

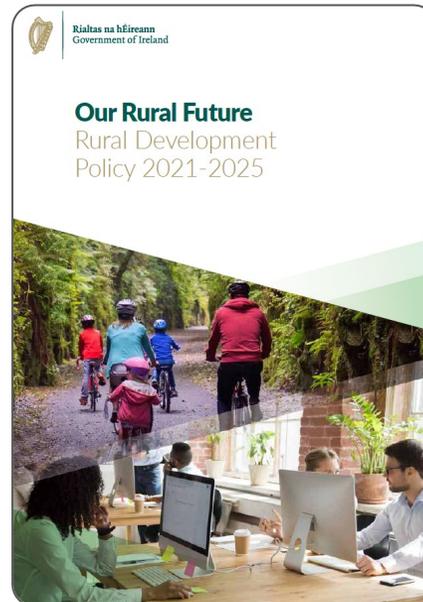
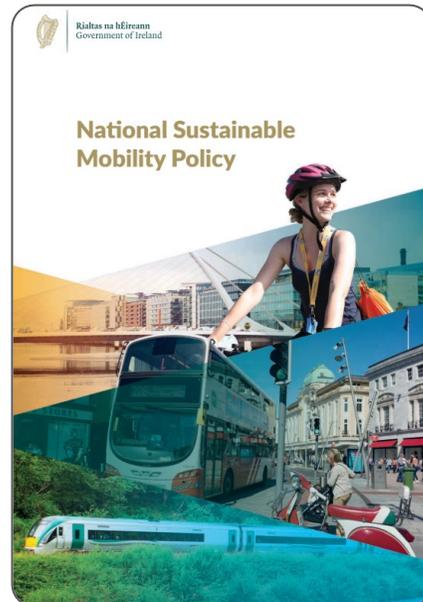
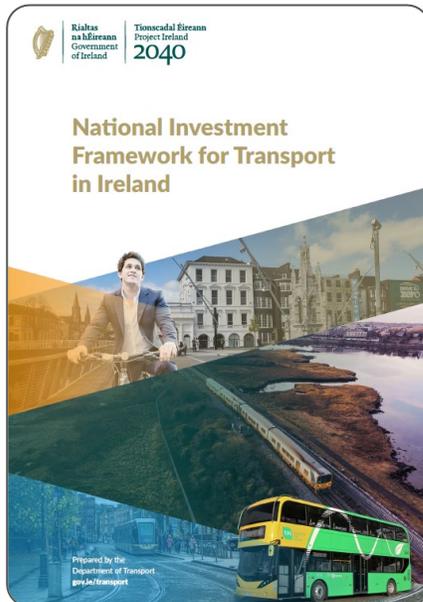
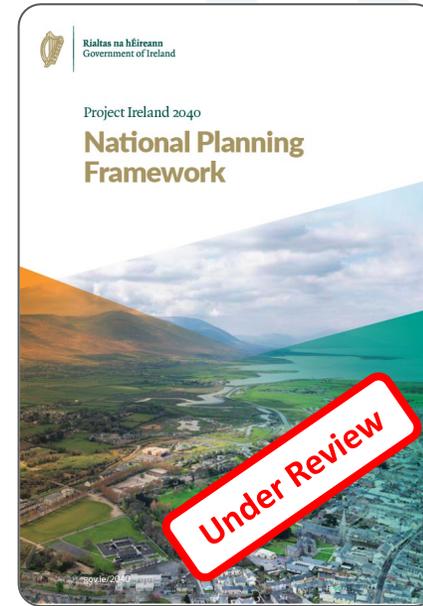
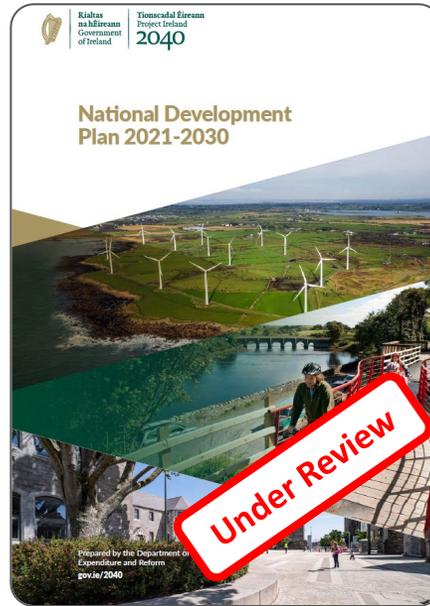
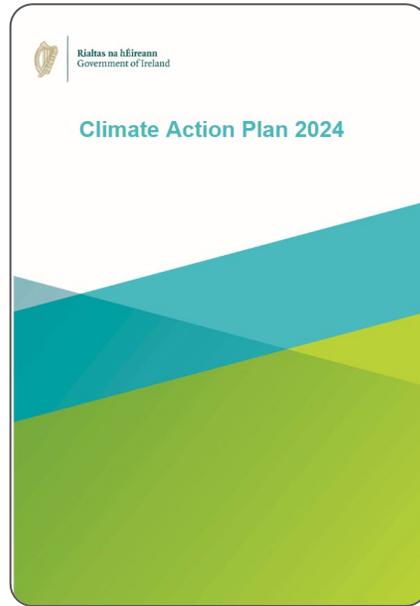
PAG Update

