



The Climate Action Regional Offices are an initiative of Local Government, funded by the Department of the Environment, Climate and Communications, as a shared service for Local Authorities.

November 2024

Local Authority Climate Action Plans

Transport Infrastructure Ireland (TII) Stakeholder Report



Table of Contents

Table of Contents	1
1. Introduction.....	2
2. LACAP analysis.....	2
3. LACAP overview.....	3
4. Transport Infrastructure Ireland (TII) Actions:.....	3
4.1. Adaptation/Mitigation	4
4.2. Classification of Actions	5

List of Figures and Tables:

Figure 1: Breakdown of TII stakeholder actions according to Local Authority LACAP and DZ.....	4
Figure 2: Percentage Adaptation/Mitigation breakdown of LACAP TII stakeholder actions.....	5
Figure 3: Percentage Adaptation/Mitigation breakdown of DZ TII stakeholder actions.....	5
Figure 4: Tier 1 classification of LACAP and DZ TII stakeholder actions.....	5
Table 1: LACAP actions that cite the TII as a Stakeholder	7
Table 2: DZ actions that cite the TII as a Stakeholder.....	12

1. Introduction

Section 16 of the Climate Action and Low Carbon Development (Amendment) Act 2021 requires each Irish local authority to prepare a Local Authority Climate Action Plan (LACAP) for its administrative area. Each Local Authority went through a plan preparation process during 2023 and adopted their LACAP by the end of Quarter 1, 2024. The [31 Local Authority Climate Action Plans](#) have statutory remit for a five-year duration. The LACAPs aim to deliver ambitious global and national climate targets and implement national climate policy at a community level through local authority regulatory and strategic functions and relationships.

Additionally, action 165 of the Government's Climate Action Plan 2019, requires Local Authorities to identify and develop plans for a Decarbonising Zone where a Decarbonising Zone (DZ) is defined as a "spatial area identified by the local authority, in which a range of climate mitigation, adaptation and biodiversity measures and action owners are identified to address local low carbon energy, greenhouse gas emissions and climate needs to contribute to national climate action targets". Subsequently, Action 80 of the Climate Action Plan 2021 required that the DZ development be integrated with the development of the LACAP.

The Climate Action Regional Offices (CAROs), which were established to assist and coordinate the Local Authority response to climate change, have carried out an [analysis of the 31 Local Authority Climate Action Plans](#) that have been adopted by Irish Local authorities in 2024.

One of the outcomes of this analysis is the production of high-level reports for the principal stakeholders that have been identified by Local Authorities as being integral to the delivery of LACAPs and DZ actions. The aim of these [stakeholder reports](#) is to guide each stakeholder towards the local authorities and actions that are most relevant to them, to facilitate more informed stakeholder engagement and to inform stakeholders in the preparation of their own plans.

This stakeholder report has been prepared for **Transport Infrastructure Ireland (TII)**.

*Please note that this is a high-level assessment performed by the CAROs to inform **Transport Infrastructure Ireland (TII)** of actions where it has been cited by Local Authorities as a stakeholder. If further information is required on any aspect of the report, please contact CARO@CorkCoCo.ie.*

2. LACAP analysis

The methodology deployed for the LACAP analysis centred around the development of a database. The database was populated by the individual actions that were adopted by all 31 local authorities.

A CARO team assessed and categorised each individual action according to its area of focus, type (mitigation or adaptation), whether the action required or involved research, whether the action involved work across local authority boundaries, what sectors the action related to and what stakeholders had been identified by the Local Authority as being involved in delivery of the action.

