



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

National Transport Authority (NTA) Stakeholder Report



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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 the **National Transport Authority (NTA)**.

Please note that this is a high-level assessment performed by the CAROs to inform National Transport Authority (NTA) 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

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- 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. National Transport Authority (NTA) Actions:

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

- **117** of all 3282 actions relate to the NTA.

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- these are contained in **23** 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:

- **9** of the total DZ actions relate to the NTA.
- These are contained in **5** 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 the NTA as a stakeholder across local authorities.

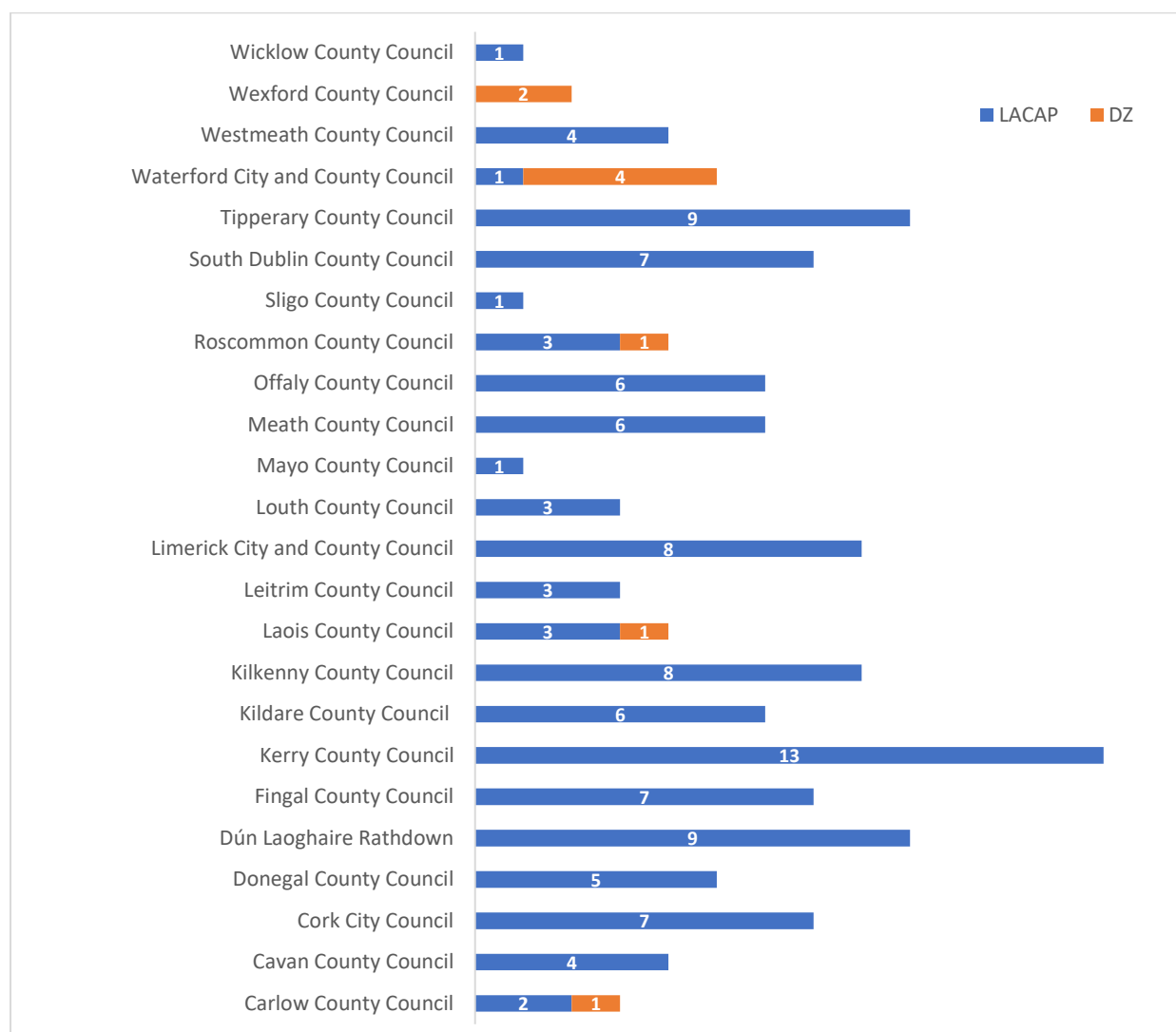


Figure 1: Breakdown of NTA stakeholder actions according to Local Authority LACAP and DZ