TII Standards Roadshow
May 2024

Dan Brennan - Senior Transport Planner, TII
Philip Shiels - Regional Director, AECOM



Policy

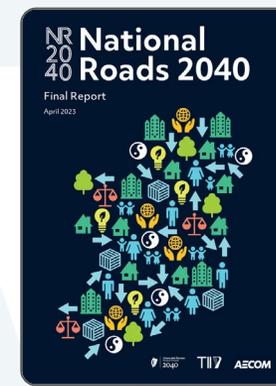


Strategies & Guidance

Government requirements for delivery & spending



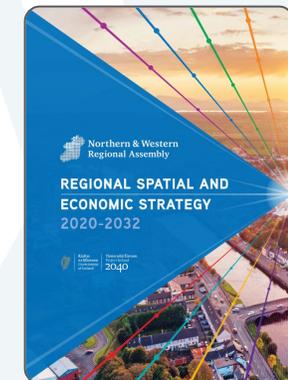
TII guidance in PAG and PMG



TII Plans & Strategies



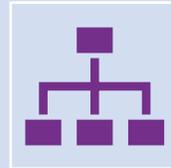
Plans & Strategies by others



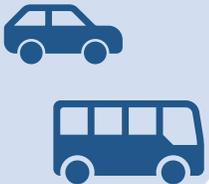
The Need to Update PAG



Alignment with Govt. Policy & DoT Transport Appraisal Framework (TAF)



Improve coordination with TII PMG & Environmental Standards



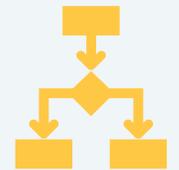
Incorporation of TII National Roads 2040