Actions were further categorised by the project team using a three-tier classification process. Each action was initially classified into one of 11 Tier 1 categories and then further categorised into Tier 2 and Tier 3 category. The Tier 1 categories are:

- Local Authority Organisation

November 2024

- Local Authority Owned or Managed Buildings – this includes administrative buildings, social housing and other community buildings (e.g. libraries, swimming pools, etc)
- Local Authority Owned or Managed Infrastructure – this refers to other assets such as roads, public lighting, land, parks, heritage assets, communication networks, EV charging infrastructure, draining systems
- Local Authority Finance or Budgets
- Planning
- Community
- Active and Sustainable Travel
- Climate Impact Management
- Waste and Circular Economy
- Natural Assets and LULUCF
- Tourism

The project working group developed and worked to set criteria to ensure consistency in approach to action categorisation. Regular review meetings were held to maintain high levels of consistency in the data.

3. LACAP overview

The Local Authority Climate Action Plans (LACAPs) reinforce the commitment by the local government sector to lead on climate action at local and national levels. Each LACAP outlines the actions that the individual local authority will be taking to meet its responsibility regarding reduction of greenhouse gas emissions across its own assets and infrastructure as well as the actions that the local authority will take to influence, enable, and facilitate others to meet their own targets.

The Decarbonising Zone section of the Local Authority Climate Action Plans identifies the climate mitigation, adaptation and biodiversity actions to be taken by the Local Authority in the Decarbonising Zone (DZ) to test, pilot and demonstrate decarbonising at local and community level.

Analysis of the 31 LACAPs including Decarbonising Zones reveals the following:

- In total, **3,935** actions have been adopted across all 31 LACAPs, including
 - **3282** actions that relate to the whole local authority administrative area and are referred to as LACAP actions.
 - **653** actions that relate specifically to Decarbonizing Zones (DZs) and are referred to as DZ actions.
- 26 out of the 31 LACAPs identify the stakeholders that will be involved in each individual action.

4. Transport Infrastructure Ireland (TII) Actions:

An analysis of all 3282 actions in 31 LACAPs has concluded that:

- **60** in Fig 4 of all 3282 actions relate to TII.

November 2024

- these are contained in **20** of the 31 LACAPs (taking note that 5 of the 31 LACAPs did not identify the stakeholders that will be involved in their actions).

Furthermore, an analysis of all 653 DZ actions has concluded that:

- **4** of the total DZ actions relate to TII.
- These are contained in **2** of the DZ plans (taking note that 8 local authorities did not list individual actions for their DZs and that 6 of the Local authorities that did identify DZ actions did not identify the stakeholders that will be involved in their actions).

Figure 1 shows the distribution of LACAP and DZ actions that cite TII as a stakeholder across local authorities.