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 the NTA as a stakeholder according to whether they are identified as mitigation or adaptation or combined. 46% of the total number of LACAP actions that cite the NTA as a stakeholder address a combination of mitigation and adaptation while 33% are specifically mitigation actions and 21% specifically relate to adaptation.

Figure 3 shows the breakdown of DZ actions that cite the NTA as a stakeholder according to whether they are identified as mitigation or adaptation or combined. 44% of the total number of DZ actions that cite the NTA as a stakeholder address both mitigation and adaptation while 56% are specifically mitigation actions.

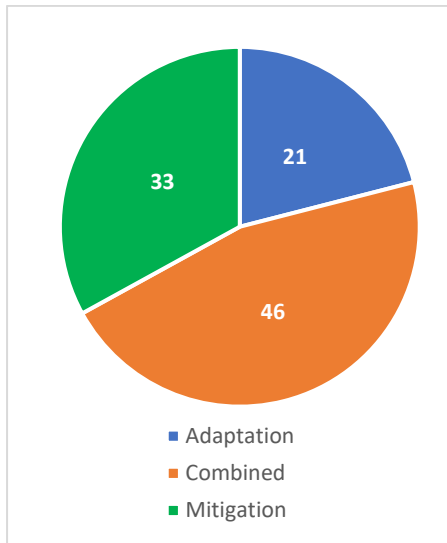


Figure 2: Percentage Adaptation/Mitigation breakdown of LACAP NTA stakeholder actions

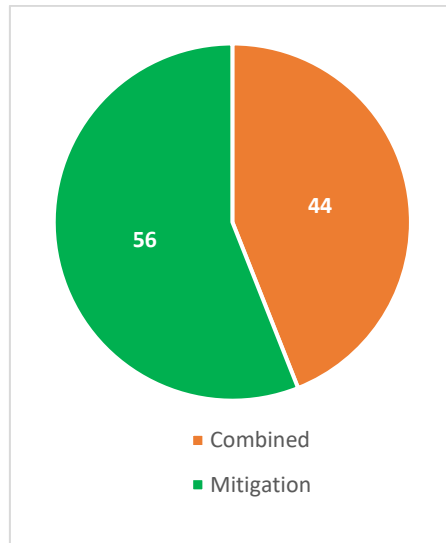


Figure 3: Percentage Adaptation/Mitigation breakdown of DZ NTA stakeholder actions

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 the NTA as a stakeholder according to Tier 1 Category with actions classified into 7 of the possible 11 categories.

