

Drew Hurley

From: Transport GCU <GeneralCo-OrdinationUnit@transport.gov.ie>
Sent: Tuesday 15 October 2024 16:20
To: variationdevplan@monaghan.ie
Cc: Drew Hurley; Adrian Hughes; Maeve McKearney; Toirleach Gourley
Subject: FW: Proposed Variation No. 6 of the Monaghan County Development Plan 2019-2025
Attachments: 20231020 Department of Transport submission LACAP (002).pdf
Follow Up Flag: Follow up
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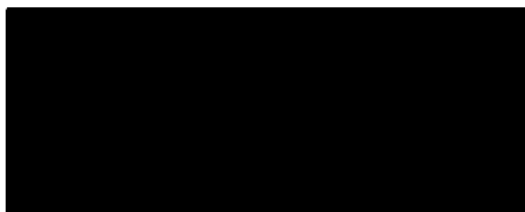
Good afternoon,

Thank you for contacting the Department of Transport in relation to Proposed Variation No. 6 of the Monaghan County Development Plan 2019-2025.

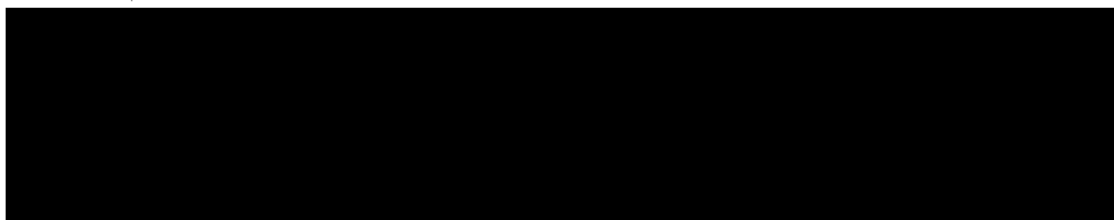
The Department has no observations to make at this point in time on the proposed variation.

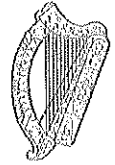
I have attached for your attention a submission from the Department of Transport containing guidance for Monaghan County Council in the drafting of their Local Authority Climate Action Plan, the contents of which are also applicable to County Development Plans.

Kind regards
Jacqui



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Re: Consultation on draft Local Authority Climate Action Plan

The Department of Transport welcomes the opportunity to make a submission in relation to the draft Local Authority Climate Action Plan

As highlighted in the Department of the Environment, Climate and Communications [Guidelines for Local Authority Climate Action Plans](#) published March 2023, Local Authorities have significant potential to directly support national climate action in the transport sector by taking both an inward (organisational) and an outward (community) focus, promoting and implementing sustainable mobility projects and services, and ensuring development aligns to the objectives for high-density settlement patterns and compact growth. Appropriate spatial and land use planning, including the delivery of transport infrastructure, has a critical role to play in encouraging people to switch from the private car to more sustainable modes of transport. Below are examples of ways in which the Local Authority Climate Action Plans can support national climate policy in the context of the transport sector:

- Local Authorities can lead by example in their organisations by decarbonising their own vehicle fleets.
- Local Authorities also have an important role in developing local area networks for EV charging infrastructure to meet the needs of their residents who cannot charge their vehicles at home, and, through the co-location of shared mobility services, to meet the needs of residents who don't own vehicles.
- Local Authorities have a key role in delivery of active travel programmes by expanding walking and cycling facilities in their areas, including shared mobility services, and enhancing the public realm to increase safety and connectivity for pedestrians and cyclists by retrofitting existing infrastructure and providing new infrastructure.
- Local Authorities can facilitate the integration of safe and convenient alternatives to the private car into the design of local communities in line with Transport Orientated Development principles and by prioritising walking and cycling accessibility to both existing and proposed developments.
- Local Authorities can support and advocate for change in travel behaviour amongst their communities through public engagement and community liaison activities.



The Transport chapter of the national Climate Action Plan 2023 (CAP23) includes a focus on the need for systemic action, at all levels of Government, in order to better integrate our planning and transport systems so that we can achieve the 50% emissions abatement target for the sector. The updated transport decarbonisation pathway has been informed by two core analyses of the Irish transport system undertaken over the past year:

- the OECD's Redesigning Irish Transport review, undertaken at the request of the Climate Change Advisory Council ([link](#)); and
- refreshed transport decarbonisation pathway modelling, undertaken by the National Transport Authority's modelling team and the Department of Transport ([link](#)).

In recognition of the OECD report's findings that the Irish transport system embeds car-dependency and increased emissions by design, the AVOID-SHIFT-IMPROVE (ASI) framework for transport sustainability has been applied to categorise all actions in CAP23, and to emphasise the crucial role of spatial and land-use planning in designing transport systems that can support our net-zero ambition.

