

**April 2026**  
Rev. 1.0

## Project Brief for the engagement of a consultant



Project Title:

**Carrigaline Outer Connectivity Corridor**



**Regional & Local Roads Design Office**



## Document Info Sheet

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**List of Abbreviations and Acronyms**

| Abbreviation | Full Name                                                 |
|--------------|-----------------------------------------------------------|
| ACP          | An Coimisiún Pleanála                                     |
| AE           | Assistant Engineer                                        |
| BIM          | Building Information Modelling                            |
| BCMD         | Ballincollig-Carrigaline Municipal District               |
| BR           | Brief                                                     |
| CCC          | Cork County Council                                       |
| CMM          | Cost Management Manual                                    |
| CWMF         | Capital Works Management Framework                        |
| DCEE         | Department of Climate, Energy and Environment             |
| DLGH         | Department of Housing, Local Government and Heritage      |
| DMURS        | <i>Design Manual for Urban Roads and Streets</i>          |
| DN           | <i>Design</i>                                             |
| DOE          | Department of the Environment                             |
| DoEHLG       | Department of Environment, Heritage and Local Government  |
| DoT          | Department of Transport                                   |
| DPENDR       | Department of Public Expenditure, NDP Delivery and Reform |
| DTO          | Dublin Transport Office                                   |
| DWG          | DWG file format                                           |
| EC           | European Council                                          |
| EE           | Executive Engineer                                        |
| EEC          | European Economic Community                               |
| ENV          | Environment                                               |
| EU           | European Union                                            |
| FBC          | Final Business Case                                       |
| FOI          | Freedom of Information                                    |
| GIS          | Geospatial Information Systems                            |
| GN           | Guidance Note                                             |
| GPR          | Ground Penetration Radar                                  |
| HCV          | Heavy Commercial Vehicles                                 |
| HGV          | Heavy Goods Vehicles                                      |
| HSA          | Health & Safety Authority                                 |
| IFC          | Industry Foundation Class                                 |
| IFI          | Inland Fisheries Ireland                                  |
| ISO          | The International Organization for Standardization        |
| IT           | Information Technology                                    |
| ITT          | Instruction to Tenderers                                  |
| IW           | Irish Water                                               |
| KPI          | Key Performance Indicator                                 |
| LPM          | Logic Path Modelling                                      |
| MCA          | Multi-Criteria Analysis                                   |
| MS           | Microsoft                                                 |
| NBHS         | National Built Heritage Service                           |

| Abbreviation | Full Name                                                        |
|--------------|------------------------------------------------------------------|
| NBS          | Nature Based Solutions                                           |
| NDP          | National Development Plan                                        |
| NHA          | Natural Heritage Area                                            |
| NIAH         | National Inventory of Architectural Heritage                     |
| NIFTI        | National Investment Framework for Transport in Ireland           |
| NPF          | National Planning Framework                                      |
| NPWS         | National Parks and Wildlife Service                              |
| NSO          | National Strategic Outcomes                                      |
| NTA          | National Transport Agency                                        |
| OPW          | Office of Public Works                                           |
| OSI          | Ordnance Survey Ireland (now Tailte Éireann)                     |
| PABS         | Project Appraisal Balance Sheet                                  |
| PAG          | Project Appraisal Guidelines                                     |
| PBC          | Preliminary Business Case                                        |
| PDF          | Portable Document Format                                         |
| PDR          | Preliminary Design Report                                        |
| PE           | Planning & Evaluation                                            |
| PEP          | Project Execution Plan                                           |
| PMG          | Project Management                                               |
| POD          | Project / Programme Outline Document                             |
| PSCS         | Project Supervisor Construction Stage                            |
| PSDP         | Project Supervisor Design Process                                |
| Q1           | Quarter 1                                                        |
| RLR          | DoT Regional and Local Roads Division                            |
| RRDF         | Rural Regeneration and Development Fund                          |
| SAC          | Special Area of Conservation                                     |
| SE           | Senior Engineer                                                  |
| SEE          | Senior Executive Engineer                                        |
| SI           | Statutory Instrument                                             |
| SIFLT        | Strategic Investment Framework for Land Transport                |
| SMART        | Specific, Measurable, Accurate, Realistic, and Timely objectives |
| SPA          | Special Protection Area                                          |
| STR          | Structures                                                       |
| SUDS         | sustainable urban drainage systems                               |
| SW           | South-West                                                       |
| TAF          | <i>Transport Appraisal Framework</i>                             |
| TII          | Transport Infrastructure Ireland                                 |
| TSM          | Traffic Signs Manual                                             |
| UE           | Uisce Éireann                                                    |
| UEA          | Urban Expansion Area                                             |
| URDF         | Urban Regeneration and Development Fund                          |
| VAT          | Value Added Tax                                                  |