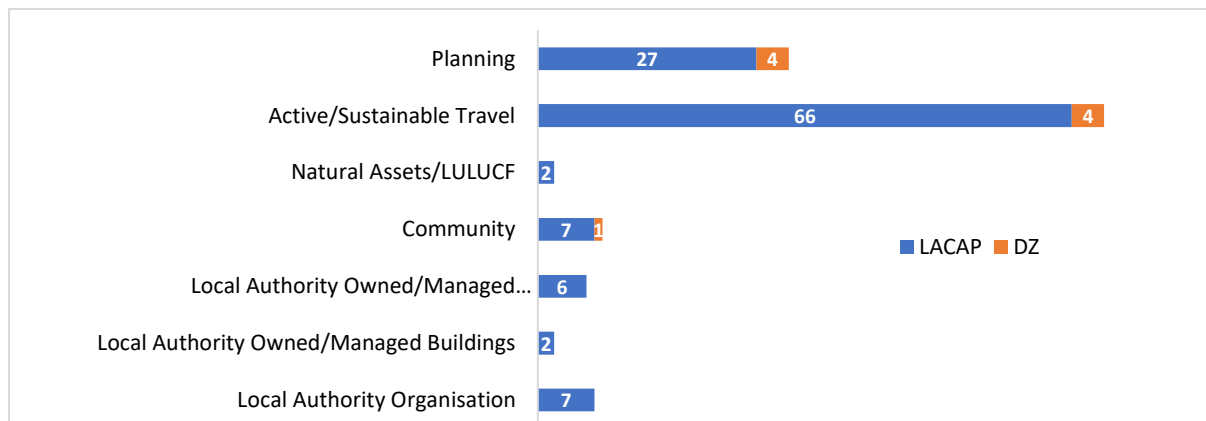


Figure 4: Tier 1 classification of LACAP and DZ NTA stakeholder actions

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It is apparent that a significant majority of all LACAP and DZ actions that cite the NTA as a stakeholder are associated with active and sustainable travel, with smaller numbers associated with the themes of planning, community, local authority organisation and local authority owned/managed infrastructure and assets. The types of actions that are listed under each of these categories are as follows:

Active and sustainable travel:

- Delivery of active travel infrastructure and routes.
- Promotion of active travel through awareness raising and citizen engagement.
- Enable active travel through road safety initiatives.
- Development of public transport infrastructure.
- Integration and connectivity of transport modes and infrastructure.
- Bike share schemes and infrastructure.

Planning:

- Expansion of public transport services.
- EV charging infrastructure planning.
- Transport planning.
- Planning of new developments where access to public transport is available.

Community:

- Capacity building.
- Bike share schemes.
- Park and ride facilities.

Local Authority Organisation:

- Engage with Smarter Travel and Smart and Sustainable Mobility Accelerator Programmes.
- Staff smarter travel plans.

Local authority owned/managed infrastructure and assets:

- Use of low carbon road construction materials, technologies and tools.
- Identification of vulnerable infrastructure routes.

All 117 LACAP and 9 DZ actions that cite the NTA as a stakeholder are listed in Tables 1 and 2.

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

Local Authority	Action No	Action
Carlow County Council	T 1.4	Deliver active travel projects across the County to encourage use of active travel modes such as walking or cycling; having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality, and cultural heritage.
Carlow County Council	T 1.5	Complete Transport Plans for Carlow Town, Tullow & Muine Bheag, having due regard to the potential to create climate action co-benefits, and environmental protection requirements, including the requirement to protect European sites.
Cavan County Council	TR1	Continue to roll-out Active Travel Infrastructure maximising available funding from the National Transport Authority (NTA). Priority projects include cycle lane from Cavan Hospital to Cavan Bus Station, Virginia footbridge, Pedestrian/Cyclist Safety Improvements Station Road, Cootehill, having appropriate regard to environmental sensitivities such as European sites and biodiversity.
Cavan County Council	TR4	Work with and support the National Transport Authority, Rural Link, Bus Eireann and Cavan Transport Co-ordination Unit in the delivery and expansion of public transport initiatives the county. Including Routes and collection locations 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.
Cavan County Council	TR5	Increase the number of safe routes to school schemes in county. Promotion of schemes and engagement with Boards of Management having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites local air quality, cultural heritage etc.
Cavan County Council	TR7	Become a partner to the National Transport Authority administered Smarter Travel Programme and partake with associated initiatives such as the Smarter Travel Mark; having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites local air quality, cultural heritage etc.
Cork City Council	4.2	Publish and implement the actions arising from the forthcoming Cork City Car-Share Strategy, and the Cork City Shared Micro-Mobility Strategy, having due regard to universal access requirements, environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality and built/ cultural heritage, and available grid capacity.
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	4.8	Support the delivery of enhanced public transport services in Cork City as envisaged under the Bus Connects Cork programme of works. Promote climate action co-benefit opportunities and adherence to relevant planning and environmental protection requirements using local authority functions, as appropriate.