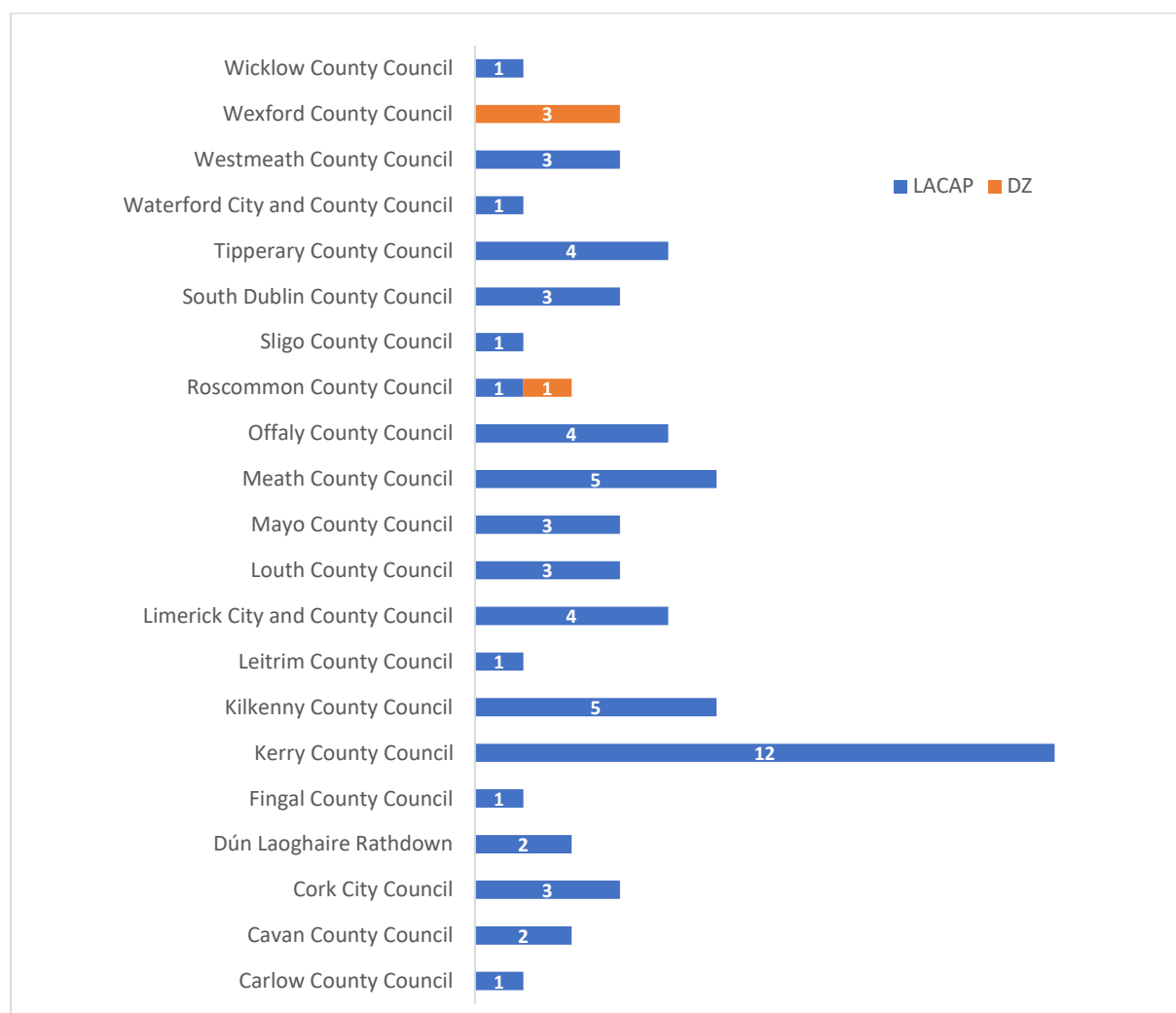


Figure 1: Breakdown of TII stakeholder actions according to Local Authority LACAP and DZ

4.1. Adaptation/Mitigation

All local authorities classified their LACAP and DZ actions according to whether they related to mitigation, adaptation, or a combination of both. Mitigation actions include those that reduce the causes of climate change and those that serve to maintain and enhance carbon sinks while adaptation actions include those that increase resilience to current climate and weather conditions and those that involve planning for future climate impacts. Combined actions are those that

address climate mitigation and adaptation. Figure 2 shows the breakdown of the LACAP actions that cite TII as a stakeholder according to whether they are identified as mitigation or adaptation or combined. 55% of the total number of LACAP actions that cite TII as a stakeholder address both mitigation and adaptation while 32% are specifically mitigation actions and 13% specifically relate to adaptation.

Figure 3 shows the breakdown of DZ actions that cite TII as a stakeholder according to whether they are identified as mitigation or adaptation or combined. 100% of the total number of DZ actions that cite TII as a stakeholder are classified as combined actions which address both mitigation and adaptation.