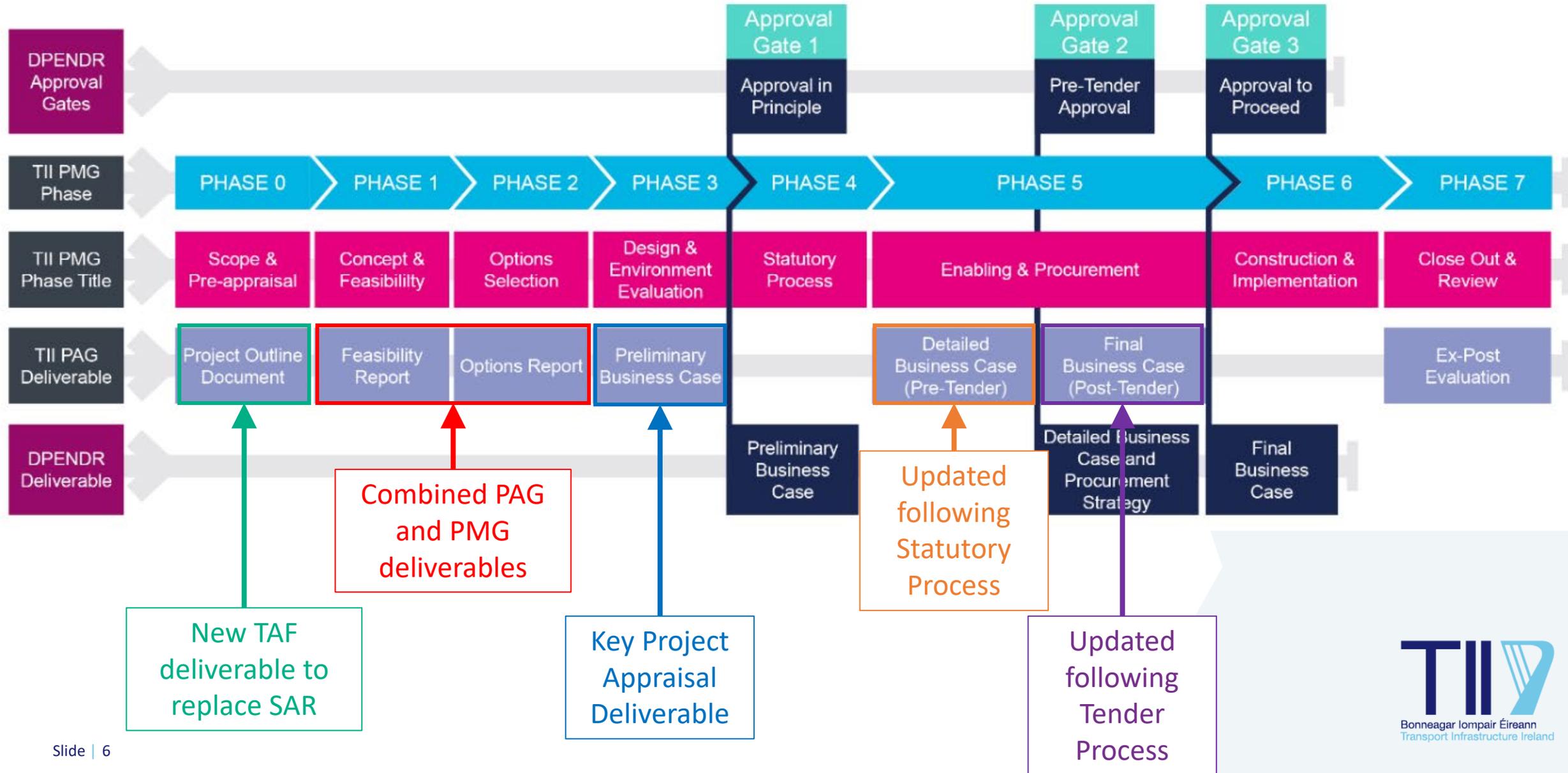
Update appraisal methods and tools with current best practice

Appraisal Pathways

- Four budget categories/appraisal pathways:
 - Greater than or equal to €200m
 - Greater than €30m but less than €200m
 - Greater than €5m but less than €30m
 - Greater than €0.5m but less than €5m
- Updated alignment with latest TAF Decision Gates and Deliverables