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Cork City Council	4.16	Review the management and operation of the existing on-street parking controls in the city to promote access by alternative travel modes.
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.
Cork City Council	4.19	Support the delivery of Transit Orientated Development at key nodes along the existing and planned public transport system in the city.
Cork City Council	5.23	Investigate, and where possible implement, the use of low-carbon material in road construction.
Donegal County Council	TR 2.6	Focus on increasing safe modes of transport in Letterkenny Town to provide practical alternatives to car use for short journeys including design and development of future road infrastructure projects e.g. the Letterkenny Southern Network Project, N56 Traffic and Transportation Project.
Donegal County Council	TR 2.7	Support and advocate for change in travel behaviour amongst communities through public engagement and community liaison activities.
Donegal County Council	TR 3.2	Support the delivery of enhanced public transport services within the County including a centrally located transport hub in Letterkenny to serve the region and the extension of the national rail network to Letterkenny.
Donegal County Council	TR 3.3	Support the National Sustainable Mobility Policy to increase provision of park and ride/share at transport interchanges and community hubs and support the development of Town Bus Services to maximise connectivity for the highest number of residents.
Donegal County Council	TR 3.4	Support the delivery of enhanced public transport and transport infrastructure in rural areas by <ul style="list-style-type: none"> • supporting delivery of the Donegal rural public transport routes in the national Connecting Ireland Rural Mobility Plan (Phase 2 Implementation) and • advocating for the inclusion of additional routes in Donegal under subsequent phases.
Dún Laoghaire Rathdown	T 1	Deliver a safe active travel network for people of all ages and abilities by implementing the County and Greater Dublin Area Cycle Network
Dún Laoghaire Rathdown	T 2	Promote active travel in the County utilising dlr's website, social media channels and in person events such as Bike Week
Dún Laoghaire Rathdown	T 3	Support the accessible bikes borrowing scheme
Dún Laoghaire Rathdown	T 5	Implement the 'Safe Routes to School' Programme in the County
Dún Laoghaire Rathdown	T 6	Support the implementation of Department of Transport Pathfinder Projects

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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	T 16	Expand the installation of traffic lights that provide bicycle priority at junctions
Dún Laoghaire Rathdown	T 17	Expand the number of controlled crossings and zebra crossings
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 1	Increase the meterage of high-quality walkways in the county and improve the meterage of existing walkways in the county.
Fingal County Council	T 2	Increase the km of protected cycle lanes and off-road cycle lanes and greenways in the county annually; in line with the Greater Dublin Cycling Network Plan, and the FCC Greenway Plan - including Fingal Coastal Way, the Sutton to Malahide Cycleway, the Broadmeadow Way, Church Fields Link Road, and the Royal Canal Urban Greenway, etc.
Fingal County Council	T 5	Install junction build outs in accordance with Design Manual for Urban Roads & Streets 2020, increasing safety to users.
Fingal County Council	T 18	Implement Safe Routes to School programme
Fingal County Council	T 19	Implement the School Streets initiative
Fingal County Council	T 20	Support the development and expansion of existing public transport services including MetroLink, BusConnects and DART expansion to Balbriggan
Fingal County Council	T 21	To facilitate the provision of Park and Ride facilities in appropriate locations at transport nodes and along strategic transport corridors in accordance with the NTA Strategy, and encourage the inclusion of EV charge points and bike parking.
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	1.5.5	Support the roll out of Connecting Ireland Rural Mobility Plan throughout the county, 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	1.5.6	Continue to roll out Safe Routes to School initiative with interested schools, 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	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	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.