## 1. Project Overview

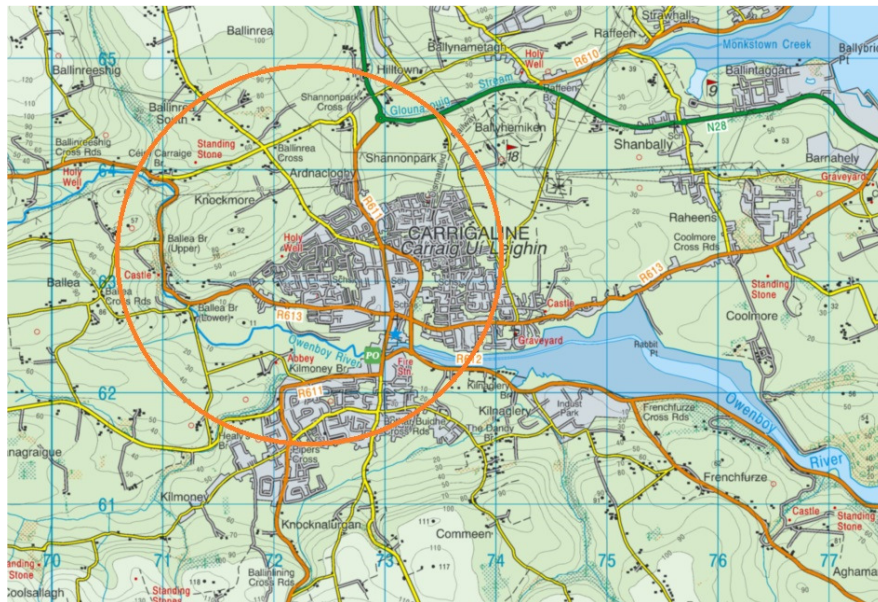
### 1.1 Client's Project Steering Group

| Role                  | Name                                                                                      |
|-----------------------|-------------------------------------------------------------------------------------------|
| Funding Authority     | Cork County Council (CCC)<br>Department of Transport (DoT)                                |
| Client                | Cork County Council (CCC)                                                                 |
| Project Approvals     | Cork County Council (CCC)<br>Department of Transport (DoT)                                |
| Sanctioning Authority | Cork County Council (CCC)                                                                 |
| CCC Team              |                                                                                           |
| Leader                | Liam Ahearn, Senior Engineer (SE)                                                         |
| Team                  | Charlie McCarthy, Senior Executive Engineer (SEE)<br>Aidan Lynch, Executive Engineer (EE) |

## 1.2 Introduction

Cork County Council (the “Client”) wish to engage the services of a suitably qualified and experienced Consultant Engineer Led Multi-Disciplinary Design Team for the preparation of a Preparation of a Project Outline Document (POD) for the Carrigaline Outer Connectivity Corridor Scheme. The services sought require multi-disciplinary engineering and other specialist consultancy services.

The study area for the Carrigaline Outer Connectivity Corridor Scheme extends North & West of Carrigaline Town from R613 Regional Road to R611 Regional Road at the Shannonpark Roundabout, shown in Figure 1-1 below.



### Figure 1-1 Proposed Study Area – Carrigaline Town

Cork County Council has the overall responsibility for delivering the planning, design and construction of the proposed Infrastructure Project. **Currently, it is envisaged to bring the Infrastructure Project up to and including *Phase 0 – Scope and Strategic Assessment* of the TII Project Management Guidelines (PMG), May 2025, subject to funding.**

The Consultant will be required to secure all relevant licenses, prepare and manage; surveys, investigations, health and safety, detail design, contract documentation / tendering / assessment, detail specifications / bill of quantities, procurement delivery, construction management and supervision, documentation review / hand over, transfer of Safety File etc.

