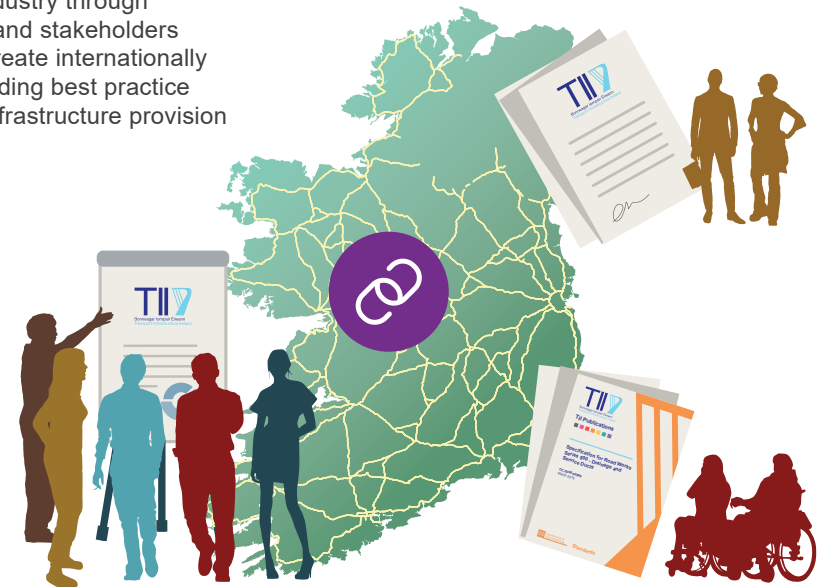
Sample of TII Ongoing Activities					
Delivery of training programme for a Special Purpose Award at Level 9 Certificate in Road Safety Audit and the assessment, reporting and implementation of road safety audit processes and evaluation of road safety engineering measures on the public road network (Action 66 of RSS).	Delivery of alternative fuels infrastructure project (EVCI) supports the transition to low carbon freight solutions (Action 23 of RHS).	Significant engagement with Climate Ireland to establish a set of indicators for roads and light rail asset groups (Action AD/23/1 of CAP23).	Collection of data for freight fleet and associated emissions (Action 2 and 3 of RHS).	Progressing with the BRUCE study, and supporting the development of wider Demand Management strategies (Action 47 of SMP).	Participation in ongoing Local Transport Plans and metropolitan area transport strategies with Local Authorities and the NTA (Action 77 and 78 of SMP).



Principle 4 - Deliver end-to-end improvements

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

- We are part of a much wider sector and value chain – we rely on our suppliers, customers and partners to support us in our ambition for a sustainable future, using fewer resources, while delivering more useful networks to improve the quality of life for all.
- We have a huge opportunity, through our supply chain, to improve the sustainability of the work we commission, but also to drive change in the wider market and use contracts and procurements to build total value.
- To achieve this, we need to provide clarity about our intentions, identify the challenges we face, guide our supply chain stakeholders via standards, specifications and contracts and work with our suppliers and partners to find solutions together. This will involve encouraging innovation to share risks more equally and gain greater shared value as a result.
- Through this plan, we aim to become leaders in delivering sustainability not just through what we deliver and operate, but in how we procure the goods and services needed to do this. We have a particular opportunity to deliver on this principle through the standards and specifications that we control.
- Through our procurement policies and standards, we can influence the use of sustainable materials, better design and environmental performance – but also social impacts such as access to employment, equality and diversity, supporting local small and medium-sized enterprises and ensuring fair wages.
- Taking a life cycle view in procurement decisions will support these changes, and we will enable our staff to do this by providing the necessary guidance and internal policies to support prioritisation of sustainability at the heart of decision making.
- We can also lead the industry through mobilising our partners and stakeholders for collective action to create internationally recognised, industry-leading best practice and normalise this for infrastructure provision in Ireland.





Principle 4 - Sustainability Outcome

Deliver end-to-end Improvements

TII Specific TII Support Existing TII KPIs

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



Principle 5 - 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.

- Climate change is a global issue, and the world is currently on track to exceed 1.5°C of warming within the first half of the 2030's based on modelling results conducted by the International Panel on Climate Change (IPCC). The Irish Government, alongside other nation states from around the world, has committed to reducing emissions to net-zero by 2050 to safeguard our future and the future of the next generation.
- TII has a significant role to play in supporting the transition to net zero – both by decarbonising our own activities but also looking at how we can enable 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. Part of this involves challenging ourselves to plan how travel can be avoided where it is unnecessary – reducing vehicles on our networks, enabling public transport services, walking and cycling to become the preferred options for more citizens and also making sure our networks are ready for low- and zero-emission vehicles.
- We cannot consider how to decarbonise without also considering how to reduce the amount of materials we use. As an infrastructure provider, we use significant quantities of both energy and materials in the construction, maintenance and operation of our networks. The extraction and processing of these materials depletes natural resources and releases carbon into the atmosphere.
- 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 5 - Sustainability Outcome

Transition to Net Zero

TII Specific TII Support Existing TII KPIs

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

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

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

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

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



Principle 6 - 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.

- Each year we invest significantly into the transport infrastructure and services that help keep Ireland moving. This is a critical ingredient for economic development at a national and local scale, but it also supports people's quality of life across the country, linking people and places, connecting communities, enhancing cultural heritage and providing access to employment, services and amenities.
- But there are other benefits from our activities too – and it's important that the additional value created by our schemes and services is captured and distributed fairly, and that negative impacts are avoided.
- We refer to this as creating total value for society – not just looking at the economic case but understanding the social, natural and financial costs and benefits of any decision, and acting accordingly.
- By taking into account these other areas of value, we can make more informed, sustainable decisions. We commit to placing sustainability at the heart of every decision we make – thinking about our land as public space, for public good – and using it to preserve and enhance the environment, capture carbon emissions and help the fight against climate change, whilst providing space for people to not only move safely and access essential services, but also to socialise, and connect with each other and the environment.
- By applying this perspective, we can focus on the outcomes we seek to achieve through our work and have a greater impact – maximising opportunities to do more with less, finding solutions with multiple benefits, and ensuring the positive and negative impacts of our work are not just balanced, but actively create and preserve public value.





Principle 6 - Sustainability Outcome

Create Total Value for Society

TII Specific ■ TII Support ■ Existing TII KPIs ■

National Targets		
Action 27. Develop and implement an active travel infrastructure programme for regional growth centres and key towns outside of the Greater Dublin Area. (Complements CAP action 233, RSS action 5, 40) (National Sustainable Mobility Policy (SMP) Action Plan 2022 – 2025).	NIFTI Investment Priorities: - Mobility of people and goods in Urban Areas - Protection and Renewal - Enhanced Regional and Rural Connectivity - Decarbonisation (NIFTI) Future transport investment projects and programmes as identified in investment strategies will have to demonstrate their fit with NIFTI and, by extension, with the NPF and NSOs (NIFTI). Action TR/ 23/ 14 (TF) - Promote widespread, consistent and accelerated implementation of the Design Manual for Urban Road and Streets to ensure improved placemaking and accessibility, including delivery of 10-Minute Towns and 15-Minute Cities (CAP23). Expanding sustainable mobility options to provide meaningful alternatives to everyday private car journeys (Town Centre First A Policy Approach for Irish Towns). Action 77. Prepare and commence implementation of local transport plans for regional growth centres and key towns having regard to the Area Based Transport Assessment Guidance Note (National Sustainable Mobility Policy Action Plan 2022 - 2025).	Design infrastructure according to universal design principles and hierarchy of road users model (National Sustainable Mobility Policy Action Plan 2022 - 2025).
Action 30. Expand greenway network establishing linkages with towns and villages in line with the strategic national cycle network. (Complements CAP action 231) (National Sustainable Mobility Policy Action Plan 2022 – 2025).		Compact growth, through programmes such as the Urban Regeneration and Development Fund and the Town Centres First schemes which are aimed at attracting people to live and work in urban areas (National Development Plan 2021 - 2030).
Action 38. Deliver public transport corridors providing prioritised bus lanes on national radial routes to the M50 (National Sustainable Mobility Policy Action Plan 2022 – 2025) (CAP21 action 261).		Strategic Investment Priorities (Transport) - Comprehensive integrated public transport network for Ireland's cities connecting more people to more places (NSO 4) (National Development Plan 2021 - 2030).
Action 29. Develop and publish a strategic national cycle network (National Sustainable Mobility Policy Action Plan 2022 – 2025).		The National Disability Inclusion Strategy (NDIS) 2017-2022 and the Comprehensive Employment Strategy for People with Disabilities (CES) 2015-2024, commit to the provision of public transport services that are accessible for all (National Development Plan 2021 - 2030).
Action TR/23/29(TF) - Advance roll-out of 1,000km walking/ cycling infrastructure (CAP23).		DAFM, Local Authorities, TII, DHLGH and OPW will strive to use native species, varieties, and land races from appropriate native sources in their landscaping works, where the use of such material is appropriate (Ireland's 4th National Biodiversity Action Plan).
Action TR/23/36(TF) - Advance Metrolink planning pending An Bord Pleanála approval (CAP23).		
Action 24. Commence delivery of Metrolink (National Sustainable Mobility Policy Action Plan 2022 - 2025) (CAP21 Action 247).		
Action 71. Facilitate the improvement of an average of 10 rural bus stop facilities annually on the National Road Network in line with a Safe System approach (Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy (RSS) 2021 - 2030).		The Public Sector Equality and Human Rights Duty places a statutory obligation on public bodies to eliminate discrimination, promote equality of opportunity and protect the human rights of those to whom they provide services and staff when carrying out their daily work (Implementing the Public Sector Equality and Human Rights Duty).

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

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

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

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

Overarching principles

In addition to the six core principles, we have established two overarching principles that ensure connectivity across the themes.

These two overarching principles are:

Acting as a connective spine throughout

Leadership, Collaboration and Partnership

Additional cross-cutting 'enabling' principle

Working Together and Enabling People

This first principle focuses on our role as a proactive stakeholder in public policy making, where we influence within our remit and develop partnerships for successful delivery. This has set us on a course for closer inter-agency collaboration.

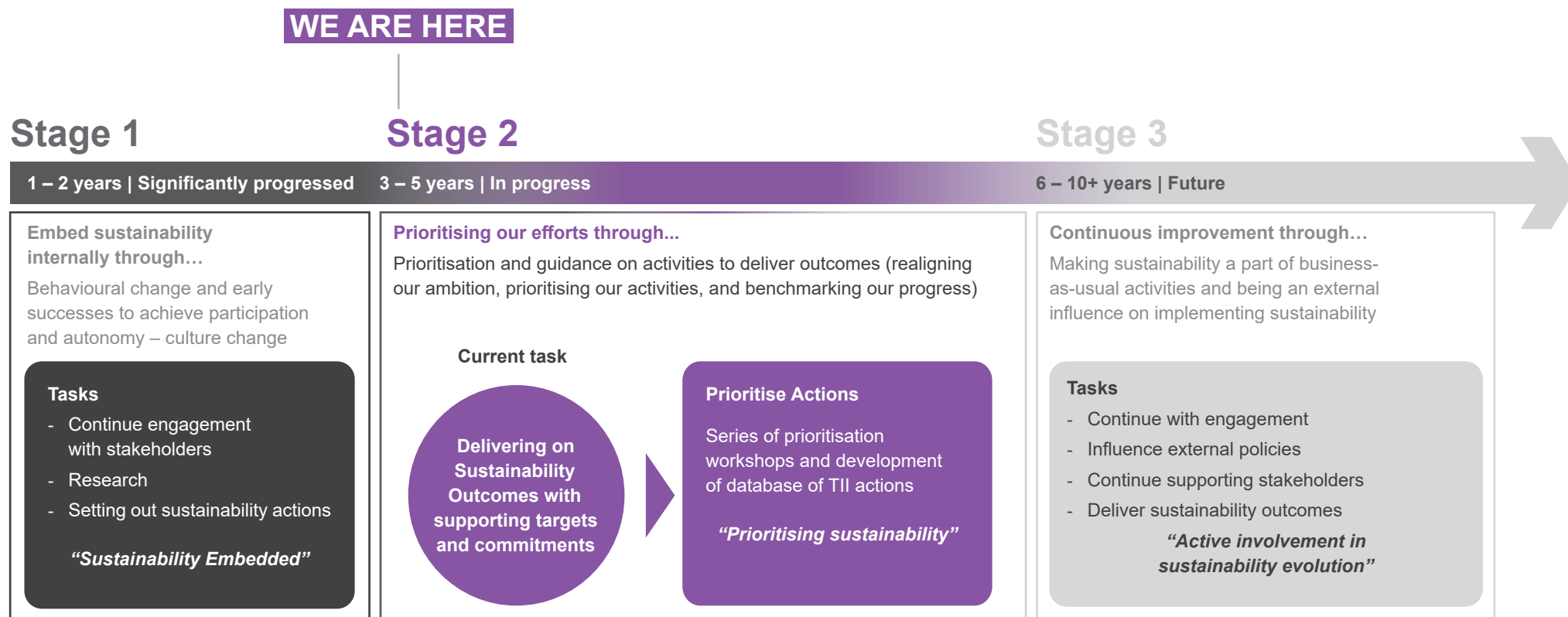
The second principle supports our people, in driving the sustainability agenda and positive impact forward. This includes supporting new programmes that foster systemic change and help people make more sustainable choices in their everyday lives.