Kildare County Council	B9	Commit that new public housing and buildings incorporate the principles of climate action in terms of design, services and amenities with careful consideration in the choice of materials, roof types (i.e. green roofs), water conservation, taking advantage of solar gain/ passive housing, the provision of low-carbon and renewable energy technologies and public transport infrastructure such as bus stops, shelters and appropriate turning tables as appropriate to the scale of the development.
Kildare County Council	B14	Ensure all developments including car parks are designed in such a manner as to support EV charging, promote carbon sequestration, green infrastructure, and nature-based surface water drainage solutions. Work with relevant bodies to identify optimum locations and provide suitable EV charging points for Public Transport Vehicles in town centres and key points on inter rural bus routes. Advocate and exert influence and control, as appropriate, to ensure such development promotes climate action co-benefits and does not contravene relevant environmental protection criteria or cause significant negative environmental effects
Kildare County Council	B15	Ensure all new high human occupancy developments are located in areas whereby direct access to active travel routes and/or public transport modes and/or provide reserved space for shared cars.
Kildare County Council	B19	Develop and publish a cycle network plan for the County. Where possible, ensure the cycle network is planned on the principle of 'origin and destination' that prioritises connectivity to places of education, employment and public transport. Develop secure bike / mobility parking options that aligns to route options and trip attractor locations. Ensure the cycle network is planned in a manner that has due regard to environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites and cultural heritage.
Kildare County Council	B21	Prioritise a model for bike share schemes and micro mobility options (including the potential for electric bikes) in regional growth centres and key towns. Provide key docking locations such as places of education, employment recreation and public transport hubs. Investigate potential of coordination of such schemes through the TFI Local Link Transport Coordination Unit (TCU)
Kildare County Council	B23	Support the planning and implementation of a programme of improved town and school bus services and commence delivery of an enhanced bus stop and bus shelter programme for regional and rural services
Kilkenny County Council	2.1	Participate in the national Smarter Travel Mark Programme and Smarter Travel Mark in Kilkenny County Council
Kilkenny County Council	2.9	Enhance permeability to support active travel having due regard to environmental sensitivities such as traffic and transport constraints and aspects, the receiving water environment, local air quality, biodiversity, and European sites.
Kilkenny County Council	2.1	Work with the NTA to enhance public transport options and connectivity to the surrounding area and regions
Kilkenny County Council	2.12	Develop a cycle network for Kilkenny City and larger urban areas. Ensure the cycle network is planned in a manner that has due regard to environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites and cultural heritage.
Kilkenny County Council	2.13	Implement the "Safe Routes to School Programme" , having due regard to environmental sensitivities such as traffic and transport constraints and aspects, the receiving water environment, local air quality, biodiversity, and European sites.

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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	2.18	Develop a policy to reduce energy use in public lighting at pedestrian crossings
Laois County Council	33	Laois County Council will work with the National Transport Authority (NTA) to establish a new bus route for Portlaoise Town within the lifetime of this Plan.
Laois County Council	57	Laois County Council will work with other agencies to identify priority locations for bus shelters throughout the County and work with funding agencies to secure provision of bus shelters and upgrades to existing. Development supported by this action will, as normal, be carried out in line with planning and environmental protection requirements.
Laois County Council	58	Laois County Council will work with other agencies to assist the installation of designated bus cages, where bus pull in bays are not feasible; priority bus corridors in main towns where viable; bus hubs in main towns where feasible to allow for driver rest/comfort stops.
Leitrim County Council	B 28	Continue to roll out Active-Travel infrastructure maximising available funding from National Transport Authority (NTA), having due regard to opportunities to enhance tourism, recreation and cultural heritage value associated with active travel routes, and environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites, and cultural heritage related sensitivities.
Leitrim County Council	B 31	Increase the number of safe routes to school schemes in the county. Promotion of schemes and engagement with Boards Management having due regard to environmental Sensitivities such as the receiving water environment, biodiversity, European Sites, local air quality and cultural heritage.
Leitrim County Council	B 33	Engage with Smart and Sustainable Mobility Accelerator (SSMA) programme to increase knowledge, competencies, and understanding of sustainable and smart mobility supporting the implementation of the National Sustainable Mobility Policy (NSMP) goals and those outlined in the Pathfinder programme; having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality and cultural heritage.
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 3	Examine the feasibility of the provision of new greenways either within disused rail lines or immediately adjacent to existing or proposed rail corridors having due regard to environmental sensitivities such as archaeology, European sites, biodiversity and amenity value, and the potential to enhance ecological connectivity