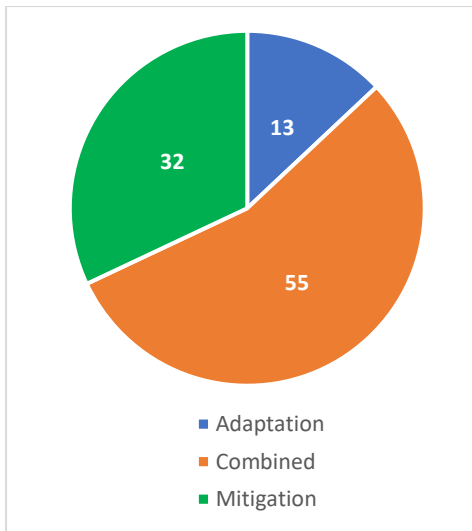


Figure 2: Percentage Adaptation/Mitigation breakdown of LACAP TII stakeholder actions

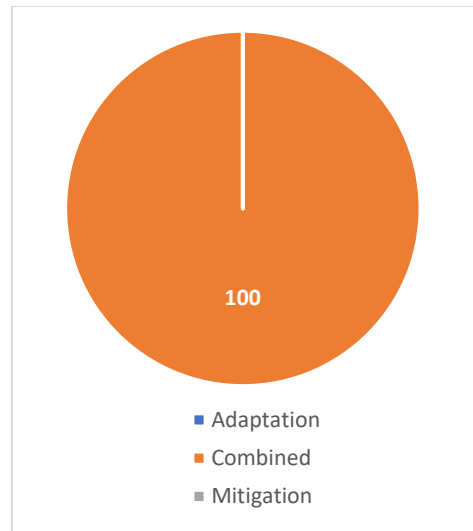


Figure 3: Percentage Adaptation/Mitigation breakdown of DZ TII stakeholder actions

4.2. Classification of Actions

Each action underwent a three-tier classification process, with 11 possible categories in Tier one, being further broken down into Tier 2 and Tier 3 categories.

Figure 4 shows the breakdown of all LACAP and DZ actions that cite TII as a stakeholder according to Tier 1 Category with actions classified into 7 of the possible 11 categories.

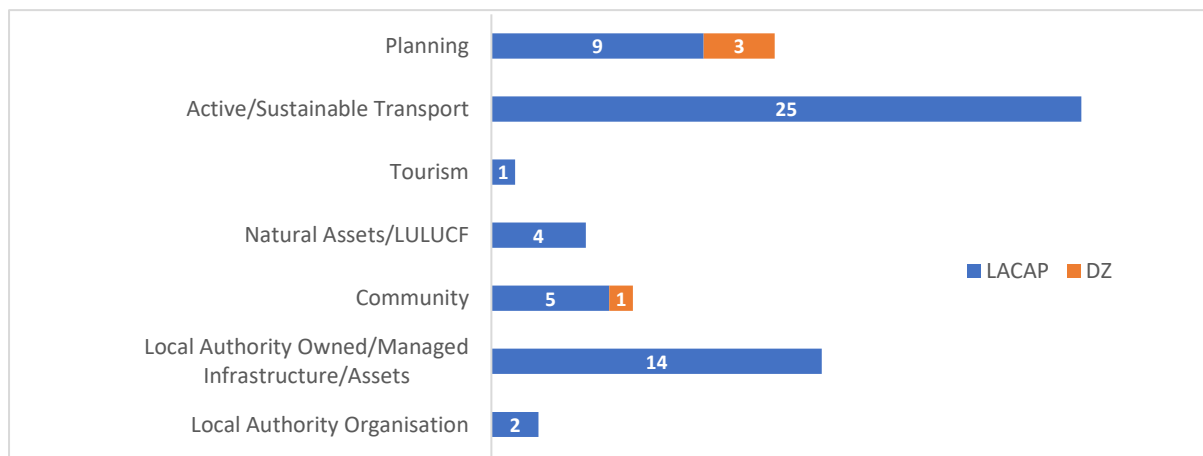


Figure 4: Tier 1 classification of LACAP and DZ TII stakeholder actions

November 2024

It is apparent that a significant majority of all LACAP and DZ actions that cite TII as a stakeholder are associated with active and sustainable travel, with smaller numbers associated with the themes of local authority owned/managed infrastructure and assets, planning, community and natural assets, land use, land-use change, forestry (LULUCF). The types of actions that are listed under each of these categories are as follows:

Active/Sustainable Travel:

- Delivery of Greenway and active travel infrastructure.
- Implementation of safe routes to school.
- Source funding for active travel schemes.
- Facilitate public transport development.
- Integrate EV infrastructure with active travel and public transport.
- Land use plans to integrate active travel with public transport and support modal shift.
- Accessible transport for all users.
- Park and ride schemes.
- Bike parking infrastructure.
- Public information and awareness on modal shift.