Our sustainability ambitions

This 'Sustainability Outcomes' section outlines TII's approach to delivering results to achieve our sustainability outcomes. Sustainability is now a global imperative, and we have a key role to play in addressing the impacts of climate change, including meeting national targets to 2030 and beyond.

As we progress on our sustainability journey, TII's SIP principles continue to be the core focus for implementing sustainability across our organisation. We are working towards national climate action and sustainability targets, and we will prioritise our actions to deliver sustainability outcomes. TII is at an advanced stage in embedding sustainability internally and our future approach to delivering on our sustainability ambitions is detailed in the figure below.



Plan timeline

In order to deliver on our sustainability principles, we will continue to undertake activities across TII. Many of these activities will focus on continuing to embed sustainability into our core functions and everyday work in the provision of sustainable transport infrastructure and services.

Activities must 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 play our part, delivering on our remit and going beyond this to support and influence our stakeholders. We envisage this plan supporting the delivery of our sustainability outcomes.



Plan timeline

✓ Activities significantly progressed

Internal Focus

2021

1 - 2 years

Embed sustainability internally

Communicating, educating and building internal stakeholder knowledge for delivering the plan.

Continue to build on sustainability initiatives already underway, e.g. smarter travel to work.

Establish Sustainability PMO and governance structures to integrate and coordinate sustainability related activities across the organisation.

Commence update of identified internal documents, including standards and guidance.

Develop new policies, strategies and plans, e.g. circular economy, biodiversity and climate adaptation.

Commence targeted initial research and develop further research requirements into a clear programme going forward.

Identify and advertise research packages.

Building external knowledge and awareness of the plan, with active engagement from core stakeholders.

2024

3 - 5 years

Integrate sustainability into external delivery mechanisms

Continue to launch new initiatives and pilots based on the six principles and targets in close partnership with internal and external collaborators.

Build stakeholder learning and industry knowledge into the evolution of sustainability initiatives and actions, e.g. sustainable procurement.

Identify gaps where increased emphasis on sustainability in policies is required, and develop new policies if necessary.

Continue with research to inform standards updates. Incorporate research findings into standards, policy and guidance documents through continual updates to standards and guidance documents and roll out communication and training on these.

Carry out research and identify new areas of research.

Sustainability initiatives underway in all parts of the organisation. Continuity and consistency internally on delivering sustainability outcomes. Plans, programmes and projects in progress with our delivery partners.

Establish sustainability related pilot schemes to expedite progress and build awareness.

External Influence

2028

6 - 10+ years

Sustainability is business-as-usual for TII

Continue capturing experiences from communication around the SIP informing future learning and development opportunities.

Stakeholders fully on board and actively engaging in the evolution of initiatives and development of new initiatives.

Share knowledge and work with other stakeholders to develop integrated documents and standards across providers.

Shape and influence emerging external national policy, supporting the network of stakeholders.

Review and revise research needs for continual improvements to standards, policies and guidance. Work with other stakeholders to increase scale of research impact.

Build research into standards, continue to expand on research ideas.

Measuring progress

SIP review

We will review our SIP 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.

Part of this SIP review has considered how best to balance the oversight of key sustainability activities within the wider group of business activities contributing to the sustainability agenda at TII (which are delivered through the Divisions). This focus is key to organising the central support and control resources needed to achieve targeted delivery of key sustainability activities within the wider business environment.

The review has also considered how to enhance tracking and reporting of these activities, which will be implemented as part of the updated governance arrangements outlined in this version of the SIP.

Progress review

TII has made significant progress delivering on the original SIP. Through the establishment of the sustainability portfolio, TII has created a series of management processes, engagement platforms and reporting lines that have resulted in a higher level of awareness and accountability for delivery progress.

Regular meetings of, and reporting to, the Assurance Board, have been supplemented with Highlights Reports, End-of-Year Reports and contributions to the TII Annual Report, each of which has captured the tangible progress achieved.

The inclusion of Sustainability Outcomes in this revised SIP allows for a more holistic view of alignment of business activities with TII's sustainability priorities and commitments made by government. These outcomes will help to prioritise key sustainability activities and guide the development of business activities towards better outcomes for TII more generally.

Sustainability highlights

TII's vision of achieving sustainability through sustainability actions and activities under the six guiding principles has been progressed since publishing of the first SIP document. Impactful actions with quantifiable results have been carried out across all Divisions, all of which are critical to TII's continual success in achieving a sustainable future for the transport sector. A wide variety of activities have been carried out; both completed and those currently in progress, applying innovative and creative thinking, and approaches to ensuring sustainability of our transport infrastructure. This includes completed activities such as:

- TII Climate Adaptation Strategy;
- TII Climate Action Roadmap;
- Updates to Corporate Procurement Guidelines;
- Climate Guidance for National Roads, Light Rail, and Rural Cycleways (offline and greenways);
- Carbon Assessment Tool for Road and Light Rail Projects;
- Climate Assessment and Carbon evaluation standard for National Road Projects;

- Road Emissions Model (REM);
- Low Emission Vehicles Tolling Incentive (LEVTI) and Alternative Fuel Heavy Duty Vehicle (AFHDV) schemes;
- BRUCE: Better (national) Road User Charging Evaluation; and
- Technical Guidance Document for Air Quality.

Strategic sustainability focus

Sustainability underpins the strategic goals set out in our Statement of Strategy 2021 - 2025. Sustainability is a priority at Board-level and KPIs have been identified to ensure we deliver on key sustainability activities.

Sustainability outcomes

As detailed within this document, TII has identified key targets necessary to achieve its sustainability outcomes and is working towards achieving these outcomes in a prioritised manner to deliver on commitments under government policy.

Metrics

We have identified which of its existing KPIs will be used to measure TII's progress towards delivering each of its key national targets, as set out in each of the sustainability outcomes tables. These metrics will be used to support the internal tracking of delivery of TII's strategic objectives.



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:

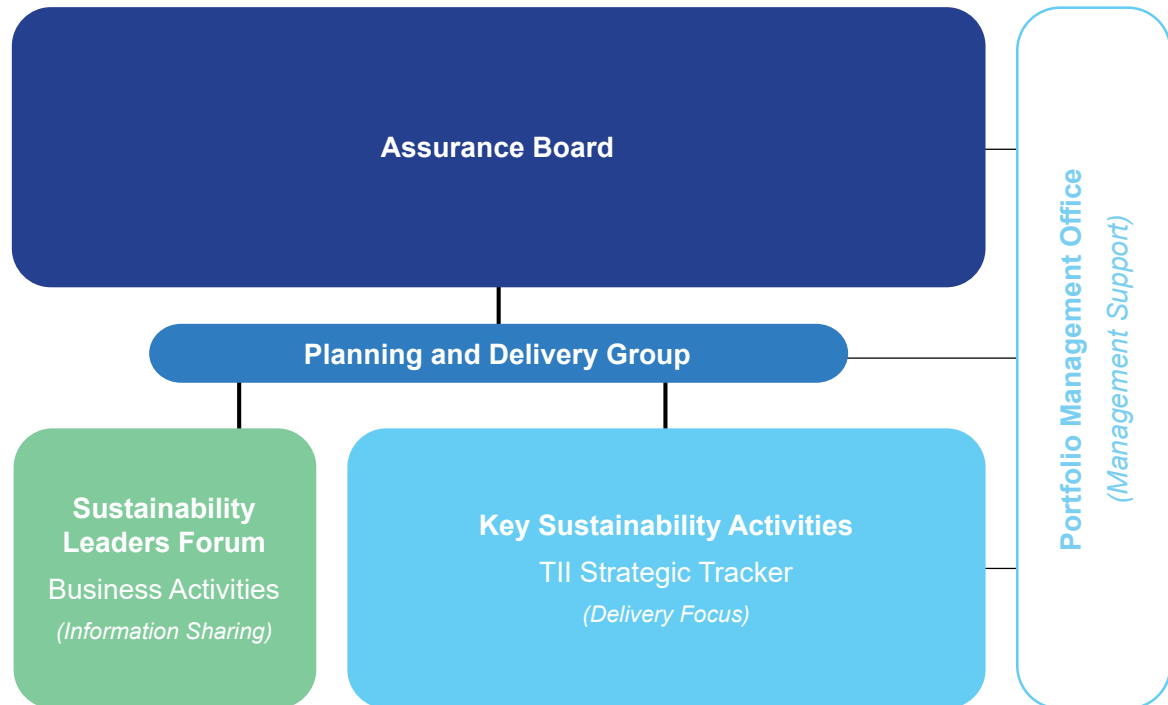
- 1) Assurance;
- 2) Progress, and
- 3) Steering,

which are supported by a centralised Portfolio Management Office (PMO).

Assurance Level
(Strategic Alignment)

Progress Level
(Management)

Steering Level
(Delivery and Sharing)



The review of the SIP has led to an evolution of the governance concept, which now includes a Sustainability Leaders Forum for information sharing on divisional sustainability activities and a series of Steering Groups to drive delivery of key sustainability activities. The specific tasks managed through Steering Groups will be considered as part of a prioritisation plan and will be kept under review. The previous Energy & Carbon Group is now disbanded and a new Planning & Delivery Group formed at Progress Level.

Information sharing and reporting within this governance model will also be developed to balance flexibility and control in terms of key issues, risks and decision-making required.

Further information on governance and specific governance roles and responsibilities can be found in TII's Sustainability Portfolio Management Framework.

Roles and responsibilities

To deliver on the outcomes outlined in our SIP we must all work together. Some of us may contribute directly to generating more sustainable outcomes, while others may contribute indirectly through supporting the work of colleagues, or influencing the work of other parties outside of TII.

TII wants to enable and empower staff to apply the principles of sustainability to their work. The roles and responsibilities outlined in this section are not prescribed or exhaustive but intended as a guide to identify how everyone can support the delivery of Sustainability Outcomes.

All of us should align with at least one of the roles outlined in this section. A Plan in isolation will not embed sustainability into our activities, decision making, and ways of working. These roles will support us all in achieving our goals and making sustainability the way that we do things at TII.