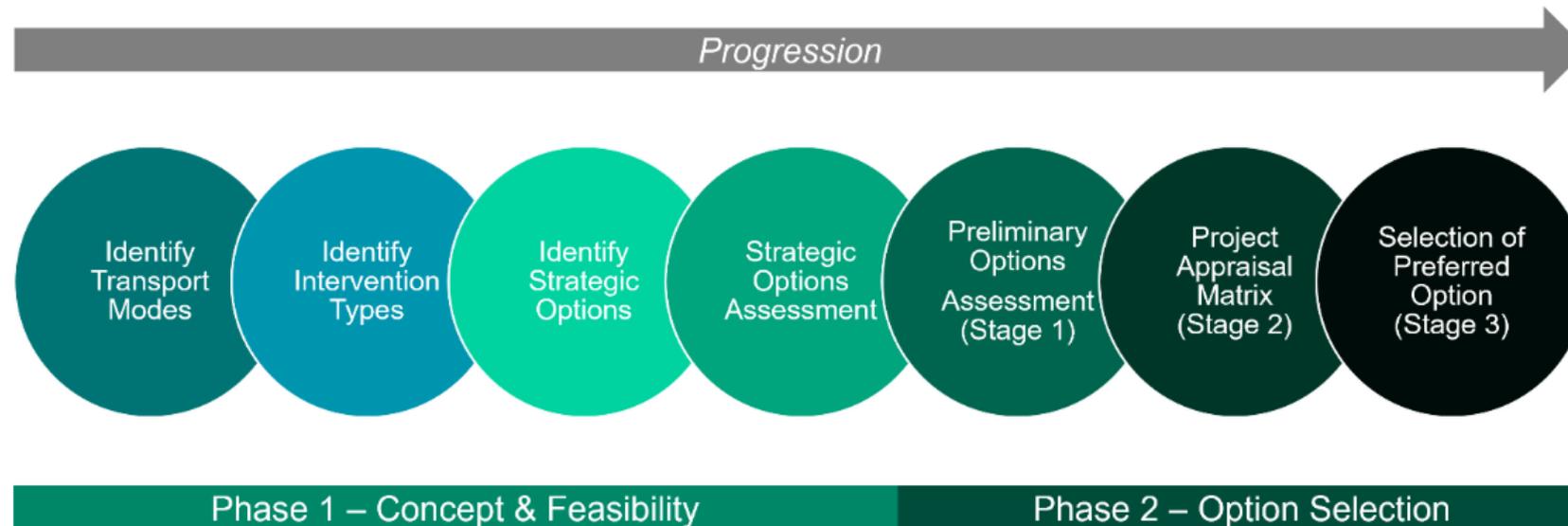


Project Appraisal Deliverables



Options Assessment

- DoT TAF requirement for 'Longlist Assessment Report' & 'Transport & Accessibility Appraisal'
- Evidence of use of NIFTI modal & intervention hierarchies
- Relevant to established process embedded in TII PAG & PMG
- Consider requirements of EIA Directive



Next steps

- Guidance for projects less than €30m
- Incorporation of the latest DPENDR Shadow Price of Carbon into appraisal tools
- TAF amendments / Infrastructure Guidelines alignment
- Visits to Regional Design Offices
- Technical training sessions