The key performance indicators and targets outlined in the CAP23 Transport chapter are intended to illustrate the level of change required by 2030, including:

- a reduction of fossil fuel use in transport by 50%
- a reduction in total kilometres driven of 20%
- a reduced modal share of daily car journeys from 71% to 53%
- a 50% increase in daily active travel journeys; a 130% increase in daily public transport journeys; and a 25% reduction in daily car journeys
- a 30% shift of all escort to education car journeys to sustainable modes
- an EV share of total passenger car fleet at 30%, with 100% share of new registrations

In addition, Local Authority climate action plans also should recognise the continued need to identify additional measures to deliver the level of ambition required. This includes, amongst others, the identification and implementation of further road space reallocation opportunities, pedestrian and cycling enhancement plans as well as various demand management measures. In this context, there are several important policies regarding transport climate action (both mitigation and adaptation) of relevance to the development of Local Authority climate action plans, detailed below. These policies, as well as the CAP23 metrics for transport, should be reflected in Local Authority climate action plans as appropriate. Local Authorities should reference relevant supports that are being provided centrally in support of these objectives, and the specific actions proposed to deliver on these objectives.

1. Public Engagement & Project Acceptance Communications



The guidelines highlight responsibilities that Local Authorities have on climate action including in:

- Influencing sectors, business, communities, and individuals in the delivery of local climate action through the various functions and services provided, as well as using many regulatory levers and the sector's broader remit to enable, facilitate and support them; and
- Advocating for climate action by raising awareness, communicating, and engaging in open dialogues on climate related issues and responses.

To achieve Ireland's climate action ambitions in the transport sector and to support people in transitioning to sustainable mobility over private car use, there is a need to promote awareness and understanding amongst citizens of what is involved in the Avoid-Shift-Improve approach under Climate Action Plan 2023.

The delivery of sustainable mobility infrastructure projects will be critical to enable the required level of behavioural change and achieve a shift from private car use to sustainable travel. In the context of their climate action plans, Local Authorities should acknowledge their central role in influencing, and advocating for, climate action with respect to sustainable transport policy. For example, sustainable mobility project acceptance can be promoted in the context of climate action at a national level to enable individuals, and businesses to more clearly understand the connection between individual projects and national climate action policy.

There is also a need for increased awareness and clear messaging on the benefits of shifting away from private car use towards sustainable mobility. This includes environmental and climate change benefits but also benefits to individuals, families, communities, and businesses. Behavioural change campaigns and community engagement that encourage a modal shift to transport modes with zero or low carbon emissions, such as active travel (walking, wheeling, and cycling) and public transport, are a key part of the overall mix of solutions needed to meet our targets.

2. Smart and Sustainable Mobility Workshops / SMP "Accelerator" Workshop programme

The Sustainable Mobility 'Pathfinder Programme' includes 35 exemplar transport projects to be delivered by Local Authorities and agencies around the country within the next two years.

The projects are those selected following Minister Ryan's call to Local Authorities to submit their most innovative, transformative projects for public transport, walking and cycling in their areas – the projects that could make the greatest difference to people living in their counties.

The Smart and Sustainable Mobility Accelerator programme (SSMA) has been developed by the Southern Regional Assembly, Eastern and Midland Regional



Assembly and Northern and Western Regional Assembly. It was announced in October 2022 by the Department of Transport as one of the successful projects under the Pathfinder Programme and is being delivered by BABLE with a consortium of Irish and International experts.

The SSMA programme aims to increase knowledge, competencies, and understanding of sustainable and smart mobility at local and regional government levels through a comprehensive capacity building and mentoring programme, supporting the implementation of the National Sustainable Mobility Policy goals, at Local Authority level, for safe, green, people-centric and integrated mobility systems across Ireland.

The SSMA programme also includes the development of an online Sustainable Mobility Academy. This digital hub serves as a repository of knowledge, showcasing case studies, project outcomes, and ongoing advancements across all Local Authorities within each Region, specifically pertaining to active travel and sustainable mobility initiatives. It will enable Local Authority staff to seamlessly exchange insights, resources, and tools, thus smoothing the path toward sustainable mobility transformation. The programme will commence in September 2023 and run until the end of 2025.

3. Demand Management, Parking Policy, Air Quality and Sustainable Mobility

The Climate Action Plan 2023 (CAP23) sets out a target to reduce vehicle kilometres travelled by 20% by 2030. While the Department of Transport is preparing a National Demand Management Strategy to this effect, Local Authorities (LAs) will be responsible for the implementation of measures at a local level. As such, LAs should begin considering the types of measures that can reduce the number and length of journeys taken in their areas.