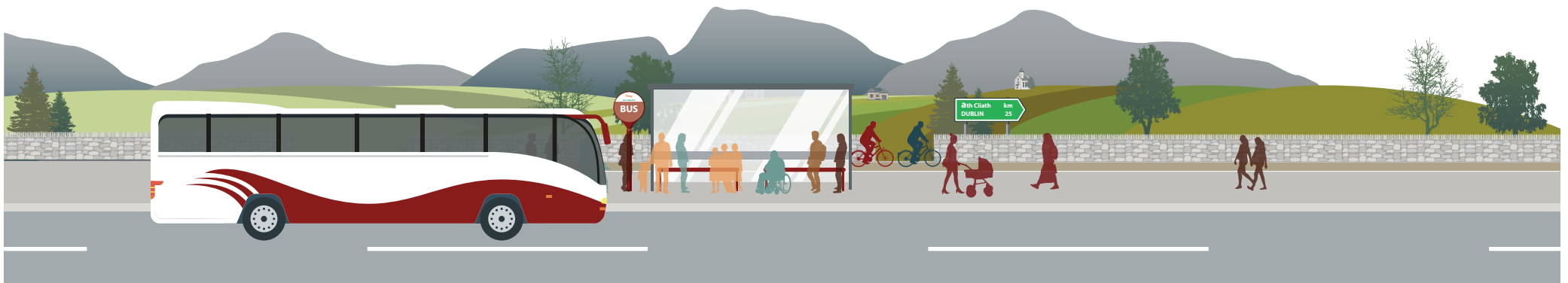
Roles and responsibilities

Sustainability: A responsibility for us ALL

We are a group of multi-disciplinary professionals who apply our competence and expertise to deliver high-quality transport solutions. We value our integrity and credibility, especially when it comes to working for the public good. We are passionate about making a difference and are conscious of maintaining our excellent reputation externally by making the right decisions. Sustainability is already at the heart of what we do and how we do it.

To deliver on our sustainability goals everyone is required to contribute:

- *As individuals in terms of our day-to-day behaviours and decisions:*
 - Sustainability is a priority within decision-making
 - Issues are dealt with constructively and pragmatically
 - We are considerate and supportive of each other in periods of uncertainty
 - We collaborate and learn from each other's experiences
- *As teams in terms of creating shared accountability across divisions:*
 - Divisional Directors are accountable for sustainability within their roles
 - We cooperate within and across divisions towards shared goals
 - Sustainability related communication is shared within and across divisions
- *As an organisation in terms of how we set ourselves up for success:*
 - Set up support structures for our people – Sustainability Portfolio
 - Align our goals and objectives to create a clear, consistent and transparent message on strategic direction
 - Develop processes and systems which reinforce new ways of working
 - Develop the right capabilities and skills (including technology capabilities)



Roles and responsibilities

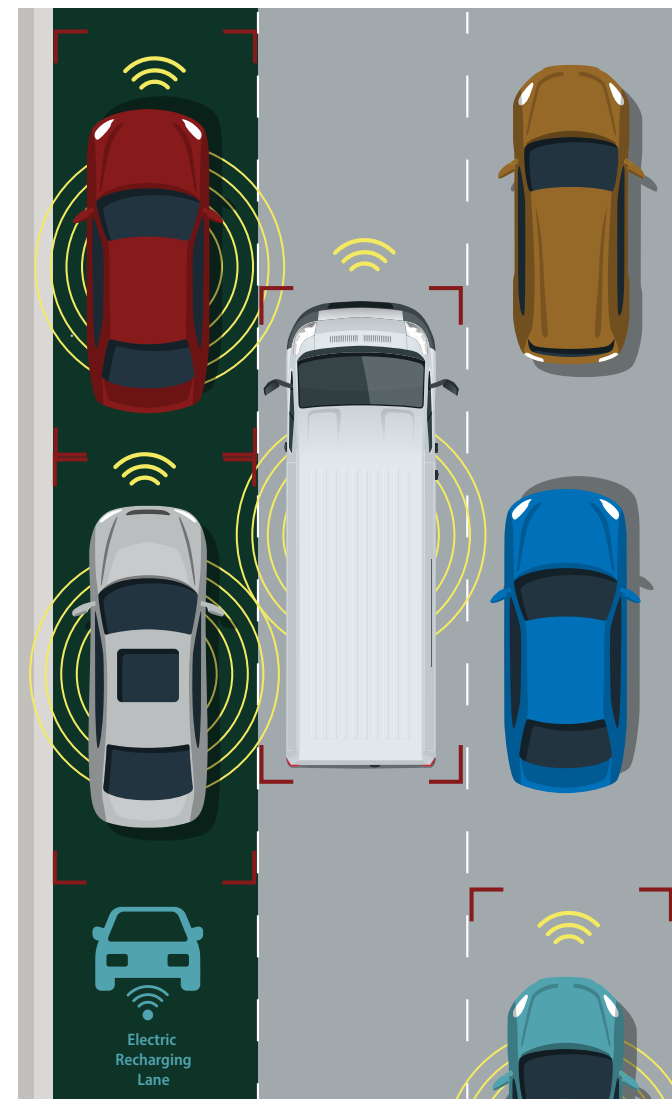
In our daily activities, we can take steps towards sustainability by:

- **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 a positive difference as well.
- **Reflecting for 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.

Responsibilities for Line Managers

Line managers play a crucial role in supporting staff and integrating sustainability into discussions on personal career development and performance goals, translating sustainability principles into actions. These are key steps line managers can take to support their staff:

- **Encourage New Approaches:** Support staff in exploring different ways of delivering tasks. Acknowledge the effort people invest in learning new skills and/or approaches.
- **Facilitate Information Flow:** Translate communications from the Executive team considering the implications for your role/position and your staff. Share personal examples to facilitate understanding how messages relate to your staff.
- **Prioritise Sustainability:** Include sustainability on the agenda of regular meetings. Explore with staff how they can contribute to sustainability, whether through active involvement in related activities or understanding their role in general. Connecting sustainability to career development discussions demonstrates its importance and recognition at TII.



Roles and responsibilities

Responsibilities for TII's Executive Team

TII's Executive Team play a vital role in fostering an environment that reflects the value we place on our Sustainability Principles. TII's Executive Team are members of the TII Sustainability Assurance Board, as detailed in TII's governance structure. The responsibilities of TII's Executive Team and key steps they can take to support their staff are presented below.

Responsibilities:

- Leading the alignment of TII's broader strategy, vision and corporate values with our aspirations for sustainability.
- Providing strategic direction on external and internal communications and engagement, to guide the flow of key information across the organisation and to key stakeholders externally.
- Measure the impact of actions and activities that have been implemented through monitoring progress (e.g. surveys, quarterly assurance board meetings).
- Coordinating with Human Resources (HR), Learning and Development (L&D) specialists and other technical experts to provide training and development opportunities dependent on capability needs. Training methods to cover a range of platforms such as online modules, face to face group workshops, digital resources and toolkits, 1:1 coaching and mentoring, and support of professional and academic qualifications.

- *Prioritise Sustainability in Decision Making:* Explore opportunities to integrate sustainability into decision-making processes. Prioritising sustainability demonstrates its importance to your teams.
- *Endorse and Encourage:* Actively engage in formal and informal communications with your team, providing your endorsement and encouragement. Sharing and discussing important communications draws attention to crucial information and shows your support. Regularly sharing success stories generates momentum and highlights progress across teams.
- *Engage in the Sustainability Implementation Plan:* Participate in areas of the Plan that are relevant to you. By being visible and leading by example, you demonstrate senior leadership buy-in. This may involve taking on a sponsor role for specific activities or contributing to broader governance arrangements.



Sustainability Leaders

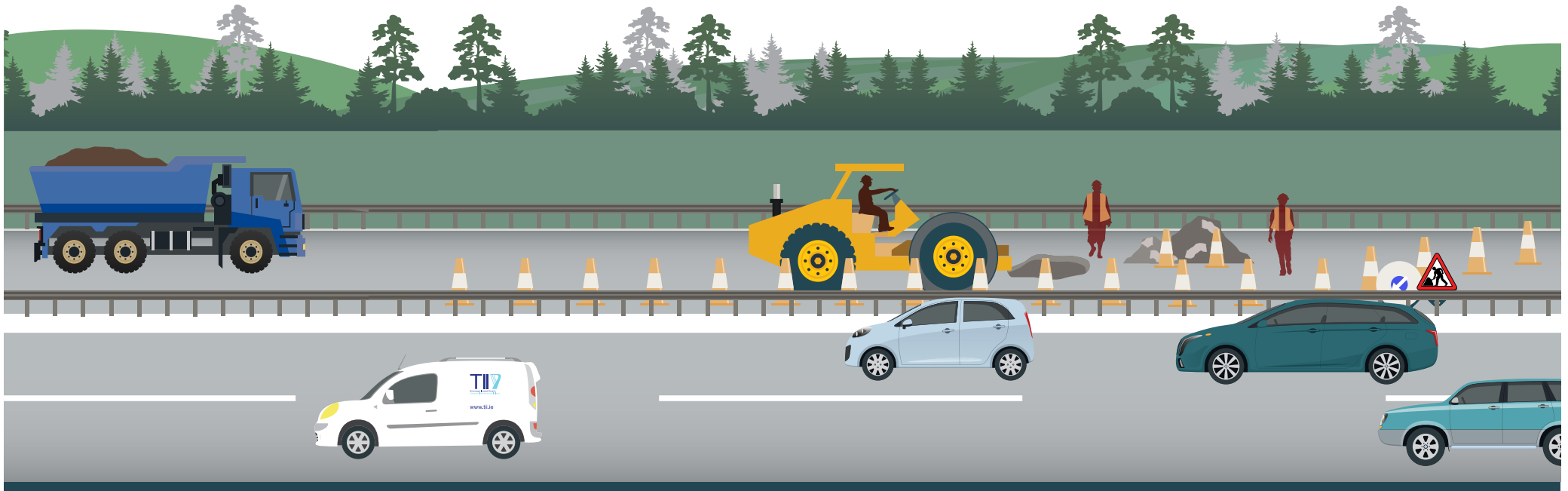
Our Sustainability Leaders provide valuable insight and direction to sustainability activities that are led by their divisions, or the Steering Groups that they belong to. Sustainability Leaders are nominated by the Divisional Directors or Director of Executive Office and agreed with the Sustainability Portfolio manager. Sustainability Leaders have the following responsibilities:

- 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.
- Act as the communications and key contact point on the Sustainability Portfolio for their division.
- Sustainability leaders support the delivery and progress of sustainability activities within their division and report to Sustainability Portfolio Manager.
- Highlight issues of importance or interest to the Sustainability Leaders Forum for awareness, guidance or support.