The successful Consultant will be appointed as Project Supervisor for the Design Process for the Project in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013)

### 1.3 Project Background

The proposed project involves the online upgrade of the existing route to allow for the following:

- facilitate access and connectivity to existing and future development lands (residential and industrial)
- provide a safer route for HCV and passenger vehicles travelling east/west
- develop facilities for active travel users
- climate resilience by managing flooding along existing regional route



The project sets out to address the development, connectivity and vulnerability issues affecting the western side of Carrigaline town.

## 1.4 Project Constraints

The proposed scheme is largely constrained by the existing regional and local road network, which was detailed in the Carrigaline Transport and Public Realm Plan's Strategic Transport Interventions. In accordance with the Department of Transport's Transport Appraisal Framework (TAF) extensive modelling and assessment is required to prove a business case for transport interventions.

These constraints are important factors in this proposed scheme.

## 1.5 Project Description

The proposed project includes the development of an upgraded transport system situated to the west and north of Carrigaline. The primary deliverables of the proposed project include:

- Reduction of traffic congestion in Carrigaline Town centre.
- Expansion of the Active Travel Network.
- Increase junction capacity in Carrigaline Town to facilitate housing delivery in response to population growth.
- Facilitate public realm and place making projects in Carrigaline Town centre through removal of through traffic and HGV.
- Improve Regional Connectivity in South Cork at Carrigaline.
- Maintain road safety in Carrigaline Town and surrounds.

The project will provide a strategic link for the social and economic development of Carrigaline with specific elements outlined below.

## 2. Project Outline Document (POD)

The Project/Programme Outline Document (POD) was introduced by the Department of Transport (DoT) as part of the Transport Appraisal Framework (TAF). The POD is the first deliverable of *Phase 0 – Scope and Strategic Assessment* under the TII Project Management Guidelines (PMG), May 2025 project phases.

A POD is required on all projects/programmes in excess of €20m (total costs incl. VAT). For projects/programmes with an estimated cost between €20m and €200m, the POD must be reviewed and approved by the relevant Approving Authority before the project can proceed to Phase 1 (Concept & Feasibility). As set out in TAF, the review of the POD is not a Decision Gate in the project lifecycle but its purpose is to give the Approving Authority (and the DoT, where relevant) knowledge of forthcoming schemes, and give Sponsoring Agencies feedback on proposals.

The requirement to produce a POD is applicable to all public capital projects and programmes in the transport sector. TII Project Appraisal Guidelines Unit 2.1 - Project/Programme Outline Documents (PE-PAG-02011), November 2024 translates the generic requirements of the POD as outlined in Module 3 of the TAF into requirements for TII projects and programmes and provides guidance on the type of information and level of detail required.

TAF Module 3 sets out the areas that must be covered in a POD which are:

- Summary of the Proposed Scheme
  - Project Need (also referred to as “Investment Rationale”)
  - Strategic Alignment with National and Local Policies
  - Objectives

- Preliminary Demand Analysis.
- Modal and Service Delivery Options
- Costs and Affordability
- An Appraisal Plan
- An Outline Governance Plan

## 2.1 Summary of the Proposed Scheme

The POD should provide a summary of the proposed project. This summary should include:

- An introduction to the proposed project
- The project need
- A high-level demand assessment
- A summary of how the proposal aligns with policy
- An outline of scheme objectives

### 2.1.1 Project Need

The project need should summarise at the high level, the need to address current and projected issues with the existing transport infrastructure and/or services.

### 2.1.2 Strategic Alignment with National and Local Policies

The Project Outline Document (POD) must clearly document the strategic fit of the proposal with public policy. The POD should consider and briefly outline a proposal's alignment with other national strategies and policies including the National Planning Framework (NPF) and its respective National Strategic Outcomes (NSO), the National Development Plan (NDP), the National Investment Framework for Transport in Ireland (NIFTI), and the Climate Action Plan.