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Limerick City & County Council	T 4	Implement the Active travel programme in particular the Limerick Metropolitan Cycle Network Study having due regard to environmental sensitivities such as archaeology, European sites, biodiversity and amenity value, and the potential to enhance ecological connectivity.
Limerick City & County Council	T 5	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 having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, and local air quality.
Limerick City & County Council	T 6	Continue to promote active travel, for a wide range of ages, abilities and journey types, utilising LCCC's active travel website, social media and events.
Limerick City & County Council	T 7	Prepare an EV charging strategy to support 'public residential and destination charging' locations having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality, and cultural heritage.
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	BEI 8	Development of EV charging infrastructure plan for Louth. Ensure such development promotes climate action co-benefits and does not contravene relevant environmental protection criteria or cause significant negative environmental effects.
Louth County Council	BEI 9	Develop staff smarter travel plan - <ul style="list-style-type: none"> • electric bikes • e-scooters • walking
Louth County Council	BEI 13	Implement cycling strategies in Louth, Ensure the cycling strategies have due regard to environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites and cultural heritage.
Mayo County Council	10	Improve and provide infrastructure to enable and facilitate modal shift to active travel and public transport
Meath County Council	BET 2	Continue to work with appropriate external stakeholders to deliver social housing at a BER B2 or cost optimal standard including provision of Energy Efficient Design, on-site renewable energy, EV Charging Facilities, SuDs, and nature-based solutions, as feasible.
Meath County Council	BET 14	New Building projects designed to nZEB standard including provision of Energy Efficient Design, on-site renewable energy, EV Charging Facilities, SuDs, and nature-based solutions.

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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	CRT 4	Expand operation and availability of bike and car share schemes. Promote bike and car share scheme.
Meath County Council	CRT 5	Identify and map areas most susceptible to climate related extreme weather events on the road network.
Offaly County Council	T 3.2.2	Continued Delivery of the Offaly County Councils Active Travel Programs to facilitate modal shift, having due regard to environmental sensitivities such as traffic and transport constraints and aspects, the receiving water environment, local air quality, biodiversity, and European sites.
Offaly County Council	T 3.2.3	Provide safe, equitable and accessible infrastructure for pedestrians and cyclists
Offaly County Council	T 3.3.1	Expand Public Transport networks in partnership with public transport operators and large employers
Offaly County Council	T 3.3.2	Improve and integrate Bus Services across County Offaly in order to facilitate modal shift.
Offaly County Council	T 3.3.3	Promote Park and ride facilitates and investigate expansion to other areas in the county
Offaly County Council	T 3.4.1	Adaptation and Implementation of a Carbon Calculator for Roads Projects
Roscommon County Council	GL7	Compile a baseline of existing and planned internal initiatives underway in support of Climate Action, including paperless strategy (e-recruitment), waste reduction and segregation, bike-to work, blended working, smarter travel workplaces etc. in addition to larger initiatives in energy and renewables to monitor progress, illustrate achievements to date and highlight where these could be extended and/or improved.
Roscommon County Council	CRT 1	Identify gaps in support for communities in achieving their climate ambition in the areas of placemaking, economic development and employment generation, agriculture, mobility, tourism and heritage, social enterprise, retail, commerce, industry, waste management and the circular economy and renewable energy development. Engage externally and internally to address these
Roscommon County Council	CRT 2	Promote innovation, research and capacity building in the Climate Action area in conjunction with the local authority departments, communities and external agencies, including 3rd level institutions and sporting organisations, including engagement with the Green Club Programme, working with the CARO and GAA, in the promotion and support of projects by participating clubs, to meet the objectives, and during key phases of the programme to 2029
Sligo County Council	40	Deliver on existing multi-annual Active Travel programme and continue to work for future expansion of the network.