Roles and responsibilities

Subject Matter Experts

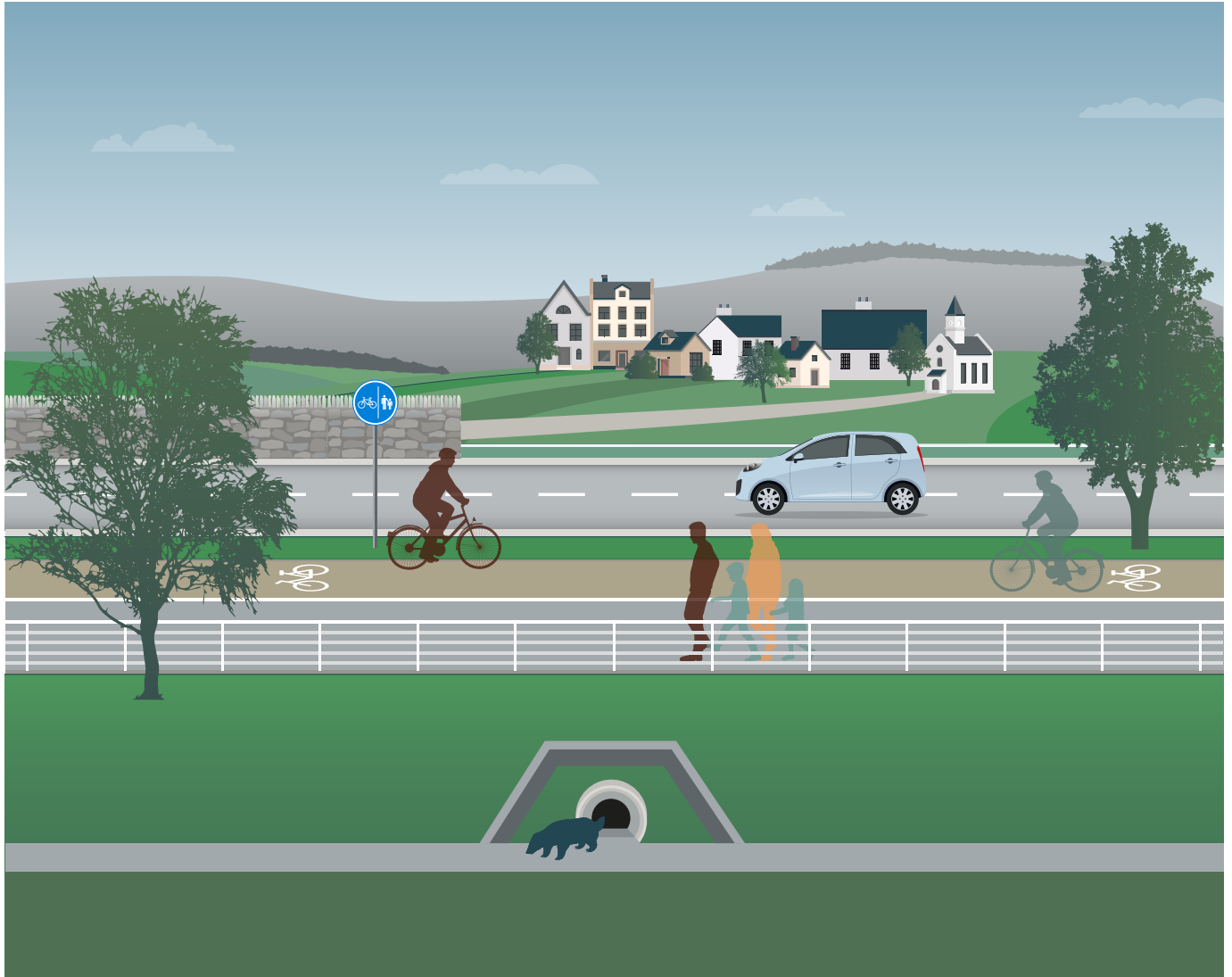
Our subject matter experts play a key role in ensuring technical robustness of our sustainability solutions and compliance with policy requirements. There is a wealth of expertise across all divisions within TII and we are supported by expertise provided by our industry partners.



Our future

Our people are central to delivering our sustainability outcomes. Everyone has a role to play as we change our culture and deliver change. We are achieving this through leadership, collaboration, partnerships, and enabling our people to deliver the SIP. We are delivering change by thinking creatively, adapting the way we work and re-evaluating what success looks like for TII. We have made significant progress on embedding sustainability across TII, and will now focus on the delivery of the sustainability outcomes. The Sustainability Outcomes are a guide for TII to deliver on the vision of this document.

Change won't happen without you. We all must act to build a better future for everyone.





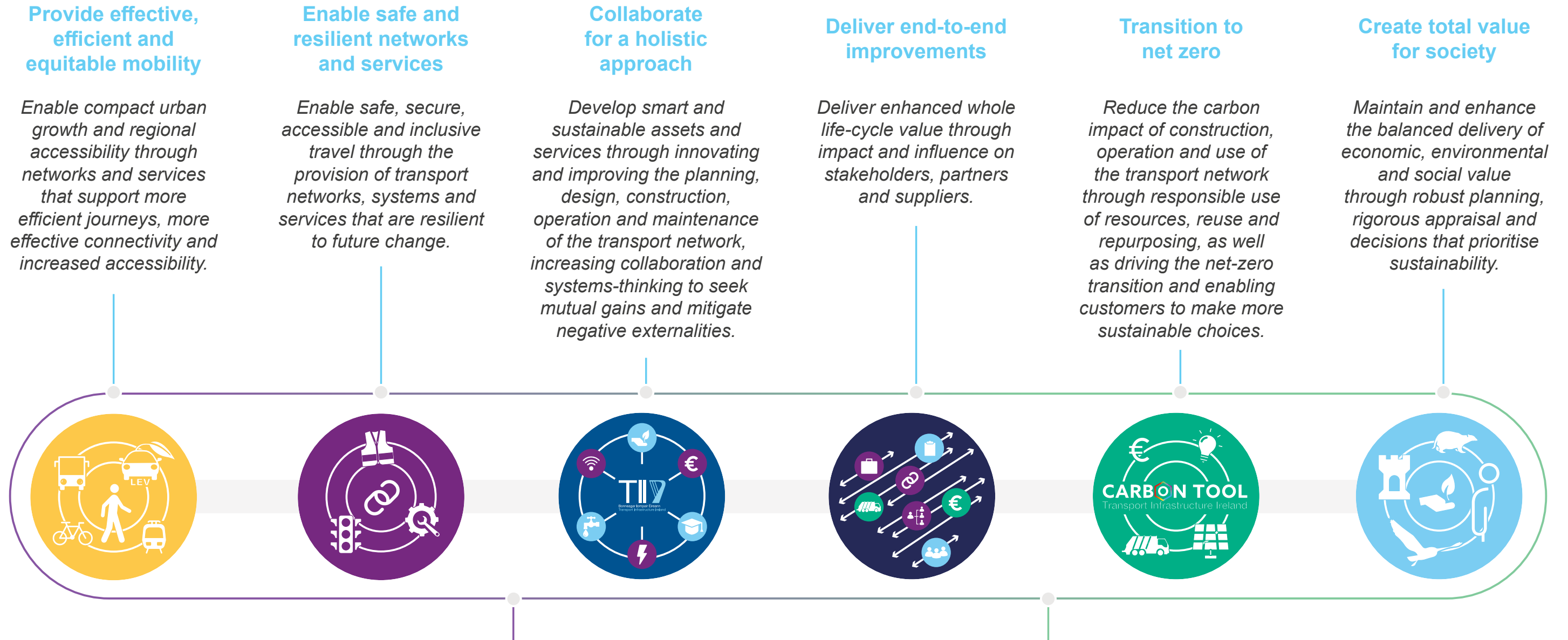
Appendix A

Policy Review

Policy Review and External Context Framing



Introduction





Provide effective, efficient and equitable mobility

Balanced growth for Ireland

The Programme for Government 2020 (PfG) prioritises public transport projects that enhance regional and rural connectivity, in line with the Project Ireland 2040 National Planning Framework (NPF) (2018), and National Development Plan 2021 - 2030 (NDP). An updated NPF is anticipated in 2024, which may have implications that will need to be considered in the next SIP review.

The NDP commits to protecting and expanding regional connectivity between towns and villages in rural Ireland. One specific action is to run a pilot project to examine the potential for ride-sharing apps to improve rural connectivity. It describes how accessibility between centres of scale, separate from Dublin, will be significantly improved and specifies city transport infrastructure actions. Specific actions include improving and protecting key transport corridors such as the Trans-European Transport Network (TEN-T) network, Dublin to Belfast road network and a high-speed rail connection, as well as actions across spatial and infrastructure planning, and other related spheres. Green and Blue infrastructure activities are also cited.

The 2021 annual report on Project Ireland 2040 states that the economic benefits assessment of high-speed rail on the main inter-urban rail across Ireland would expand its scope approach for an all-island Strategic Rail Review. This is currently in development and consultation took place in 2023. The Phase 1 Report Review of the NDP additionally states that allocations for the Share Island Fund for approved projects will be made alongside funding from public sources collaboratively with NI Executive and UK Government.

Public consultation is occurring for a more connected Island, as a result of Project Ireland 2040 and the NDP. This specifically includes 'Work with the Northern Ireland Executive to deliver key cross-border infrastructure initiatives, including the A5, the Ulster Canal, the Narrow Water Bridge and cross-border greenways'.

The Climate Action Plan 2023 (CAP23) sets out several actions to address challenges and inequalities within transport, including the expansion of the National Transport Authority's Connecting Ireland Rural Mobility Programme.

Our Rural Future: Rural Development Policy 2021 – 2025 details the benefits associated with establishing comprehensive and integrated remote working hubs throughout the country to facilitate remote working conditions and therefore, enable rural communities to work locally, reduce the length of commuting journeys and revitalise rural towns and villages. The Policy also outlines the Government's Social Inclusion and Community Activation Programme 2018 – 2022, which aims at reducing poverty and promoting social inclusion and equality by supporting and developing the capacity of local community groups to identify and address social exclusion and equality issues.

TII's National Roads 2040 outlines the long-term strategy for the planning, operating, and maintaining of the national road network. The strategy includes targets to ensure that the analysis of growth in travel demand across Ireland, in line with population growth targets, is continuously conducted. Additionally, the strategy considers Movement of People as a key target and will ensure that the needs of all road users are considered in all projects.

The Framework Policy for Local and Community Development in Ireland (2015) aims to encourage local communities to develop integrated community-led approaches in circumstances where there is a need to respond to territorial and local challenges calling for structural change.

It aims to build community capacity and stimulate innovation (including social innovation), entrepreneurship and capacity for change by encouraging the development and discovery of untapped potential from within communities and territories. There is a focus on promoting community ownership by increasing participation within communities.



There is also a focus on building the sense of involvement and ownership that can increase the effectiveness of EU policies and assist multi-level governance by providing a route for local communities to fully partake in shaping the implementation of EU objectives in all areas.

Public Transport

The NPF prioritises the development of an improved bus-based system, with better orbital connectivity and integration with other transport networks, which is progressing as part of the BusConnects programme. CAP23 mentions the major public transport infrastructure programme which continues the PfG's commitment to support new public transport schemes over road projects by rebalancing capital expenditure share. This programme will focus on the Cork Area Commuter Rail Programme, low- and zero-emission bus fleet, additional regional rail services, new light rail services, park and ride/ share services at transport interchanges. The PfG looks to expanding priority signalling for buses and Quality Bus Corridors, and introducing Bus Rapid Transit Services.

The Greater Dublin Area Transport Strategy 2022 – 2042 sets out ways in which sustainable transport investment can bring communities closer together, such as the development of a full and

integrated public transport network. The Strategy also emphasises the importance of an inclusive transport system, and includes measures to provide a more attractive and welcoming transport system for people of all abilities, all ages and all genders.

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.

Ireland's National Sustainability Mobility Policy Action Plan 2022 – 2025 actions the need to prioritise and roll-out sustainable public transport projects in both metropolitan and urban areas, complementary to actions previously set out within CAP21.

The National Investment Framework for Transport in Ireland 2021 - 2040 supports the delivery of the NPF and aims to ensure that transport investment is aligned with the National Strategic Outcomes from the NPF. The framework's investment priorities support heavy investments to public transport in order to achieve enhanced regional and rural connectivity and mobility of people and goods in urban areas.



Provide effective, efficient and equitable mobility

Influencing customer decisions

The National Energy and Climate Plan 2021 supports existing policies on the decarbonisation of the transport sector. The 'Effort Sharing Regulation (ESR)' sets binding annual greenhouse gas emissions targets from 2021 to 2030 for Member States which are aimed at sectors such as transport that are outside of the EU Emissions Trading System scope. The ESR has set a greenhouse gas emissions reduction target of 30% for Ireland by 2030.

The PfG contains an action to evaluate and bring forward measures for demand management to incentivise modal shift.

CAP23 identifies an action to 'support and promote a modal shift towards healthy active and sustainable mobility in the design and delivery of developments'.

The National Sustainable Mobility Policy Action Plan 2022 – 2025 includes several actions towards encouraging people to choose sustainable mobility over the private car.

Carbon footprint and net zero

The NPF describes how planning authorities and infrastructure delivery agencies will focus on the timely delivery of enabling infrastructure to priority zoned lands in order to deliver planned growth and development. This is aimed at village and rural rejuvenation priorities that harness publicly owned land and other assets to their full potential. The NPF applies a tailored approach to urban development, with a city focus.

Ireland recognises the significance and interdependencies of each Sustainable Development Goals (SDGs) and the resulting need for integrated, mutually supportive policies across the economic, social and environmental pillars of sustainable development, as described in Ireland's Second National Implementation Plan for the Sustainable Development Goals 2022 – 2024.

The NDP supports the National Strategic Objectives (NSO) of Project Ireland such as Strengthening Rural Economies and Communities and Enhancing Regional Accessibility through investment that supports the transition to a low carbon and climate resilient society.