The POD should also outline if the proposal is aligned with national and local climate adaptation strategies such as the National Adaptation Framework, Sectoral Adaptation Plan and Local Authority Climate Action Plans.

This should be tightly defined and should consider the alignment of a proposal with:

- Public investment policy as set out in the National Development Plan or analogous policy document. In this regard it is not sufficient that a project be listed in a national investment programme – the POD must clearly document the linkages, consistencies and complementarities with national policy goals.
- National planning policy as set out in the National Planning Framework. Specifically, underpinning assumptions must be rooted in expectations about future spatial development and population growth in affected cities, towns and rural areas.
- National Policy on climate action.
- Specific and up-to-date sectoral policy including adoption of European policy measures.
- Road Safety Strategy 2021-2030

Specific Policies which may be applicable to this project include:

- National – Project Ireland 2040, National Planning Framework, National Development Plan, Smarter Travel a Sustainable Transport Future - A New Transport Policy for Ireland 2009 - 2020
- Cork County Development Plan 2022-2028

[Cork County Development Plan 2022-2028 Website](#)

- Ballincollig - Carrigaline Municipal District – Local Area Plan:

[Ballincollig Carrigaline Municipal District – County Cork Local Area Plans](#)

- Main Policy Material
- Environmental Reports
- Map Browser
  
- Cork County Council Climate Adaptation plan  
<https://www.corkcoco.ie/sites/default/files/2024-02/cork-county-council-climate-action-plan-2024-2029.pdf>
  
- Carrigaline Transport and Public Realm Plan  
[Carrigaline Transportation and Public Realm Enhancement Plan | Cork County Council](#)

It is also important to identify objectives of other agencies, departments and government policies that interact with the proposed project or programme. From the outset of the project, it is important to consider the wider implications of the interventions being proposed and not only ensure they do not impede the objectives of other agencies or local government departments but seek to aid, where possible, their implementation.

#### **2.1.2.1 National Investment Framework for Transport in Ireland (NIFTI)**

The 'National Investment Framework for Transport in Ireland (NIFTI)' sets out the Department of Transport's strategy for the development and management of Ireland's land transport network (roads, public transport, walking and cycling) over the next two decades. The National Planning Framework (NPF) and its projections around population and settlement patterns are central to the development of NIFTI. The purpose of NIFTI is to enable the delivery of Project Ireland 2040 and the ten National Strategic Objectives (NSOs) by guiding the appropriate investment in Ireland's roads, active travel and public transport infrastructure. The types of positive outcomes transport investment can deliver in support of this purpose include:

- Supporting the development of a land transport network that delivers a high level of service for everyone.
- Enabling the delivery of National Planning Framework objectives for where people will live and work.
- Increasing Ireland's economic competitiveness.
- Realising a low-carbon, sustainable transport system in Ireland. (DoT, 2018)

Particular requirements of NIFTI which are applicable to this brief include:

- Balancing the protection and renewal of existing assets with significant investments in new infrastructure within available resources
- Decarbonising the transport sector while facilitating increased travel demand.
  - 'Support sustainability & encourage modal shift (to active travel and public transport) & contribute to Government targets set within the Climate Action Plan.'
  - 'Extending the reach of sustainable mobility into rural areas (greenways, public transport, park and rides).'
  - 'Where private travel remains necessary, support low emission vehicles uptake.'
- Supporting Ireland's international connectivity through appropriate surface investment.
- Incorporating innovative or emerging technologies within the future transport system.
- Maintaining existing transport infrastructure and ensuring the resilience of the most strategically important parts of the network
  - 'Protecting the existing transport network is a foremost priority. '
  - 'Maintenance of existing infrastructure is necessary to ensure safety, enable sustainable modes, deliver on connectivity & accessibility. '