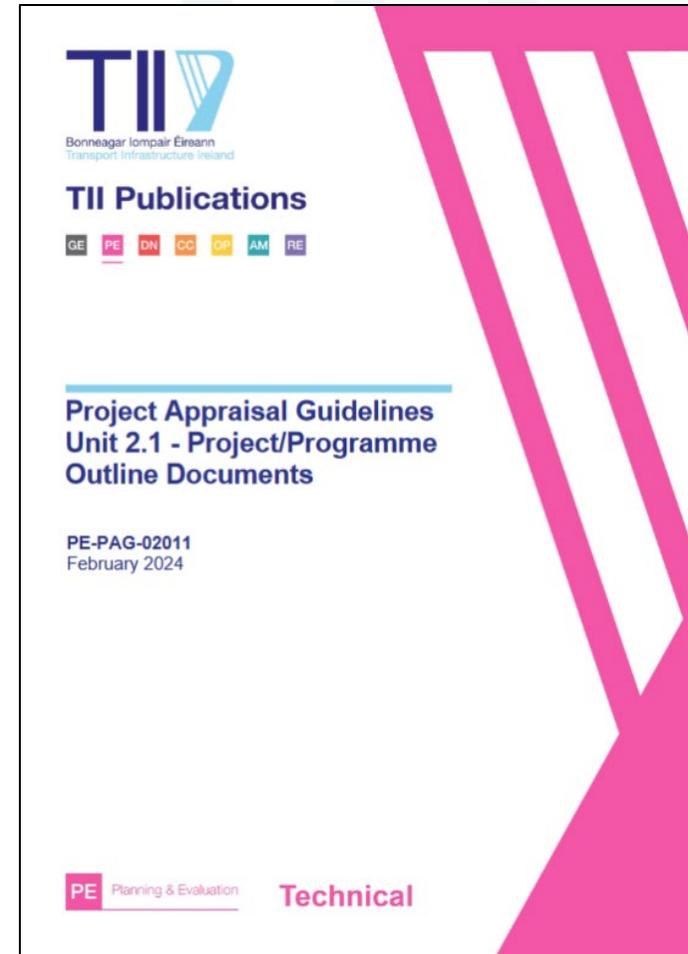


Project Appraisal Guidelines

Phases 0-2 Deliverables & Appraisal Tools Update

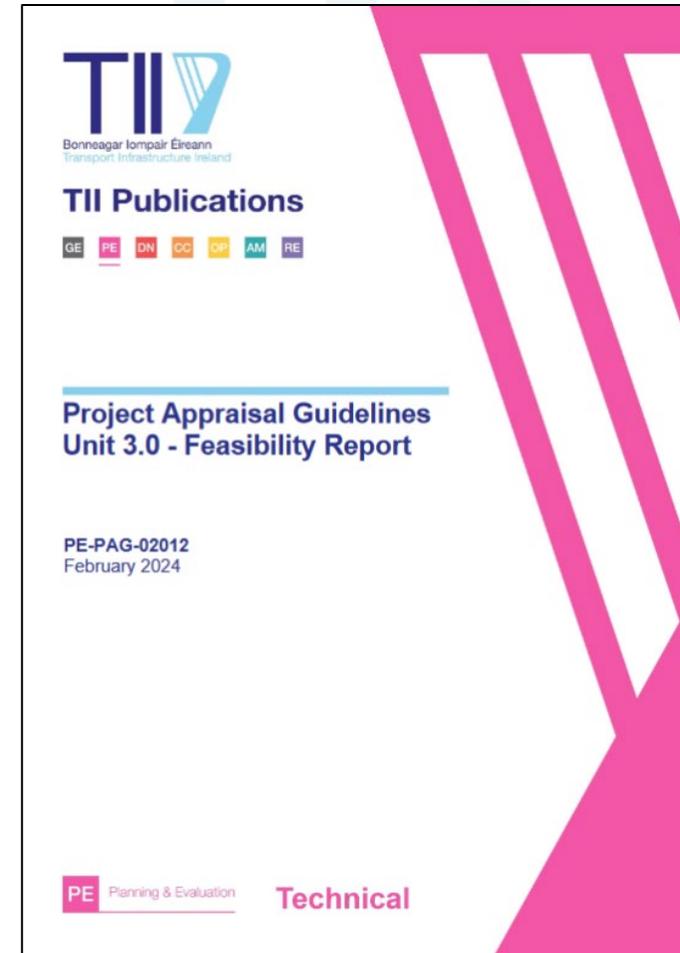
Phase 0: Project Outline Document (POD)

- Phase 0 Project Outline Document (POD) required on all projects with a cost greater than €15m (incl. VAT)
- Concise summary of the strategic assessment process (< 30 pages)
- The POD is created with very limited information at the outset of the project. Each element is refined further in Phase 1, informed by a detailed baseline review of issues and opportunities in the Feasibility Report



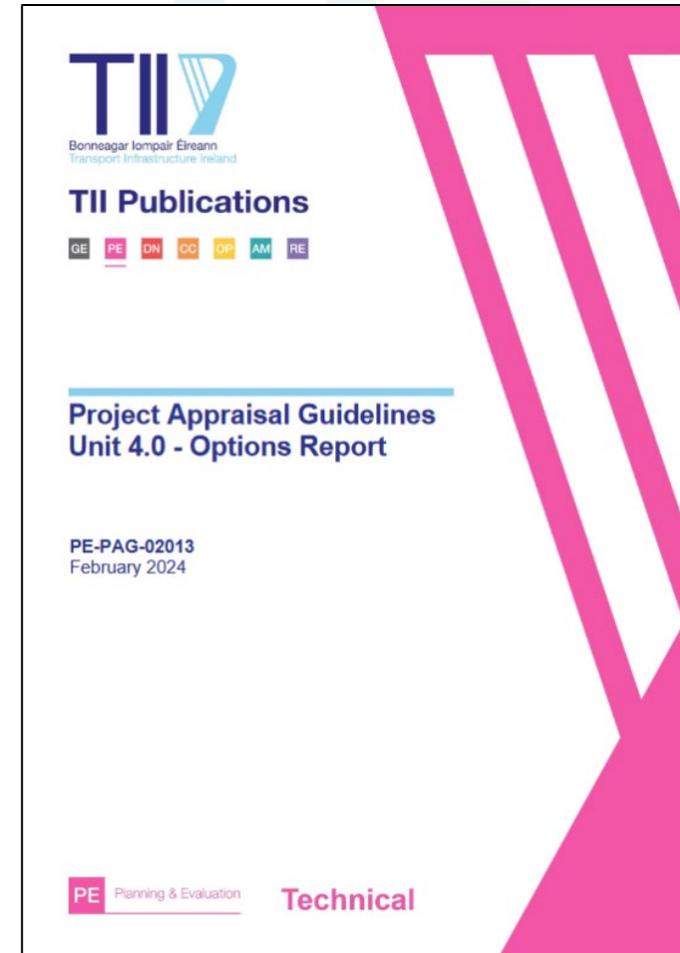
Phase 1: Feasibility Report

- Phase 1 Feasibility Report involves a baseline review of the Appraisal Study Area to identify the key transport issues and opportunities
- The objectives from the POD are refined and strengthened in the FR to remove bias and ensure they are SMART
- Strategic Options are identified and assessed against the objectives. A refined list of Strategic Options is the output taken forward to Phase 2 for development into preliminary options
- The Feasibility Report fulfils the TAF requirement for a 'Longlist Assessment Report'