Ireland's National Remote Working Strategy, Making Remote Work (2021), supports the shift to remote working in Ireland, taking into account the new opportunities that will be created for people who want to live in Rural Ireland, and also people with disabilities and people with caring responsibilities, and how these changes to work place will impact related transport emissions.

Active travel

CAP23 contains actions up to 2025 towards the Active Travel Infrastructure Programme, which include advancements in active travel infrastructure and national cycle and greenway networks, implementation of the National Cycle Manual Guidance and Design Manual for Urban Roads and Streets, leverage of Protection and Renewal Road Infrastructure Programme, conducting smart and sustainable mobility training workshops, and improving multiple local authority delivery of strategic, network-based Active Travel projects.

The PfG allocated 10% of the transport capital budget for cycling projects and 10% to pedestrian infrastructure (€360 million per year). The Project Ireland 2040 National Planning Framework (2018) (NPF) sets out clear actions for delivery of the metropolitan cycle network.

The National Energy and Climate Plan 2021- 2030 (2019) (NECP) includes an action on expanding the network of cycling paths and "Park and Ride" facilities.

The Get Ireland Active! National Physical Activity Plan (2016) promotes the development of walking and cycling strategies in each Local Authority area and ensures planning, development and design of towns and cities deliver a network of cycle routes and footpaths. There is a focus on establishing

recreational / physical activity in infrastructure and developing a new health culture across Ireland. Initiatives such as the Get Ireland Walking, Get Ireland Running, Get Ireland Cycling and Get Ireland Swimming schemes are promoted.

The Strategy for the Future Development of National and Regional Greenways (2018) focuses on establishing a Strategic Greenway network of national and regional routes, with a number of high capacity flagship routes that can be extended and/or link with local Greenways and other cycling and walking infrastructure.

Roads or health and wellbeing

The Road Safety Authority (RSA)'s Phase 1 Action Plan 2021 - 2024 for Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy sets out actions for various departments and agencies to collectively reduce the number of serious injuries and fatalities on the roads and enhance road safety.

CAP23 emphasises the importance of prioritising cycling and walking safety, which can be achieved through several actions such as reviewing road traffic policy and legislation by 2023 to prioritise safety for active travel users.

The Healthy Ireland Outcomes Framework 2019-2025 (2019) identifies key health status indicators that measure the different lifestyle and behaviour risks. A point of interest is in relation to physical activity level, where an increase in activity is encouraged to prevent the development of many of the major non-communicable diseases in society.





Ensure safe and resilient networks and services

Safety and security

The Department of Transport's (DoT) Statement of Strategy 2021 – 2023 seeks to promote and advance safety on our transport network. This is achieved through developing and supporting the policy and regulatory frameworks to underpin safe operation of all forms of public transport (comprising rail, bus, taxi and other forms), as well as taking an integrated universal design approach to ensure transport systems and services are accessible to all. The Strategy also seeks to ensure that transport modes are environmentally, economically and socially sustainable by prioritising the decarbonisation of transport and low carbon technology, promoting sustainable transport services, supporting adaptation needs of critical transport infrastructure and investing in active travel and sustainable transport modes.

Through the RSA Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy 2021 – 2030 (2021), 50 high-impact actions are outlined under each of the seven safe system priority intervention areas for phase 1 (2021 – 2024). Some actions set out under the area of safe roads and roadsides include the delivery of an average of 60 road safety improvement schemes, alongside 150 low-cost safety schemes across the regional and local road network annually.

The Healthy Ireland Framework 2013-2025 (2013) was set up to improve the health and wellbeing of Ireland's population. An update to this framework, 'The Healthy Ireland Strategic Action Plan 2021 – 2025', builds on Ireland's progress that has already been achieved, and further focuses on the remaining years of the 2013 framework. The Healthy Ireland Outcomes Framework (2018) was developed in order to monitor and drive the achievement of Healthy Ireland's targets and performance indicators. Outcomes from the framework outlines indicators that provide metrics for measuring how safe people feel around the area they live, for example how safe individuals feel walking alone after dark in their local area, antisocial behaviour and crime. These indicators focus on different age groups and highlight the

importance of feeling safe to allow people to sustain independence and engagement, promoting more physical activity and social interaction within the local area.

TII is a Railway Organisation (RO) for Metrolink, Luas Projects and some elements of Luas Operations.

The requirements of a Railway Organisation are set out in EU Regulation 2018/762 of the EU Railway Safety Directive (2016/798) which establishes common safety methods on safety management system requirements. The Commission for Railway Regulation (CRR) is responsible for providing accreditation of TII's Railway Organisation safety management system.

The Road Traffic and Roads Act 2023 sets out a range of measures related to speed limits, and permits the introduction of variable speed limits on designated sections of national roads. The Act provides TII with a role of applying a variable speed limit to any national managed road or any part, carriageway or lane thereof, in line with the Act.

The ITS Action Plan and the ITS Directive 2010/40/EU have prioritised secure parking places for heavy goods vehicles.

Diversity and inclusion

Ireland's Second National Implementation Plan for the Sustainable Development Goals (SDGs) 2022 – 2024 provides a framework for Ireland to work towards implementing the SDGs for the period 2022 to 2024. One of the targets under SDG 11 'sustainable cities and communities' aims to provide access to safe, affordable and sustainable transport systems for all, and green public spaces, improved road safety, notably by expanding public transport by 2030. The needs of those in vulnerable situations including women, children, persons with disabilities and older persons are a priority.

A key action of the Local Link Rural Transport Programme Strategic Plan 2018 - 2022 is the drive to ensure the provision of fully accessible transport services with a target to achieve at least 95% fully accessible trips by 2020. There will be an increase

in patronage by children and young people of rural transport service to facilitate access to services/facilities. As of 2023, there is no update on the provision of this target set out within the Local Link Rural Transport Programme. Delivery of this target is key to ensuring inclusive transport systems and networks.

Our Rural Future: Rural Development Policy 2021 – 2025 sets out the Government's commitment to enhance connectivity for those living in rural areas through protecting and expanding connectivity of regional buses and connectivity between towns and villages in rural Ireland.

The National Disability Inclusion Strategy 2017 - 2022 seeks to develop access to outdoor recreation facilities, especially footpaths and trails for all and ensures the further roll-out of accessible inter-city coaches and accessible regional / rural coach and bus stops.

The Greater Dublin Area Transport Strategy 2022 – 2042 includes four strategic objectives, one of which includes; 'to deliver a high-quality equitable and accessible transport system, which caters for the needs of all members of society'.

Carbon footprint and net zero

Smarter Travel: A Sustainable Transport Future Transport Policy for Ireland 2009 - 2020 outlines an action to address the twin objectives of road safety and emission reductions through the enhanced enforcement of appropriate speed limits on our roads.

The DoT's National Sustainable Mobility Policy (2022) contains a strategic framework for active travel and public transport journeys to enable Ireland to meet a 51% reduction in carbon emissions by 2030.

The Greater Dublin Area Transport Strategy 2022 – 2042 sets out three main actions for the transport sector to reduce emissions by 51% by 2030, under the Climate Action and Low Carbon Development (Amendment) Act 2021; reducing demand for travel, increasing use of public transport, walking and cycling, reducing car use, and converting the transport fleet to zero emissions vehicles.





Ensure safe and resilient networks and services

Public transport

A key element of the Local Link Rural Transport Programme Strategic Plan 2018 - 2022 is a focus on ensuring rural transport services are linked to, and integrated with, public transport services provided by other entities. These include Bus Éireann, Iarnród Éireann and other private operators, with improved connectivity and integration with existing ticketing systems.

Our Rural Future: Rural Development Policy 2021 - 2025 sets out the development and implementation of a Sustainable Rural Mobility Plan, which will ensure all settlements with specific attributes are connected to the national public transport system, through a public transport service standard.

The Greater Dublin Area Transport Strategy 2022 – 2042 has an overall aim to ‘provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the needs of urban and rural communities, and supports the regional economy’.

Resilience

The National Energy and Climate Plan 2021 – 2030 (2019) (NECP) includes a goal to reduce climate vulnerability. Project Ireland 2040 National Planning Framework (2018) (NPF) (Objective 54) includes a plan to set adaptation objectives alongside mitigation efforts.

The Transport Climate Change Sectoral Adaptation Plan (2019), prepared under the National Adaptation Framework (2018), identifies several adaptation measures to address the consequences and associated costs of climate change, as well as incorporating climate resilience within key transport networks, infrastructure and services.

Local Authorities are required to produce Local Authority Climate Action Plans under the Climate Action and Low Carbon Development (Amendment) Act 2021. Climate Change adaptation is a key aspect of the LACAPs, aiming to present a clear opportunity to deliver on both climate change

mitigation and climate change adaptation in an integrated manner. The LACAPs require a full assessment of climate change risks and impacts on LA areas - enabling LAs to understand the likelihood of current and future climate hazards and the impacts of these hazards on people, infrastructure (including transport) and communities.

Balanced growth for Ireland

Realising our Rural Potential the Action Plan for Rural Development 2017 – 2019 outlines an approach ensuring that Rural Transport Programme vehicles are accessible, having regards to all passenger needs and key collaboration between stakeholders across rural communities to assess and implement improvements to existing rural transport routes and develop new rural transport routes as necessary.

The National Investment Framework for Transport in Ireland (2021) supports investments in rural roads to provide safe and reliable access to those living in rural communities, and investments in urban areas to facilitate safe and efficient access to employment, services and leisure opportunities. This will be achieved through promoting high-quality public transport and active travel facilities and reducing private car dependency in urban areas.

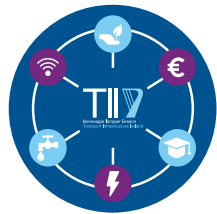
The Local Link Rural Transport Programme Strategic Plan 2018 - 2022 (2018) seeks to embed the Rural Transport Programme at a national, regional and local level as an integral part of the Irish public transport system delivering a quality service to all users.

Focusing on development in the Hinterland Area, the Greater Dublin Area Transport Strategy 2022 - 2024 includes a set of measures which address the mobility needs of the rural parts of the Greater Dublin Area, including maintenance and improvements to the regional bus system, Local Link and the development of the Inter-Urban and Greenway cycle network, as well as the critical road links that form the transport arteries of rural areas.

The strategy also states the need for high quality public transport to the cities they play key roles in serving, the rural communities and smaller towns and villages. Approaches such as the ‘15-minute city’ and the ‘Town Centres First’ have emerged, recognising the challenges that communities face accessing services locally. The Strategy sets out requirements to enhance accessibility by

sustainable modes to Dublin City Centre and other key urban centres, expanding night-time and off-peak services, and providing safe and convenient cycling and walking facilities in towns and villages across the Greater Dublin Area.





Collaboration for an integrated approach

Government and policy

The Programme for Government (2020) (PfG) commits to a review and widening of NTA's statutory remit enabling it to work with local authorities to develop transport strategies.

CAP23 recognises that collaboration is essential to achieve the transformation changes required to reduce emissions across the various sectors. A number of cross disciplinary taskforces have been established to focus on specific areas or initiatives of climate delivery that require cross-government collaboration, such as the sustainable mobility taskforce. Partnerships are key to delivery within the Action Plan for Rural Development - Realising our Rural Potential (2017), with an outline to agree and implement a Code of Practice with relevant infrastructural providers to ensure timely and efficient transport links, and other key infrastructure, are maintained across rural Ireland. Particular focus and importance is placed on safeguarding Ireland's archaeological heritage. Partnerships are also key for delivering rural development in Our Rural Future: Rural Development Policy 2021 – 2025, which builds on the 2017 Action Plan for Rural Development.

Transport has wide-reaching impacts across all different sectors and areas. A successful shift to a sustainable transport network will have a multitude of co-benefits across different disciplines and landscapes. This can be achieved through the inclusion and awareness of policy which extends beyond the transport sector, such as policy relating to environment (air, water, soil quality), human health and wellbeing, biodiversity, land-use etc. For example, the Dublin Air Quality Action Plan aims to remediate the exceedance of annual NO2 levels in ambient air quality in Dublin, which is due to traffic emissions.