- ‘Ensuring resilience of the strategic parts of the existing network & lifeline links.’
- Increasing sustainable mode share to reduce emissions and address urban congestion.
  - ‘Projects that reduce congestion, particularly sustainable mobility measures.’
  - ‘Prioritise the development of new sustainable mobility infrastructure.’
  - ‘Optimisation of existing infrastructure to give sustainable modes priority.’
- Improving interurban connectivity, particularly in the South & South West.
- Safeguarding accessibility for rural Ireland by protecting and renewing existing infrastructure.
  - ‘Enhancing connectivity supports regional and rural accessibility and a strong and balanced economy’.
  - ‘Enhance regional and rural connectivity by addressing bottlenecks and constraints.’
  - ‘Ensuring all parts of the country are well served with access to our major ports and airports, particularly freight.’
  - To deliver sustainable investment, NIFTI promotes most appropriate solution to the problem.
  - Investment –needs based, objective led.
  - Onus will be on the project sponsors to demonstrate selected option is most environmentally sustainable and cost effective solution for the issue at hand.
  - Encourages exploration of active travel & public transport before private travel.
  - Acknowledges that some modes will not be appropriate to address some challenges.
  - Where more sustainable modes are unsuitable, the onus will be on project sponsors to demonstrate why they do not achieve the project objectives.
  - The application of the modal hierarchy within transport planning will be flexible and pragmatic, and will help ensure that the most appropriate solution to a given problem is implemented.
  - Hierarchy of intervention types has been developed to ensure that investment is proportionate to the problem identified.
  - Maintenance first, followed by maximising the value of the existing network.
  - Infrastructural investments only considered after these two categories have been assessed as inappropriate for the identified problem.
  - Upgrades to existing infrastructure to be considered before ‘new’ infrastructure.
  - Where Investment Priorities cannot be addressed by maintaining or optimising existing infrastructure, appropriate improved and new infrastructure will continue to be part of future investment plans.
- Ensuring the future capacity of key strategic links to Ireland’s international gateways.
- Ensuring that transport investment decisions are robust to unanticipated shocks and uncertainty.
- NIFTI sets out Investment Priorities drawn from the transport challenges (replaces the SIFLT priorities).
- Priorities not ranked hierarchically.
- Future transport projects must align with these priorities to be considered for funding.
- Projects in alignment will support the delivery of the National Planning Framework.
- Projects need to demonstrate alignment with one or more of the NIFTI priorities.
- A spatial and land use assessment must be included within Strategic Assessment Reports.

### 2.1.3 Objectives

Based on the project need and relevant policy context, the POD must clearly set out high-level objectives for the project or programme. Objectives should be clearly targeted at addressing the core problems and

opportunities identified and should align with local, regional and national government policy as well as any other relevant transport strategies and investment plans. Objectives can be assigned to control the potential of negative externalities that develop over the course of a project including severance, increased social exclusion etc.

The objectives should be identified on the basis of their applicability to the aims of the project and the rationale for intervention. It is not necessary to identify an objective under each of the seven TAF criteria (transport user benefits and other economic impacts, accessibility, social, land use, safety, climate change and local environment). The objectives should cover a broad range of issues, integrating accessibility, sustainable transport, compact growth, social issues, climate change and modal shift into their development to ensure the objectives meet the requirements of NIFTI, TAF and NPF.

Even at this early stage it is understood and expected that the project will aim to avoid and reduce any potential environmental impacts, and this approach does not need to be the basis for setting project objectives. Biodiversity net gain opportunities can also be considered at this early stage and further refined as the project progresses.

At this early Phase of the project, the preferred mode for the proposed project will not yet have been confirmed so the project objectives must not be case making or orientated towards a specific mode or service option.

SMART objectives are not required for the Phase 0 – Scope and Strategic Assessment POD. However, it may be beneficial to identify objectives in the POD with SMART principles in mind. Objectives identified in the POD will need to be updated to SMART objectives as part of the Phase 1 – Concept and Feasibility. These refer to Specific, Measurable, Accurate, Realistic, and Timely objectives. Applying SMART objectives ensures that they can be used throughout the initial option identification, transport appraisal, implementation process and post evaluation stages of investment lifecycle.

It might be beneficial to utilise analytical tools such as Logic Path Modelling (LPM), which is a concise articulation of the issues identified, the scheme objectives, and the desired scheme outcomes. LPM can assist in setting out how the project team can achieve those scheme outcomes. It is also a useful tool to develop and organise Key Performance Indicators (KPIs) to measure performance of different options, project benefits and to demonstrate how they link to the overall project objectives. Guidance on developing LPM can be found in Project Appraisal Guidelines Unit 2.3 - Logic Path Modelling (PE-PAG-02045), December 2023.