Local authority owned/managed infrastructure/assets:

- Deliver Public Lighting Energy Efficiency projects.
- Low carbon road construction, maintenance solutions (materials, technologies, carbon calculator tools).
- Identification of critical infrastructure routes and implement programme to increase resilience.

Planning:

- Preparation of Local Transport Plans to prioritise active and sustainable travel modes.
- EV Infrastructure charging strategies.
- Facilitate delivery of public transport rail and bus initiatives.

Community:

- Identification of communities at risk.

Natural assets, Land Use, Land-use Change, Forestry (LULUCF):

- Tree and hedgerow policy.
- Maintain biodiversity on active travel routes.

All 60 LACAP and 4 DZ actions that cite TII as a stakeholder are listed in Tables 1 and 2.

Table 1: LACAP actions that cite the TII as a Stakeholder

Local Authority	Action no	Action
Carlow County Council	B 1.4	Complete the National Public Lighting Energy Efficiency Project in County Carlow to reduce the GHG emissions and energy usage of public Lighting, while ensuring the lumen levels and spectral range are maintained or reduced/controlled to avoid effects to biodiversity.
Cavan County Council	BE 6	Deliver the Public Lighting Energy Efficiency Project in Cavan as part of PLEEP Scheme to reduce GHG emissions and energy usage of Public Lighting. Ensure potential actions maintain/control or reduce existing lumen levels and spectral range to avoid effects on biodiversity.
Cavan County Council	TR3	Progress the delivery of Greenway Infrastructure in line with the National Cycle Network (NCN) Priority projects at present include: 40km Greenway (Cavan to Ballyconnell, Cavan to Ulster Canal) and Cavan Town Urban Greenway Phase 2. Implement phase 2 of Cavan Town fully segregated greenway having due regard to opportunities to enhance tourism, recreation and cultural heritage value associated with the route, and environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites, and cultural heritage related sensitivities.
Cork City Council	4.5	Complete design, plan and implement active travel infrastructure per the CMATS, Cork Cycling Network Plan, Pedestrian Network Plan, Cycle Connects and the National Cycle Network, inclusive of appropriate supportive elements such as wayfinding, benches, water fountains. Promote the need to have active-travel development carried out in a manner that has due regard to environmental sensitivities such as local human receptors, Biodiversity, European sites, water quality and hydrology, existing traffic and transport conditions and amenity value.
Cork City Council	4.11	Accelerate the implementation of safe routes to school/cycle buses and greenways to further enhance localised active-travel infrastructure, including the promotion and support for the Active Travel Green Flags, having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality and heritage considerations.
Cork City Council	4.18	In tandem, with the preparation of individual Framework Masterplans to support the planned growth of Cork City, Local Transport Plans will be prepared prioritising accessibility by active and sustainable travel modes.
Dún Laoghaire Rathdown	T 15	Facilitate public transport development in the County, whilst advocating and exerting influence to ensure such projects promote climate action co-benefits and do not contravene relevant environmental protection criteria or cause significant negative environmental effects
Dún Laoghaire Rathdown	N 12	Develop guidance on biodiversity and cycleways/pathways to ensure that the location and design of greenways is not at the loss of biodiversity and to provide guidance on biodiversity enhancements
Fingal County Council	T 20	Support the development and expansion of existing public transport services including MetroLink, BusConnects and DART expansion to Balbriggan
Kerry County Council	1.3.9	Develop Kerry's EV Infrastructure Charging Strategy in line with National Guidelines.