Phase 2: Options Report

- Phase 2 Options Report begins with the development of the Preliminary Options (route alignments) from the Strategic Options. An initial sifting to take several options forward.
- Detailed appraisal of the Preliminary Options (i.e. Phase 2 Stage 2) uses transport modelling, analysis tools, environmental impacts and assessment tables to identify the Preferred Option
- The impact of each of Preliminary Option is assessed using MCA techniques such as TAA (Transport and Accessibility Appraisal) and quantitative methods such as CBA (Cost Benefit Analysis) and CEA (Cost Effectiveness Analysis).



Transport and Accessibility Appraisal (TAA)

Transport and Accessibility Appraisal

- Multi-Criteria Analysis (MCA) process
- Introduced by DoT as part of Transport Appraisal Framework (TAF)
- Guidance provided in PAG Unit 4.0 (Options Report) and Unit 7.0 (Multi-Criteria Analysis)

Cost Effectiveness Analysis

- CEA used where monetisation of impacts is not possible
- Prioritise the use of CBA over CEA on TII projects when impacts can be monetised

#	Accessibility	Social	Land Use	Safety	Climate Change	Local Environment	MCA Scores	CEA Scores	CBA Scores (BCR)
Option 1	Slight Positive	Slight Positive	Positive	Neutral	Slight Positive	Slight Positive	30	0.75	2.1:1
Option 2	High Positive	Slight Positive	Positive	Neutral	Positive	Slight Positive	26	0.80	1.8:1
Option 3	Neutral	Neutral	High Negative	Neutral	Slight Negative	Neutral	23	0.67	
Option 4	Slight Negative	Negative	Neutral	Neutral	Neutral	Neutral	18	0.5	

Appraisal Tools

Tool for Economic Appraisal of Active Model (TEAM)

- CBA for active travel scheme (standalone or part of a wider transport a solution)
- PAG Unit 13.0 Appraisal of Active Modes

Cycle Route Uptake & Scenarios Estimation (CRUSE) Tool

- Strategic planning tool that provides estimates of potential level of cycling
- [CRUSE](#)

Road Emissions Model

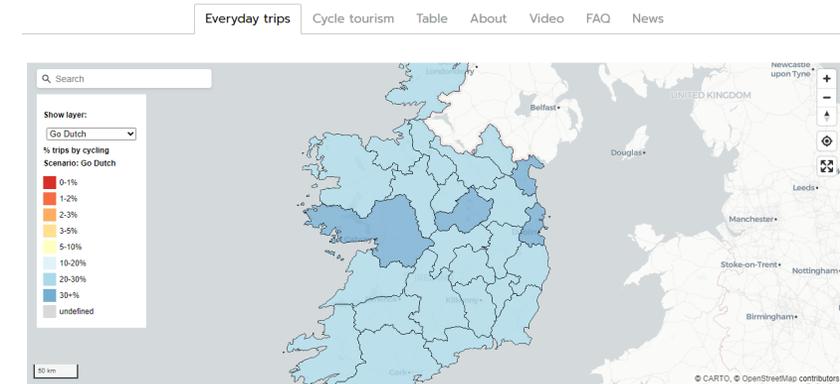
- Assessment of operational road emissions & air quality
- Can be used on any scale of scheme

Carbon Tool

- Assessment of embodied carbon
- Construction & Maintenance

CRUSE: Cycle Route Uptake & Scenario Estimation tool for Ireland

Funded by Transport Infrastructure Ireland. Complete the [feedback survey](#) to help improve the tool.



The map shows the % of trips by bike for each county in Ireland at low zoom levels, under different scenarios. At high zoom levels, it shows cycle networks for each scenario. Click on a county to further explore results. Zoom in or type a place name in the search bar to zoom in to see the networks. Use the dropdown menu to select a scenario or route network quietness (a measure of cycle friendliness) or hilliness. See the FAQs for more details.





Bonneagar Iompair Éireann
Transport Infrastructure Ireland



Bonneagar Iompair Éireann
Ionad Gnó Gheata na Páirce
Sráid Gheata na Páirce
Baile Átha Cliath 8
Éire, D08 DK10



www.tii.ie



+353 (0)1 646 3600



Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8
Ireland, D08 DK10



info@tii.ie



+353 (0)1 646 3601