#### **2.1.4 Preliminary Demand Analysis**

The preliminary demand analysis should set out – at a high level - current demand and forecast future demand for the services resulting from an investment proposal.

Preliminary demand analysis should be evidence based and draw on quantitative data to the maximum extent possible. This is a critical step in understanding both the need for a proposed investment and the appropriate scale of intervention required in order to ensure maximum efficiency. All existing data sources to be used including.

- Census data to show current population and demand
- Development plan data for future population growth in area
- Existing traffic counts if available
- Current and proposed public transport capacity and frequency
- Data from existing and proposed future commercial/industrial developments etc.

## **2.2 Modal and Service Delivery Options**

Based on the issues and opportunities identified, potential solutions should be explored, which consider the different types of transport interventions that may address the need for the scheme in respect to the

National Investment Framework for Transport in Ireland (NIFTI) modal and intervention hierarchies. Further information on both hierarchies is included in Module 4 of the Transport Appraisal Framework (TAF) and Section 4.3 of NIFTI.

Figure 6: NIFTI Modal Hierarchy

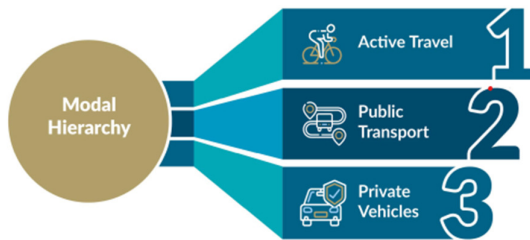


Figure 2-1 NIFTI Modal Hierarchy

Figure 7: NIFTI Intervention Hierarchy



Figure 2-2 NIFTI Intervention Hierarchy

There are no Strategic Options created at *Phase 0 – Scope and Strategic Assessment* until the detailed baseline assessment has taken place in the Phase 1 Feasibility Report. No assessment of potential solutions will take place in the Phase 0 POD.

This section fulfils the TAF requirement to look at ‘modal and service’ delivery options in the PAG Process at Phase 0 – Scope and Strategic Assessment. As part of the **Error! Reference source not found.** appraisal process, the potential solutions considered in the Phase 0 – Scope and Strategic Assessment POD will be examined in more detail and contribute to the development of the list of Strategic Options for the Phase 1 – Concept and Feasibility - Feasibility Report.

## 2.3 Costs and Affordability

### 2.3.1 Forecast Cost Range

An indicative forecast range for capital costs for the proposed project is required based on the range of identified options. This will inform the level of appraisal required under TAF. It will also indicate the potential scale of the project.

Current market costs and existing information/reference costs should be used where available to estimate which indicative forecast cost range the project is likely to fall into. However, the forecasted cost ranges should avoid anchoring estimates around a single option category. As the preferred option has not yet been identified, indicative costs ranges need to consider, at a high level, the potential range of options i.e. multiple modes or intervention types.

Given cost uncertainty at the outset of a project, a broad estimate of potential forecast cost ranges should be provided.

### 2.3.2 Assessment of Affordability

The TAF and investment guidance from the Department of Public Expenditure, NDP Delivery and Reform (DPENDR) request that an early assessment of affordability and intended sources of funding be provided in the POD. As it is not intended that funding for schemes be approved prior to the completion of a POD, the affordability assessment at this stage is only intended to outline the potential mechanisms and sources of funding for the scheme, including consideration of existing budget envelopes.

The affordability assessment should also consider, to the extent that it is possible, the timings of potential payments. This will be informed by, for example, expected construction and opening dates.

## 2.4 An Appraisal Plan

The POD must include a brief appraisal plan which indicates the likely appraisal pathway to be used during later phases of the project. There are a comprehensive range of PAG units which provide guidance on the different methodologies which can be applied, this guidance should be applied throughout the project lifecycle.

The appraisal plan should provide a high-level summary of the intended appraisal approach and highlight if there are specific appraisal approaches or methodologies required which deviate from standard PAG appraisal guidance.