Kerry County Council	1.4.1	Work with partners to then identify most suitable locations for public EV charging Infrastructure in line with county specific EV Strategy, having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality and cultural heritage.
Kerry County Council	1.4.2	Work with partners to roll-out and also record EV infrastructure including multi-modal travel/e-mobility hubs at appropriate locations, having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality and cultural heritage.
Kerry County Council	1.4.3	Ensure, where possible that EV infrastructure is integrated with public transport and active travel infrastructure, having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality and cultural heritage
Kerry County Council	1.4.4	Undertake Local Transport Plans (LTP) for key towns and larger population/employment centres in the county in line with TII's Area Based Transport Assessment (ABTA), having appropriate regard to planning and environmental constraints and considerations.
Kerry County Council	1.5.1	Develop Local Cycling and Walking Infrastructure Plans (Greenways) underpinned by universal access design, environmental protection considerations, and opportunities to promote climate action co-benefits and nature-based solutions having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, and cultural heritage.
Kerry County Council	1.5.2	Collaborate with Transport Infrastructure Ireland (TII) to secure funding for Greenway infrastructure in Kerry, having due regard to environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites, and cultural heritage related sensitivities.
Kerry County Council	1.5.3	Deliver active travel programme/projects including those supported under the Active Travel Investment Programme (i.e., Pedestrian Zone Schemes etc/multi-modal travel/e-mobility hubs.), whilst ensuring active travel projects are: - Designed and developed appropriately and in a manner that will not result in the occurrence of development-related negative environmental effects. - Support the carrying out of environmental/biodiversity enhancement during the active travel development process
Kerry County Council	1.5.4	Ensure plan-led integration between public transport routes/infrastructure with active travel programme, including park and ride/bike parking/park'n stride, whilst ensuring these plans are: Designed and developed appropriately and in a manner that will not result in the occurrence of development-related negative environmental effects.
Kerry County Council	1.6.1	Ensure Land Use Plans support an equitable and inclusive modal shift and sustainable transport policy via the integration of land use and transport planning, having due regard to environmental sensitivities such as local human receptors, biodiversity, European sites, water quality and hydrology, existing traffic and transport conditions and amenity value.
Kerry County Council	3.3.2	Investigate the use by KCC of low carbon road surfacing solutions
Kerry County Council	4.4.5	Support local sustainable transport initiatives for all users of all abilities, having due to regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites and local air quality, and opportunities to promote nature-based solutions.

November 2024

Kilkenny County Council	2.15	Explore feasibility of new Park and Ride locations on Regional and National Roads linked to Motorways & public transport
Kilkenny County Council	2.16	Explore the feasibility of using new low carbon technologies for road reconstruction on regional roads; and for reducing waste through re-use of materials
Kilkenny County Council	2.17	Identify and implement actions to improve drainage on the Regional and local road network, and identify infrastructure at risk from climate events, having due regard to the need to promote nature-based solutions and Sustainable Drainage Systems, and environmental sensitivities, including water quality, biodiversity and European sites.
Kilkenny County Council	2.18	Develop a policy to reduce energy use in public lighting at pedestrian crossings
Kilkenny County Council	2.22	Continue to deliver the Public Lighting Energy Efficiency Project (PLEEP), whilst continuing to use best available technology to suitably minimise potential environmental effects of lighting.
Leitrim County Council	B 30	Progress the delivery of Greenway / Blueway infrastructure in line with National Cycle Network (NCN). Priority projects at present include: 75km Greenway Sligo Leitrim Northern Counties Railway (SLNCR), 10km Blueway Carrick-on-Shannon to Hartley, 26km Cavan Leitrim Railway Greenway Dromod to Ballinamore, Drumshambo to Ballinamore; having due regard to opportunities to enhance tourism, recreation and cultural heritage value associated with the route, and environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites and cultural heritage related sensitivities.
Limerick City & County Council	T 1	Increase the use of public transport through the implementation of the bus connects programme. Promote - through control or influence, as appropriate - project adherence to planning and environmental protection criteria
Limerick City & County Council	T 2	Develop and implement a park and ride strategy having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality, traffic and transport conditions and cultural heritage.
Limerick City & County Council	T 8	Prepare a freight strategy to support last mile logistics
Limerick City & County Council	B 9	Implement the Blue Green Infrastructure strategy for Limerick City and Environs whose aim is to inform and guide the planning and management of green and blue spaces in Limerick City and Environs, including our rivers, parks and open green spaces, helping drive the transition to a low carbon and climate resilient society having due regard to opportunities to enhance tourism, recreation and cultural heritage value associated with routes, and environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites, and cultural heritage related sensitivities.
Louth County Council	NEGI 12	Implement Louth County Council hedgerow and trees policy. Ensure that the policy promotes the use of native species over non-natives and has due regard for water quality and soil stability issues.
Louth County Council	CRT 9	Promote Sustainable tourism initiatives for Louth
Louth County Council	CRT 14	Risk assessment to identify communities vulnerable to Climate Impacts
Mayo County Council	1.4	Convert all public lighting within County Mayo to low energy LED lighting and develop a lighting policy while having due regard to impact of light used on biodiversity.