Health and wellbeing

The 'Get Ireland Active!' National Physical Activity Plan (2016) identifies how promoting the use of the natural and built environment and promoting active transport are the most practical and sustainable

ways to increase physical activity as part of everyday routine. The built environment is an important determinant of physical activity behaviour.

The Sustainable Mobility Policy (2022) promotes and associates the improvement of walking, cycling, and public transport infrastructure and services with benefits to people's health and wellbeing and boosting quality of life through increasing levels of physical activity and safer roads. The Policy aims to update and develop guidelines and standards using a coordinated approach that considers sustainable mobility, climate change and road safety

Balanced growth for Ireland

Our Rural Future: Rural Development Policy 2021 – 2025 builds on the 2017 Action Plan with local authorities delivering significant funding and supports to local communities, enabling vital services to be planned and delivered for rural populations. This includes improving rural transport provision, enhancing rural GP services and protecting rural schools.

Public transport

The Local Link Rural Transport Programme Strategic Plan 2018 - 2022 sought to create opportunities for the development of innovative rural transport projects by Transport Coordination Units in partnership with other stakeholders, where relevant.

The Sustainable Mobility Policy (2022) promotes accessible designs of active travel infrastructure with public transport services to support 'first' and 'last-mile' journeys. This can be achieved through improved coordination and collaboration between government departments and agencies.

Energy usage

The National Energy and Climate Plan 2021 - 2030 (NECP) sets out a need to facilitate infrastructure projects, including private sector commercial projects, that enhance Ireland's security of supply. This involves actions for

enhancing energy resilience including generation, energy supply and transmission of distributed renewable energy generation.

Within the Sustainable Development Goals National Implementation Plan 2018 - 2020 there is an ambition to upgrade infrastructure and retrofit industries to make them sustainable. There is a focus on increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with action intended to be completed by 2030.

Influencing customer decisions

Additional research into the economic costs of inactivity in Ireland and benefits of investment in physical activity, as a preventative strategy, is a key action within the 'Get Ireland Active!' National Physical Activity Plan (2016).

The Sustainable Mobility Policy (2022) outlines various goals to transform Ireland's current mobility landscape. Goal 8 specifically aims to 'improve research and citizen engagement around sustainable mobility and collaboration with other government departments, agencies and stakeholders in delivering the Policy'.

TII's National Roads 2040 promotes collaboration with partner agencies to enable public transport and safe active travel alternatives for car users.

Carbon footprint and net zero

The importance of involving all relevant stakeholders, in line with an agreed code of practice, is a key mechanism for delivering the Strategy for the Future Development of National and Regional Greenways (2018).

CAP23 includes actions to engage with local authorities on developing climate action plans, and for the Sustainable Mobility Policy leadership group to monitor and support the progression of related actions across the National Planning Framework, Housing for All and Town Centre First policies to ensure transport decarbonisation impacts are being prioritised and delivered by the end of 2023.





Deliver end-to-end improvements

Public transport

The Climate Action Plan 2023 (CAP23) emphasises the importance of improving public transport's attractiveness, capacity and frequency in order to achieve modal shift and reduce the use of fossil-fueled vehicles. This can be achieved by continuing reductions in fare prices, improving public service obligation public transport services, and enhancing accessibility of rural communities through the NTA's Connecting Ireland – Rural Mobility Programme. CAP23 sets out actions related to rail improvements, such as expanding interurban rail fleet capacity and rail services, advancing the Dart+ programme, and advancing major public transport schemes as part of the Major Public Transport Infrastructure Work Programme. The Programme for Government (2020) (PfG) commits to a national integrated public transport system with an integrated timetable, one tag-on ticketing system and coordination between bus and rail timetables of all operators.

As part of the Local Link Rural Transport Programme Strategic Plan 2018 - 2022 there is a key ambition to ensure the Rural Transport Programme is technologically resourced to meet the growing and changing demands of service users.

Our Rural Future: Rural Development Policy 2021 – 2025 sets out an ambition to improve public services for people living in rural areas through investing in improvements such as public transport services.

Biodiversity

Ireland's National Biodiversity Action Plan 2023 – 2027, is the national draft plan to ensure the effective conservation and restoration of biodiversity across Ireland. The transport sector has direct impacts on biodiversity, and the sector should align to the requirements and actions set out to ensure no negative impacts on biodiversity as a result of transport and transport infrastructure.

Resource use and circular economy

The Office of Government Procurement requires each Department / contracting authority to outline how it intends to incorporate green considerations in its Corporate Procurement Plan and report annually on progress.

Project Ireland 2040 National Planning Framework (2018) (NPF) Objectives 53 and 56 relate to resource use, supporting the circular and bioeconomy including efficiency in land management, greater use of renewable resources and by reducing the rate of land use change from urban sprawl and new development. It also covers sustainable management of waste generation, waste treatment.

The National Energy and Climate Plan (2019) (NECP) targets emissions from non- Emissions Trading Scheme (ETS) sectors by 30% by 2030, including elimination of non- recyclable plastic and imposing higher fees on the production of materials.

The Sustainable Development Goals National Implementation Plan 2018 - 2020 acknowledges the need to promote public procurement practices that are sustainable, in accordance with national policies and priorities.

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 in use for longer. Aspects focus on designing sustainable products, exploring models e.g. incentivising product-as-a- service or other methods where producers keep the ownership of the product, or the responsibility for its performance, throughout its lifecycle. Further to this there is focus on mobilising the potential of the digitalisation of product information, including solutions such as digital passports, tagging and watermarks and rewarding products based on their different sustainability performance, including by linking high performance levels to incentives. It explores circularity in production processes by facilitating industrial symbiosis, developing an industry- led reporting and certification system,

and enabling the implementation of an industrial symbiosis key to ensure transparency and increased sustainability. Reducing the use of plastics features highly in the circular economy plan and where possible there should be a use of biodegradable or compostable plastics.

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 and introduce recycled content requirements for certain construction products, taking into account their safety and functionality. It promotes measures to implement and to improve the durability and adaptability of built assets in line with the circular economy principles for building design and on developing digital logbooks for buildings.

It promotes the use of Level(s) 37 to integrate lifecycle assessment in public procurement and the

EU sustainable finance framework and explores the appropriateness of setting carbon reduction targets and the potential of carbon storage initiatives to reduce soil sealing, rehabilitate abandoned or contaminated brownfields and increase the safe, sustainable and circular use of excavated soils.

There is high focus on circularity as a prerequisite for climate neutrality and encouraging the integration of sustainability criteria into business strategies by improving the corporate governance framework.

The Circular Economy Programme 2021 – 2027, led by the Environmental Protection Agency, supports the public sector in realising its potential to promote a significant level of demand for more sustainable goods and services while reducing the environmental impact of public services, through green public procurement.





Deliver end-to-end improvements

Efficiency and effectiveness

The Local Link Rural Transport Programme Strategic Plan 2018 - 2022 identifies the importance of learning from best practice models of rural transport service delivery within international contexts. Additionally, it prioritises the important monitoring of the Rural Transport Programme, to ensure the delivery of timely, updated and accurate data for reporting purposes at a national, regional and local level.

Balanced growth for Ireland

Our Rural Future: Rural Development Policy 2021 – 2025 builds on the 2017 Action Plan by supporting investments in the local and regional road network in order to maintain roads and improve regional accessibility. This will help deliver economic and business benefits across rural areas and regions.

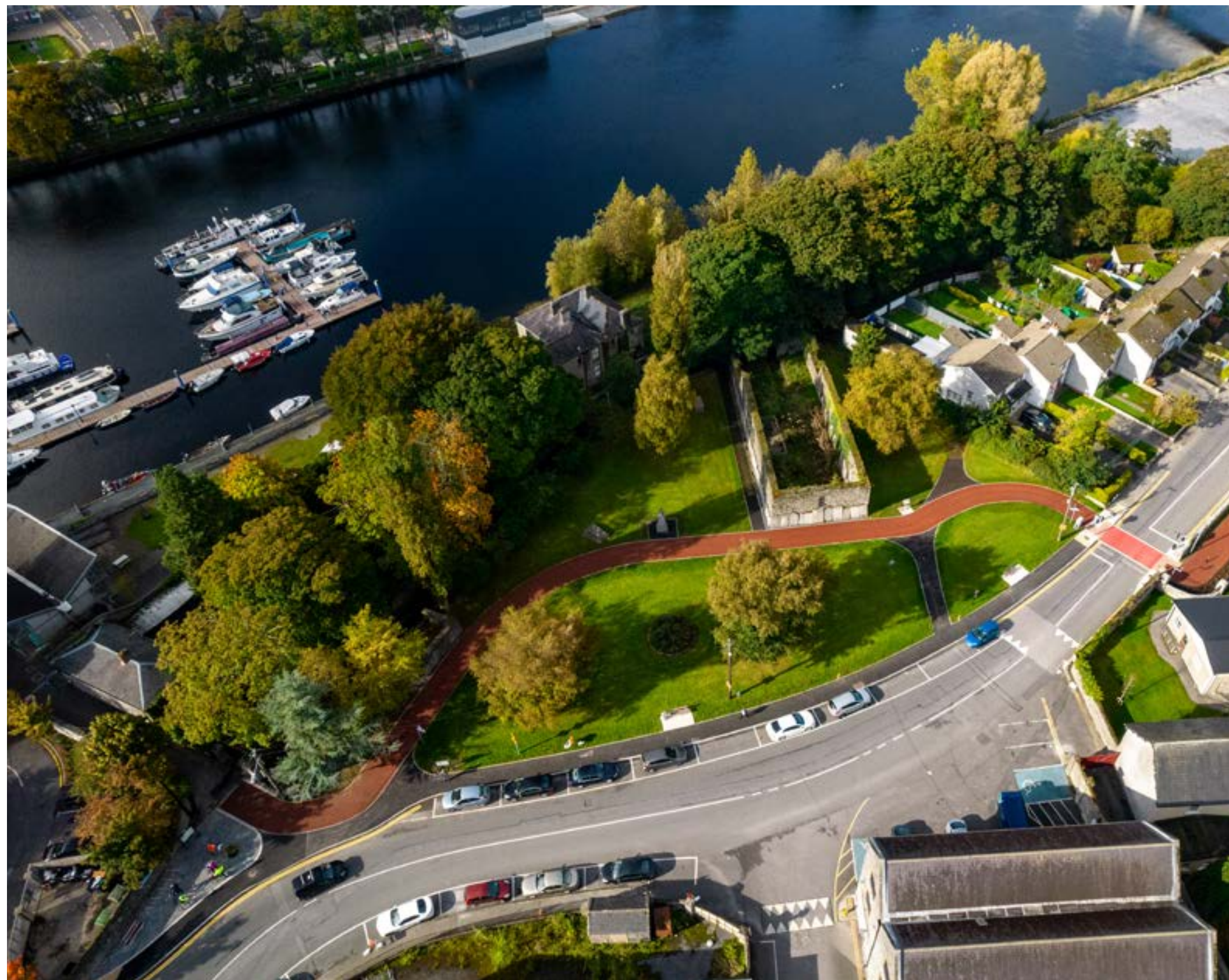
Diversity and inclusion

The Action Plan for Rural Development - Realising our Rural Potential (2017) outlines a programme to assist over 4,000 projects in rural communities to boost economic development, tackle social exclusion and provide services to people living in remote areas.

Our Rural Future: Rural Development Policy 2021 – 2025 mentions ongoing social cohesion and inclusion initiatives, such as the National Disability Inclusion Strategy which sets out to improve accessibility for those with disabilities living in rural areas.

The Local Link Rural Transport Programme Strategic Plan 2018 - 2022 highlights the priority of investment in research, making optimum use of relevant data to provide for an evidence based approach when considering future developments within the Rural Transport Programme.

The Sustainable Mobility Policy (2022) sets out a vision for 2030 – ‘to connect people and places with sustainable mobility that is safe, green, accessible and efficient’. One of the Policy’s guiding principles is ‘people focused mobility’ which is accompanied by a goal to ‘take a whole of journey approach to mobility, promoting inclusive access for all’.