## 2.5 An Outline Governance Plan

As part of the POD document, an outline governance plan should be provided that identifies the roles of the Sponsoring Agency, Approving Authority and Parent Department. This will be further developed in the Project Execution Plan at Phase 1 – Concept and Feasibility as set out in the TII Project Management Guidelines (PMG), May 2025.

## 3. Consultant's Services

The Consultant appointed shall perform the Technical and Management Services itemised in Schedule B of the Form of Tender and Schedule. These services are described in detail in the following sub-sections 3.1 and 3.2.

The Consultant shall provide the Capital Works Management Framework (CWMF) Stage (i) services as identified below and shall act in the role of Project Supervisor for the Design Process for Stage (i) of the works.

The following stages set out the critical elements that must be considered in the delivery of this infrastructure project, and as such, does not constitute an all-inclusive list, as the Consultant is responsible to define such details.

### 3.1 Project Management and Delivery (All Stages)

The TII Project Management Guidelines (PMG), May 2025 provides the framework for the phased approach to the development, management and delivery of the infrastructure project. It should be noted that the PMG do not purport to be a full statement of the duties and statutory obligations of the Project Team. **Responsibility for ensuring that the Scheme is progressed in accordance with applicable legislation, standards and guidelines remains the responsibility of the successful Consultant.**

#### 3.1.1 TII – Project Management Guidelines

It is intended that the TII Project Management Guidelines (PMG), May 2025 will be utilised as the main guidance document with regard to the management and delivery of the infrastructure project through the planning, execution and close-out stages. However, these Guidelines should also be read in conjunction with all other relevant, European Directives, Regulations or other legislation; British and Irish Standards; TII, Department of Transport (DoT) and Department of Climate, Energy and the Environment (DCEE) Guidelines, Standards, Circulars, Statutory and Policy Documents. **The Consultant will provide all services necessary for the management and delivery of Phase 0 of the 2025 TII PMG (as amended in this document) in relation to the Infrastructure Project.**

The 2025 TII PMG will provide the framework for this infrastructure project as set out in the following phased approach: -

- *Phase 0 – Scope and Strategic Assessment. Ensure Project alignment with current strategic programmes and plans.*

As this is not a TII Project, the successful Consultant is required to liaise with Cork County Council, and DoT for technical reviews and approvals. The Consultant shall report directly to Cork County Council on all aspects of the design, planning process and construction of the project.

Where the Consultant's Tender Quality Submission gives rise, in the opinion of the Authority, to a higher standard of work or service than that contemplated by the other provisions of the Contract (including the stated service requirements), the Consultant shall provide the higher standard of work or service set out in the Consultant's Tender Quality Submission. Where the Consultant's Tender Quality Submission would give rise to a lesser standard of work or service than that contemplated by the other provisions of the Contract (including the stated service requirements), the Consultant shall provide the standard of work or service contemplated by the other such provisions of the Contract (including the stated service requirements). Any decision on whether a provision of the Consultant's Tender Quality Submission gives rise to a lesser or higher provision of work or service than the other provisions of the Contract shall be determined by the Authority at its sole discretion.

The scope of services required by Cork County Council consists of all services necessary or desirable for the management and purposeful delivery of Phase 0 (as amended in this brief), of the TII Project Management Guidelines (PMG), May 2025 in relation to the Infrastructure Scheme including, but not limited to, the non-exhaustive list of specific services set out in Schedule B of the Form of Tender and Schedule.

### **3.1.2 DoT – Guidelines, Standards, Circulars & Policy Documents**

The Road Infrastructure Project will be required to comply with the guidelines as set out in the Department of Transport (DoT) *Transport Appraisal Framework (TAF)*. The Consultant will be required to ensure that the management and appraisal of the road project is consistent with these two sets of guidelines. The Consultant will manage and progress the appraisal/approval procedures as set out in the *Transport Appraisal Framework (TAF)*. At this stage in the planning of the infrastructure Project we expect the Project to cost within the threshold of more than €20 million and so should be subject to the following approval stages in the lifecycle prior to implementation:

- RLR Stage Gate 0 – Approved to Proceed to POD, Concept and Feasibility,

The Consultant will be responsible for complying with all relevant DoT circulars and guidance documentation.