November 2024

Mayo County Council	10	Improve and provide infrastructure to enable and facilitate modal shift to active travel and public transport
Mayo County Council	14	Implement the Biodiversity plan for County Mayo- incl. carbon sequestration, flood alleviation via nature-based solutions approach, identification and support for eco-system services, invasive species management, pesticide and herbicide reduction, green and blue infrastructure, integrating biodiversity considerations to new and existing development, wildlife corridors identification and enhancement. The implementation of the Biodiversity Plan will be underpinned by ecological surveys and assessments to ensure interventions are appropriate to the receiving environment.
Meath County Council	GL 11	Continue to support and expand the 'Bus It 2 School' Pathfinder Project.
Meath County Council	BET 16	Increase active travel usage in town centres through improved sustainable active travel proposals and an enhanced pedestrian and public realm environment.
Meath County Council	NE 5	Major Emergency Plan - co-ordinate update of emergency response plans and revise based on learnings of response to events, having regard to environment sensitivities.
Meath County Council	NE 6	Development of Critical Infrastructure Routes for climate related extreme weather events.
Meath County Council	CRT 5	Identify and map areas most susceptible to climate related extreme weather events on the road network.
Offaly County Council	BE 2.1.5	Complete retrofitting LED heads to public lights as per the national PLEEP programme contract, having due regard for the impact the spectrum of light used will have on protected nocturnal species such as bats
Offaly County Council	T 3.2.1	Delivery of the Grand Canal Greenway and/or other Greenways and associated Trailheads to facilitate modal shift.
Offaly County Council	T 3.3.1	Expand Public Transport networks in partnership with public transport operators and large employers
Offaly County Council	T 3.4.1	Adaptation and Implementation of a Carbon Calculator for Roads Projects
Roscommon County Council	BET11	Facilitate the prioritised expansion of active travel projects in line with NTA/TFI strategy in high impact urban areas such as Roscommon Town and Athlone. Facilitate the expansion of the local link network in line with the National Transport Investment Framework, Transport for Ireland Strategy and smarter travel initiatives, including advancement of decarbonisation (alternative fuels), physical infrastructure (bus stops, linked cycle and walkways), digital technologies (streamline timetables, payment methods), target dedicated service provision (e.g. education, healthcare, employment, rural) alignment with national, regional and local services and promotion of modal shift. Promote - through control or influence as appropriate - the carrying out of development supported by this action in a manner that has due regard to: relevant environmental sensitivities, including European Sites; and opportunities to promote Nature-Based Solutions and Sustainable Drainage Systems.
Sligo County Council	40	Deliver on existing multi-annual Active Travel programme and continue to work for future expansion of the network.
South Dublin County Council	T 1	Facilitate, support and guide national agencies in delivering major improvements to the public transport network, in particular Bus Connects, DART+, Luas capacity and new and enhanced rail stations.
South Dublin County Council	T 2	Work with the NTA and TII to generate information on modal share changes with a focus on modal shift to public transport and active travel, and effectively communicate this information to the public.