Transition to net zero

Carbon footprint and net zero

The Climate and Low Carbon Development (Amendment) Act 2021 introduces legislation for a net zero Ireland and sets sectoral targets. The act aims to transition to a climate-resilient, biodiversity-rich, and climate-neutral economy by 2050. The Climate Action Plan 2023 (CAP23) is the first updated plan under this Act, and stipulates that all public institutions are required under law to further its objectives.

CAP23 represents a roadmap for implementing carbon budgets and sectoral emissions ceilings for all sectors. Cross-sectoral targets ensure Ireland meets EU climate targets by 2030. The transport sector is required to reduce emissions by 50%.

Local Authorities are required to develop Local Authority Climate Action Plans (LACAP) under the Climate Action and Low Carbon Development (Amendment) Act 2021. The transport sector in all LAs will require significant attention, and key actions and opportunities for the sector will be identified in the LACAPs.

The National Energy and Climate Plan 2021 – 2030 (NECP) contains an action to make growth less transport intensive through better planning, remote working and modal shift by 2030.

The NECP reducing emissions actions include policies and measures promoting renewable energy and energy efficiency, research investment (climate fund), carbon pricing, 5-year carbon budgets and sectoral targets. It includes carbon proofing of all government decisions and major investments. It references the role of hydrogen in the decarbonisation of the energy system and establishes a regulatory framework on low emission zones and parking pricing policies.

The European Green Deal aims to ‘accelerate the shift to sustainable and smart mobility’.

The EU’s Fit for 55 is a package of policy proposals drafted by the European Commission. Collectively, the package aims 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, if and when implemented, will require 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 EU taxonomy is a classification system, establishing a list of environmentally sustainable economic activities supporting the EU scaling up sustainable investment and implement the European green deal. The Taxonomy Regulation establishes six environmental objectives:

- a) Climate change mitigation;
- b) Climate change adaptation;
- c) The sustainable use and protection of water and marine resources;
- d) The transition to a circular economy;
- e) Pollution prevention and control; and
- f) The protection and restoration of biodiversity and ecosystems.

Transport infrastructure projects will be required to sustainability contribute to at least one of the six main objectives of the taxonomy while ensuring to recognize negative impacts on other objectives and complying to minimum safeguards.

In the Sustainable Mobility factsheet the European Commission recognizes that by 2025 ~1million public charging/refuelling stations will be needed for ~13 million zero- and low- emissions vehicles. Two focus areas of accelerating the shift to sustainable and smart mobility in the roadmap are ‘boosting the uptake of lower and zero-emission vehicles’ and recognizing large scale market deployment of new technologies, including production capabilities and use of sustainable alternative fuels and associated charging and refuelling infrastructure.

The EU Green Deal recognises the importance of multimodal transport and commits to increasing the efficiency of the transport system. Two focus areas of accelerating the shift to sustainable



and smart mobility in the roadmap published by the Commission in 2020 are to ‘facilitate a shift towards low emission transport modes by moving passengers and freight transport to more sustainable alternatives’ and ‘improving efficiency across the whole transport system, including through multimodality.’ 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.

In the Sustainable Mobility factsheet, the EU Commission recognises that pricing is a key focus area, and prices need to reflect the impact on the environment. Other focal points relevant to TII is ending subsidies for fossil fuels, and effective road pricing.

Another point of accelerating the shift to sustainable and smart mobility in the roadmap published by the Commission in 2020 is ‘incentivising sustainable consumer choices and zero and low emission practices, for example through internalisation of external costs, such as carbon pricing’. One focus of accelerating the shift to sustainable and smart mobility is ‘revamping the European agenda for sustainable urban and regional mobility, including cycling, intermodal transport and transport-on demand’.

The Commission sets out a Strategy for a Sustainable and Smart Mobility introducing a policy framework to take full advantage of the opportunities from digitalisation and automation to achieve sustainable, efficient, seamless, smart and safe mobility across the transport modes while ensuring a just transition and mobility that is fair, attractive, accessible and affordable. This is set



Transition to net zero

within the wider ambition of the Green Deal to adapt the EU transport system and infrastructure to support new sustainable mobility services that can reduce congestion and pollution. The Commission will support development of smart systems for traffic management and Mobility-as-a-Service solutions through funding instruments such as the Connected Europe Facility.

Ireland's National Investment Framework for Transport (NIFTI) 2021 – 2040 recognises that the transport sector is Ireland's second largest contributor of GHG emissions. NIFTI's first investment priority for the transport sector is to support the decarbonisation of the sector. Decarbonisation also supports additional key investment priorities such as active travel.

One of the Project Ireland 2040 National Planning Framework's (2018) (NPF) policy objective is to increase renewable energy use. The NECP targets for increasing electricity generated from renewable sources to 70% with 15% of electricity demand being met by renewable sources contracted under Corporate Purchase Power Agreements (PPAs).

The Alternative Fuel Infrastructure Regulation (AFIR), adopted by the European Parliament, will support the transition to zero-emission transport and contribute to Europe's target of reducing net greenhouse gas emissions by at least 55% by 2030. AFIR sets mandatory targets for the deployment of electric recharging and hydrogen refuelling infrastructure along the Trans European Transport (Ten-T) road network. This will support the transition to zero-emission road vehicles, in particular electric and hydrogen light- and heavy-duty vehicles. ZEV's Draft National En-Route EV Charging Network Plan responds to the requirements of AFIR, by delivering high-powered chargers across our National Roads Network, while the Electric Vehicle Charging Infrastructure Strategy 2022 - 2025 deals with home/apartment charging, residential neighbourhood charging (including new mobility hubs), destination charging and en-route charging.

TII has been identified in CAP23 as the delivery agency responsible for the roll out of en-route charging and will soon launch its first grant scheme to incentivise the delivery of high speed charging infrastructure across Ireland.

Resource use and circular economy

The Office of Government Procurement requires each Department / contracting authority to outline how it intends to incorporate green considerations in its Corporate Procurement Plan and report annually on progress.

In the European Green Deal under 'Mobilising industry for a clean and circular economy', the Commission will consider legal requirements to boost the market of secondary raw materials with mandatory recycled content (for instance for packaging, vehicles, construction materials and batteries).

One of the key challenges in the National Investment Framework for Transport in Ireland is 'balancing the protection and renewal of existing assets with significant investment in new infrastructure within available resources'. It is crucial that available resources are carefully managed over the coming years including existing transport assets.

Whole life cost/lifecycle thinking

CAP23 details the Zero Emission Vehicles Ireland work programme, which will lead the delivery of Ireland's target of Electric Vehicle uptake of 30% switch of private car fleet to electric vehicles by 2030. CAP23 includes actions relating to planning rules and guidelines, and building regulations to facilitate deployment of EV charging infrastructure, and increasing use of biofuels.

The European Green Deal notes that a substantial part of inland freight carried by road should shift onto rail and inland waterways. This will require measures to increase the capacity of railways and inland waterways.

The Local Link Rural Transport Programme Strategic Plan 2016 - 2022 aims to ensure that the Rural Transport Programme continues to meet the needs of users by promoting a suite of additional transport options including the Community / Voluntary Car Scheme, Car Sharing options, Rural Hackney services, and Evening / Night time services.

The EU Just Transition Fund Regulation sets up the Just Transition Fund (JTF) to support the people, economies and environment of territories that face serious socio-economic challenges caused by the shift towards a climate-neutral EU. The JTF supports investment in large transport infrastructure projects through complimentary grants and loans for both public and private sector.

Resilience

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 will ensure 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. Key priorities include reducing carbon emissions, promoting sustainable agriculture,

improving access to education and healthcare, and reducing poverty and social exclusion. The plan also includes measures to support gender equality, protect human rights, and promote inclusive and sustainable communities.

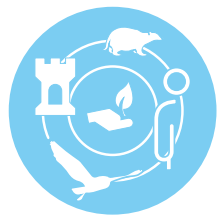
Energy usage

The NECP includes a 50% energy efficiency target for the Public Sector by 2030 and underlines the importance of the public sector demonstrating strong leadership on energy efficiency.

The NECP includes energy saving obligations in accordance with Article 5 (floorspace targets for renovation of government-owned buildings) and Article 7 (implementation of energy efficiency obligation schemes to reduce final energy demand) of the Energy Efficiency Directive (with energy efficiency target for 2030 of at least 32.5%).

The Electric Vehicle Charging Infrastructure Strategy presents an ambitious pathway and practical steps for delivery of a national EV charging network which will see a pool of high-powered chargers every 60 km on our motorway network as well as home/apartment charging, residential neighbourhood charging (including new mobility hubs), destination charging and en-route charging.





Create total value for society

Environment and biodiversity

The National Biodiversity Action Plan 2017 - 2021 (NBAP) commits to developing whole island plans to implement the EU Invasive Alien Species (IAS) Regulation and EU (Birds and Natural Habitats) Regulations 2011. This impacts state bodies with biosecurity plans, and includes the development of a Rapid Response protocol for Ireland. The NBAP also contains actions for eradication, control and containment of invasive species and encourages public bodies to plant native species.

The NBAP includes a number of actions relevant to TII's functions but not directly within TII's delivery remit. Examples include best practice in strategic environmental assessment (SEA), appropriate assessments (AA) and other assessment tools to ensure appropriate consideration of biodiversity in policies and plans, state bodies inclusion of net loss of biodiversity through strategies, planning, mitigation measures, and investment in Green and Blue infrastructure. Relevant government agencies are to strengthen ecological expertise as required.

A draft of Ireland's fourth National Biodiversity Action Plan 2023 – 2027 has been published for public consultation and builds on the commitments and actions set out above.

The EU Clean Air Policy Package to 2030 aims to substantially reduce air pollution across the EU by setting out objectives for reducing the health and environmental impacts of air pollution by 2030. Policy regarding emission standards for key sources of pollution, including transport pollution, are included in the package.

The EU Action Plan: Towards Zero Pollution for Air, Water and Soil to 2050 is a key deliverable of the European Green Deal. As the impact of the transport sector on all three environments is significant, policy will address the transport sectors impact on the natural environment. Project Ireland 2040 National Planning Framework (2018) (NPF) Policy Objectives 58-60 concern biodiversity in relation to land use planning and habitat conservation and in statutory development plans,

GBI services into land use plans that are relevant to aspects of TII's activities.

The NPF targets water quality and resource management, air quality and noise respectively. Actions target flood risk management, river basin management planning, integration of Sustainable Drainage Systems (SuDS), non-porous surfacing and green roofs to create safe places, air pollution actions. There is also a focus on integrated land use and spatial planning that prioritises public transport, walking and cycling.

The Air Quality standard regulations (2011) make provisions necessary for the implementation of Directive 2008/50/EC on ambient air quality and cleaner air for Europe. The standards establish limit values and, as appropriate, alert thresholds for concentrations of certain pollutants in ambient air intended to avoid, prevent or reduce harmful effects on human health and the environment.

Social determinant indicators around the measurement of air quality in the Healthy Ireland Outcomes Framework 2013 - 2025 (2013) ensuring protection of human health are aligned to the limit values set in European legislation.

The National Investment Framework for Transport in Ireland (2021) outlines the negative impacts of air pollution on health, water quality and biodiversity. A National Clean Air Strategy is being developed by the Department of the Environment, Climate and Communications to address these impacts on the environment and health.

Resilience

The Climate Change Adaptation Plan (2019) for the Transport Sector considers the wider adaptation needs in contracts, performance delivery agreements, and service level agreements between Department of Transport, Tourism and Sport (DTTAS), transport infrastructure agencies, public transport service agencies and constituent operators, as relevant.

Diversity and inclusion

NPF (Objective 30) sets out how city and county development plans (in areas such as planning, housing, transport accessibility and leisure) will focus on meeting the needs and opportunities of an ageing population.

National Policy Objective 28 focuses on social inclusivity through improved integration and greater accessibility in the delivery of sustainable communities and services.

The National Investment Framework for Transport in Ireland (2021) outlines the importance of designing transport infrastructure to be accessible to all members of society, in support of the NPF's strategic outcomes.