### **3.1.3 Reviewing the Project Outline Document**

The draft POD report will need to be reviewed internally with other Cork County Council departments (Area Office / Flooding / Planning / County Engineers Office etc) and allowances should be made for ONE number internal review briefings. A final draft POD should then be sent to the Approving Authority – DoT for review. The review should take an overall view of the viability of a proposal. Allowance should be made for any further adjustments to the draft report prior to its final submission to the DoT.

### **3.1.4 Decision RLR Stage Gate 0**

If the Approving Authority is satisfied that the POD meets the required standards and that there is a justification for developing the proposal further, it can approve the project to proceed to the next stage of the lifecycle, Preliminary Business Case.

The Department of Transport will review the POD and provide feedback to the Approving Authority through the responsible department, where appropriate. The actions available to the Approving Authority at this point are:

- Abandon the proposal
- Seek refinement or further development of POD (to be allowed for in tender)



- Approve the proposal to proceed to the next stage, Business Case development

The timetable for delivery of the FINAL POD is eight weeks post appointment by Cork County Council. The Tenderer's should build their quality submission based on this timeline. Two progress meetings should be allowed for in addition to a project commencement meeting within this eight-week programme. Failure to adhere to the submitted and agreed project plan may result in the appointment of the Tenderer being revoked from the scheme.

### **3.1.5 Quality of Deliverables**

The Consultant shall provide all deliverables to an appropriate high standard of presentation and quality with use of infographics, graphs, colour schemes in a consistent professional marketing style. For public documents the Consultant shall include for the services of a graphic designer competent to provide professional quality documents.

The Client should not be used as a proof-reader for documentation prepared. The Consultant shall ensure documentation is adequately proof-read, checked and fully signed off before issue to the Client. Documents shall be issued to the client with adequate time to allow for client comments to be considered and incorporated into the final version. The Client may withhold payment if the deliverables are not provided in accordance with above requirements.

It shall be a requirement that the Client is allowed input to the Consultants Quality Assurance System in such a way that enables the enforcement of the client's requirement for documents/deliverables to be adequately proof read and checked before issue.

## **3.2 Preliminary Stage Services Phase 0 – Scope and Strategic Assessment**

### **3.2.1 Familiarisation**

Familiarisation with the scheme, including reviewing all documentation handed over (in hard and soft copy) from previous Consultants and/or Contracting Authority.

The Consultant will be responsible for critically evaluating all information, including recommendations, in all documentation, reports and investigations provided by the Client. Where applicable, the Consultant will consult with all relevant statutory bodies to determine which measures are most appropriate to the infrastructure project. The Consultant is responsible for providing the best engineering solutions to progress the development of the infrastructure project, which may not necessarily be included in the information provided by the Client

### **3.2.2 Project / Programme Outline Documents (POD)**

As per TII Project Manager's Manual for Minor National Roads Projects (PE-PMG-02043), May 2023 Section 0.1.4 and Appendix A0.7, in parallel with TII Project Appraisal Guidelines Unit 2.1 - Project/Programme Outline Documents (PE-PAG-02011), November 2024 as per Transport Appraisal Framework (TAF).

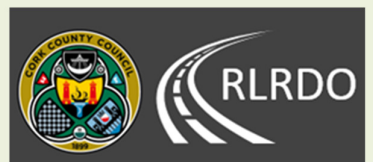
The Consultant shall prepare a Project Outline Document that is the key deliverable at this Phase. It will give Sponsoring Agencies knowledge of forthcoming scheme and is required for advancement to **Error! Reference source not found..**

### **3.2.3 Climate Adaptation**

As per TII Project Manager's Manual for Minor National Roads Projects (PE-PMG-02043), May 2023 Section 0.1.5 – the Consultant shall ensure that the project complies with the requirements of *PE-ENV-01105 Climate Assessment of Proposed National Roads – Standard*.

## **4. Procurement Process**

Refer to the Instructions to Tenderer (ITT) for requirements on Tender Assessment & Tender Submission.



**Regional & Local Roads Design Office**