November 2024

South Dublin County Council	T 8	Deliver a network of secure, public bicycle and powered personal transportation parking, to accommodate a variety of bike types across the County, including at schools, parks, playgrounds, towns, and villages.
Tipperary County Council	29	Commence a 'Bridge Structures Inspection Programme' to determine and respond to the effects of climate change and the increased risk of bridge structures being compromised (increased flows, more debris in flood waters, increased flood levels etc.).
Tipperary County Council	38	Deliver new Greenway Infrastructure in line with the provisions of the National Cycle Network having due regard to environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites and cultural heritage.
Tipperary County Council	94	Advocate for improved rail transport services on interregional routes, key improvements to include: i. The reopening of the rail route between Rosslare harbour and Waterford Town. ii. Improved rail services/facilities on existing rail routes (Limerick to Waterford and Limerick, Ballybrophy/Dublin lines) that service Tipperary's Towns iii. The development of a rail freight hub at Limerick Junction. iv. Seek to ensure such improvements promote climate action co-benefits and do not contravene relevant environmental protection criteria or cause significant negative environmental effects.
Tipperary County Council	95	Advocate for improved bus transport in Tipperary and in the region, key improvements to include: i. New routes ii. Integrated ticketing iii. Increased services iv. Seek to ensure such improvements promote climate action co-benefits and do not contravene relevant environmental protection criteria or cause significant negative environmental effects.
Waterford City & County Council	2.34	Trialling of new road materials with lower carbon values in partnership with TII
Westmeath County Council	2.8	Carry out a review of current drainage maintenance programmes and compare with flooding issues. Update as required.
Westmeath County Council	2.17	Continue the Development and provision of Active Travel infrastructure in the county through the NTAs Active Travel programme, having due regard to environmental sensitivities such as sensitive human receptors, cultural heritage, European sites and biodiversity.
Westmeath County Council	2.19	Support the delivery and possible expansion of local and school bus services in the county, while advocating and exerting influence to ensure such projects promote climate action co-benefits and do not contravene relevant environmental protection criteria or cause significant negative environmental effects.
Wicklow County Council	16 BET	Facilitate the planning and delivery of the LUAS Bray Scheme, whilst advocating and exerting influence to ensure the scheme and any associated development and activities promote climate action co-benefits and do not contravene relevant environmental protection criteria or cause significant negative environmental effects.

November 2024

Table 2: DZ actions that cite TII as a Stakeholder

Local Authority	Action no	Action
Roscommon County Council	DZ 12	Engage with the Planning, Roads, Town Regeneration, Economic Development & Tourism and Capital Implementation Teams of RCC in the development, design and funding of town centre projects to reduce the need to travel in the urban area and to promote availability and uptake of public transport in support of a pedestrian-focussed town centre. Implement the design manual for Urban Roads and Streets in support of pedestrian priority zones and reduction of vehicular dominance in the town centre and residential areas. Promote the carrying out of development supported by this action in a manner that has due regard to environmental sensitivities such as the receiving water environment, biodiversity, European Sites and local air quality.
Wexford County Council	DZ BET4	Apply to Transport Infrastructure Ireland for the provision of a Town Bus in Enniscorthy
Wexford County Council	DZ BET5	Produce a feasibility study on the provision of Park and Ride in Enniscorthy whilst having appropriate regard to traffic and transport, planning and environmental constraints and considerations
Wexford County Council	DZ BET6	Investigate the feasibility of adding bus stops to existing services, at a number of locations including Enniscorthy quays for all north bound coaches/buses and at the R772 north of Blackstoops roundabout, whilst having due regard to environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites, cultural heritage

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