The Programme for Government (2020) (PfG) commits to ringfence funding to ensure swift train platform lift repair and upgrades to ensure accessibility, and review supports available for wheelchair-accessible taxi vehicles to enhance accessibility for people with disabilities.

The Local Link Rural Transport Programme Strategic Plan 2018 – 2022 outlines the intention (or a commitment) to examine the Social Enterprise model in terms of its potential for some Transport Co-ordination Units over the lifetime of this strategy.

As part of the National Disability Inclusion Strategy 2017 – 2021 there is a focus on ensuring the promotion of accessible user engagement in design and planning, including public procedures under Planning Acts.

Our Rural Future: Rural Development Policy 2021 – 2025 sets out measures through the National Disability Inclusion Strategy that highlight remote working options to improve employment opportunities for those living with disabilities in rural areas.

The Roadmap for Social Inclusion 2020 - 2025 outlines the Government's commitment to the continued implementation of the National Disability Inclusion and Comprehensive Employment Strategies. This includes an implementation plan to

deliver on the objectives of addressing loneliness and isolation.

The 'Get Ireland Active' National Physical Activity Plan for Ireland (2016) aims to strengthen and enhance the capacity of the local sports partnerships to further develop locally led plans and more longterm sustainable physical activity programmes.

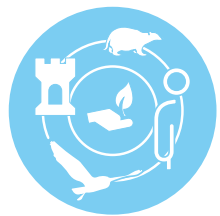
The Sustainable Mobility Policy (2022) supports a people-focused and rights-based approach to sustainable mobility. A key goal under the Policy's core principles 'people-focused mobility' is to 'design infrastructure according to universal design principles and the hierarchy of road users model'.

Active travel

The Smarter travel: a Sustainable Transport Future Transport Policy for Ireland 2009- 2020 (2009), outlines the importance of better integration of land use planning and transport policies in the relevant planning guidelines as part of their ongoing review. It ensures that policy directives need to give effect to specific measures allowing the delivery of sustainable travel. There is focus on implementing more radical bus priority and traffic management measures to improve the punctuality and reliability of bus services and to support more efficient use of bus fleets. This may involve making some urban streets car-free, creating tram- like priorities in others and making greater use of roads/hard shoulders by buses.

Finally, there is a focus on active transport, ensuring improved road priority for walking and cycling access to key public transport interchanges and ports.

In its statement of strategy, the NTA outlines the intention to undertake strategic transport planning that seeks the optimal alignment of land use and transport policy and practice. This will enable an increased proportion of travel by sustainable transport modes.



Create total value for society

The Trans-European Transport Network (TEN-T) (2019) policy addresses the implementation and development of a Europe-wide network of railway lines, roads, inland waterways, maritime shipping routes, ports, airports and railroad terminals. The ultimate objective is to close gaps, remove

bottlenecks and technical barriers, as well as to strengthen social, economic and territorial cohesion in the EU.

The Sustainable Mobility Policy (2022) outlines how sustainable mobility that is universally accessible, affordable and reliable can enhance quality of life. The Policy aims to make cycling, walking and public transport systems accessible for all.

Government and policy

The Sustainable, Inclusive and Empowered Communities 2019 - 2024 policy highlights a five-year strategy to support the community and voluntary sector in Ireland, developing long-term strategic community development with a local development programme in partnership with national organisations and local government. There are plans for ring-fenced funding streams for marginalised groups and communities, and evaluation frameworks that secure an appropriate balance between quantitative and qualitative evaluation.

The Roadmap for Social Inclusion 2020-2025 indicates renewing and refreshing the system and level of engagement between Government bodies and the community and voluntary sector. It aims to ensure that reciprocal north-south entitlements to welfare benefits, the all-Island free travel scheme, and that access to education and healthcare is maintained following the implementation of Brexit.

Economic impact

The Tourism Recovery Plan 2020 - 2023 outlines measures to re-establish International Access to facilitate the resumption of overseas tourism into Ireland, as soon as is practicable and in line with public health guidance, by identifying and communicating a targeted reopening date following the impacts of the pandemic.

Health and wellbeing

The 'Get Ireland Active!' National Physical Activity Plan (2016) highlights the need for conducting an annual National Week of Physical Activity and Sport to link in with the European Week of Sport and encourages the continued support of the Smarter Travel Workplace and Campus Programmes.

The National Positive Ageing Strategy (2013) aims to remove barriers to participation and provide more opportunities for the continued involvement of people as they age in all aspects of cultural, economic and social life in their communities according to their needs, preferences and capacities.

The Strategy for the Future Development of National and Regional Greenways (2018) highlights the need to ensure appropriate standards that have significant potential to deliver an increase in activity tourism to Ireland. These greenways regularly used by overseas visitors, domestic visitors and locals thereby contributing to a healthier society through increased physical activity.

Carbon footprint and net zero

The Strategy for the Future Development of National and Regional Greenways (2018) will provide a substantially segregated off-road experience linking places of interest, recreation and leisure in areas with natural beauty and scenery.

The National Investment Framework for Transport in Ireland (2021) promotes the protection and decarbonisation of the natural environment, which can be achieved through investments in sustainable modes of transport. Such investments will provide transport users with safe, accessible, reliable and efficient alternatives to private cars.

Balanced growth for Ireland

The Action Plan for Rural Development - Realising our Rural Potential (2017) seeks to combat rural isolation by improving connectivity and enhancing supports for older people and provides significant investment in the Senior Alert scheme. Our Rural Future: Rural Development Policy 2021 – 2025 builds on these actions.

The core objective of the National Ports Policy (2013) is to facilitate a competitive and effective market for maritime transport services. The long-term international trend in ports and shipping is towards increased consolidation of resources in order to achieve optimum efficiencies of scale. This has knock-on effects in terms of vessel size, the depths of water required at ports and the type and scale of port hinterland transport connections.

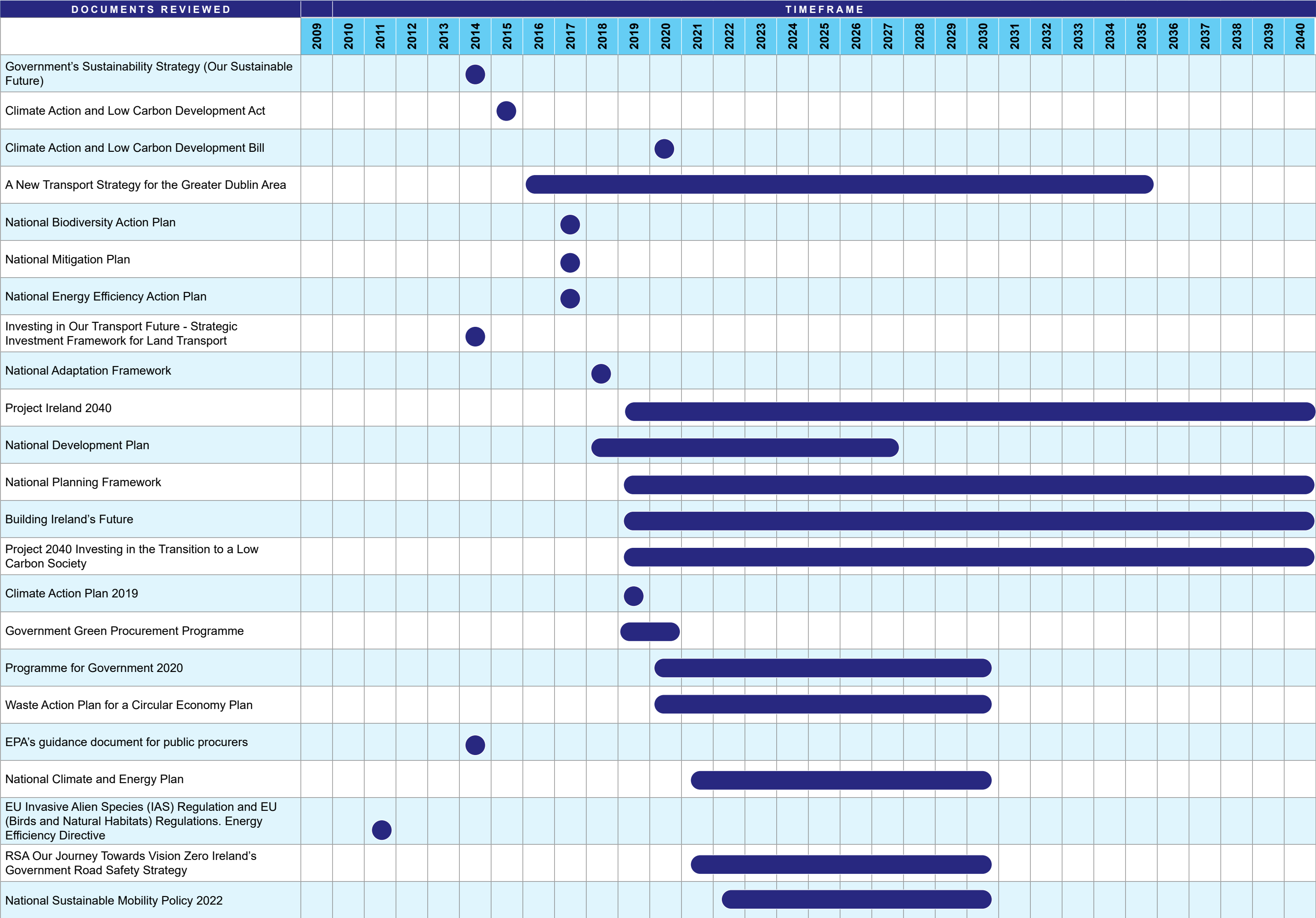
The Greater Dublin Area Transport Strategy 2022 – 2042 has been developed based on national sustainability policies as set out in climate action and low carbon development legislation and climate action plans. The aim of the Strategy is 'to provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth'.

Public transport

The Local Link Rural Transport Programme Strategic Plan 2018 - 2022 aims to raise brand awareness nationally of the Local Link brand as an integral part of the Transport for Ireland suite of brands.

The Sustainable Mobility Policy (2022) outlines how public transport can significantly contribute to reducing social isolation and enable people to travel more.





DOCUMENTS REVIEWED		TIMEFRAME																														
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
The Sustainable Development Goals National Implementation Plan																																
Government of Ireland, Realising our Rural Potential – Action Plan for Rural Development																																
Local link rural transport programme strategic plan																																
National Disability Inclusion Strategy																																
Sustainable, inclusive and empowered communities strategy 2019-2024																																
A Framework Policy for Local and Community Development in Ireland - Department of Rural and Community Development																																
National Ports Policy - Department of Transport																																
Roadmap for Social Inclusion																																
EU Circular Economy Action Plan 2020																																
Guidelines on the information to be contained in environmental impact assessment reports - EPA																																
Air Quality Standards Regulations 2011																																
Healthy Ireland Framework 2019-2025																																
Government of Ireland, Get Ireland Active! National Physical Activity Plan for Ireland																																
Department of Health, National Positive Ageing Strategy																																
Department of Transport, Tourism and Sport, Strategy for the Future Development of National and Regional Greenways																																
Transport Strategy for the Greater Dublin Area 2016-2035 - National Transport Authority																																
Road Safety Authority Road Safety Strategy																																
Safer City Streets: Global Benchmarking for Urban Road Safety - OECD / ITF																																
Smarter Travel: A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020 - Department of Transport, Tourism and Sport																																
Statement of Strategy 2016-2019 - Dublin: Department of Transport, Tourism and Sport																																
Public Transport Informed by Transport Trends: An Overview of Ireland’s Transport Sector 2018 -Dublin: Department of Transport, Tourism and Sport																																
Statement of Strategy - Dublin: National Transport Authority																																
Low Emission Vehicle Taskforce Progress Report																																
Costs of Congestion, An Analysis of the Greater Dublin Area																																
Consultation on Statutory Climate Change Adaptation Plan for the Transport Sector																																
Tourism Recovery Plan																																
The Urban Regeneration and Development Fund (URDF)																																
The European Green Deal - The European Commission																																