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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.
South Dublin County Council	T 4	Deliver a safe active travel network for people of all ages and abilities through the implementation of the Cycle South Dublin programme, including on-road, off-road, and greenway routes.
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.
South Dublin County Council	T 9	Continue the development of pedestrian improvements, aligning with any Pedestrian Enhancement Plans developed for the Dublin Metropolitan area.
South Dublin County Council	T 10	Identify roads and streets suitable for road space reallocation and progress appropriate schemes.
South Dublin County Council	T 11	In addition to the statutory and non-statutory consultations, upon the launch of a proposed new active travel scheme, where appropriate and as needed, public meetings will be held and information leaflets will be distributed in the areas informing all residents of the details and benefits of such schemes.
Tipperary County Council	8	Participate in the 'Smarter Travel Programme' (NTA) to encourage sustainable and active travel by staff to and from their work locations and during the course of their work.
Tipperary County Council	36	Continue to roll-out the Council's 'Active Travel Programme' maximising available funding from the NTA.
Tipperary County Council	37	Carry out an assessment for the delivery of 'car-restricted zones' with reallocation of space, in certain suitable areas i.e. town centres, schools etc where the focus should be on active travel, business and amenity, as appropriate, having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality and cultural heritage.
Tipperary County Council	39	Deliver the Clonmel Pathfinder Programme (1 of 35 exemplar transport projects) by 2025, subject to funding and having due regard to local environmental sensitivities such as water quality, European sites, biodiversity and amenity value, and the need to protect and conserve buildings and structures of architectural or cultural heritage value.
Tipperary County Council	49	In order to underpin the delivery of an Active Travel programme, support preparation of 'Local Transport Plans' for Key Towns and Sustainable Travel Plans' for 'District Towns', whilst ensuring these plans are: - Designed to mitigate potential environmental impacts associated with supported active travel infrastructure. - Support the carrying out of environmental/biodiversity enhancement during the active travel development process.
Tipperary County Council	50	Support the delivery of an 'Integrated Transport Hub' in the Key Towns of Clonmel, Nenagh and Thurles to incorporate and support multi-modal services and active travel linkages with town centre areas/regional services, having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality, and cultural heritage.

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Tipperary County Council	91	Work with and support the NTA and Tipperary Transport Co-ordination Unit in the delivery and expansion of public transport initiatives in the county, whilst seeking to ensure such projects promote climate action co-benefits and do not contravene relevant environmental protection criteria or cause significant negative environmental effects.
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	97	Promote and encourage a modal shift to active travel and public transport by raising public awareness of Active Travel Infrastructure and services.
Waterford City & County Council	2.7	Liaise with the NTA to improve systems: - Bus frequency, relevant bus routes, bus stop facilities
Westmeath County Council	2.13	Explore sustainable transport solutions to encourage a modal shift, especially with regards to commuting, for example park and ride initiatives. This action will be progressed whilst having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites, local air quality and cultural heritage.
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	2.18	Safe Routes to Schools (SRTS). Continue to work with An Taisce Green Schools and the NTA to encourage as many pupils and students as possible in primary and post-primary schools to walk and cycle to school, having due regard to environmental sensitivities such as the receiving water environment, biodiversity, European sites local air quality, cultural heritage etc. Consider possibility of undertaking a 'No-Idling' campaign.
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	14 BET	Facilitate the planning and delivery of the Bus Connects and Bus Service Corridors to facilitate modal transfer to bus services on the N11 including the N11 Bus Corridor and the Park and Ride Infrastructure Strategy for facilities at the following locations: • Fassaroe, • Ashford / Rathnew • Kilpedder

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Table 2: DZ actions that cite the NTA as a Stakeholder

Local Authority	Action no	Action
Carlow County Council	DZ1.8	Implement and monitor a pilot anti-idling campaign to enable improvement in air quality
Laois County Council	3.2	Enhance permeability between housing estates for better connectivity.
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.
Waterford City & County Council	DZ 10.10	Maintain and promote the public bike scheme - liaise with the NTA on the extension of the scheme
Waterford City & County Council	DZ 10.17	Review of bus lanes in the city and extension as part of the Bus Connects programme
Waterford City & County Council	DZ 10.22	Reduce speed limit to 30kmph in the Metropolitan Area as specified in the Metropolitan Area Transport Strategy
Waterford City & County Council	DZ 10.30	Continue to work with the NTA to provide infrastructure for the bus network - the city bus network will be electrified and extended within this period with input from the Council
Wexford County Council	DZ BET3	Production of the Enniscorthy Area Local Transport Plan and identification of measures for implementation whilst ensuring the plan is: - Designed to mitigate potential environmental impacts associated with supported active travel infrastructure. - Support the carrying out of environmental/biodiversity enhancement during the active travel development process
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

**Oifig Réigiúnach um
Ghníomhú ar son na hAeráide
Rialtas Áitiúil**

Climate Action
Regional Offices
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