In this context and in advance of the new Strategy, which is expected to be published in 2024, Local Authorities are advised to review the Five Cities Demand Management Study, published in November 2021. This Study examined a wide range of measures to determine potential impact on reducing emissions, tackling congestion, and improving the air quality, and overall urban environment of the cities in question. The top five priority national measures identified in the study were: 15 Minute Neighbourhoods, Enhanced Delivery of the National Planning Framework (NPF), Healthy Streets Assessments, On-Street Parking Controls and Pricing and Mileage Based Vehicle Taxation.

Similarly, the Commission on Taxation and Welfare report 'Foundations of our Future', published in September 2022, recommended a number of measures including congestion charging; and additional duty on non-residential car-parking.



For Local Authorities, one of the measures that they have the ability to affect the most in the short to medium term is on-street and non-residential parking. CAP23 encourages the removal of free workplace parking, the increasing of public parking prices to align with market rates, and where it complements measures that prioritise pedestrianisation, active travel and public transport, the removal of on-street parking spaces. Local Authorities should, where possible, align their climate action plans to support delivery of the above objectives as well as paired objectives relating to clean air.

The Clean Air Strategy (CAS), published in April 2023, sets out national policy ambition in terms of air quality. It advocates for the alignment of our air quality requirements with those of the World Health Organisation (WHO) by 2040. This is expected to be very challenging to implement, particularly for LAs. By reducing emissions from transport and reducing the amount of vehicle kilometres travelled, this will have important co-benefits for air quality and the ambition of the CAS.

In support of the required transition in travel behaviours, the National Sustainable Mobility Policy (SMP), which was published in April 2022, sets out a strategic framework to 2030 for supporting a significant uptake in walking, cycling, and public transport journeys to help Ireland meet its climate obligations.

Originally targeted to deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil-fuelled cars by 2030, this ambition has since been superseded by updated targets in CAP23, namely a 50% increase in Active Travel journeys, a 130% increase in Public Transport journeys, and a 20% reduction in total vehicle kilometres travelled by 2030.

The SMP is accompanied by an action plan to 2025 which contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change actions to manage daily travel demand more efficiently and to reduce the journeys made by private car.

In addition to the large number of actions to be delivered at Local Authority level - such as new infrastructure for walking and cycling, including those projects being delivered under the Pathfinder Programme – the SMP specifically identifies Local Authorities as lead partners in the development of pedestrian enhancement plans, the implementation of local transport plans, and the delivery of metropolitan transport strategies.



In addition, Local Authorities will be closely involved in the delivery of a range of other actions in areas as diverse as enhanced road safety, the development and expansion of shared mobility services, and the continued rollout of enhanced local bus services. Local Authorities should therefore seek to ensure that their climate action plans are cognisant of and aligned with the above, both in terms of the overall targets of the SMP as amended by CAP23 (and future iterations of the CAP), including the specific actions identified for completion by 2025, and with any recommendations that may emerge from the forthcoming National Demand Management Strategy.

4. Active Travel Infrastructure

The provision of safe and accessible walking and cycling infrastructure is key to encouraging modal shift away from private car use and towards walking and cycling. The role of Local Authorities in the development of active travel infrastructure cannot be overstated, and the increase in the capacity of active travel teams has already helped to deliver hundreds of kilometres of new and improved cycling and walking infrastructure around the country. It is important that this capacity remains within the Local Authorities to continue the high level of delivery going forward, and the Department of Transport will work with the Department of Housing, Local Government and Heritage to provide the necessary supports to Local Authorities to ensure this remains the case.

It is critical that active travel infrastructure is implemented in a considered manner that has been informed by multi-criteria analyses that consider a range of factors including potential demand, safety, and social benefits. In this regard, two cycling strategies are due to be published in the coming months that set out a cohesive cycling infrastructure network. The National Cycle Network (NCN) sets out the inter-urban cycling network (approximately 3,500km) around the country linking urban centres and will include many existing and planned Greenway routes. Delivery partners will include TII, NTA and the Department of Transport in conjunction with the relevant Local Authorities. CycleConnects represents the intra-urban cycling network, which sets out routes within urban centres in each county and will be delivered by the NTA and the relevant Local Authorities. Extensive collaboration will continue between the relevant agencies and Local Authorities to ensure coordinated linkages between the intra-urban and inter-urban cycling plans ensuring a cohesive national network. These two strategies will inform future investment by Local Authorities in the coming years.

It is envisaged that the only cycling infrastructure projects suitable for progression outside of the NCN and the CycleConnects plans will relate to the development of scenic Greenways that do not qualify for inclusion within the NCN as they do not link urban centres of sufficient population density. While these projects are expected to be limited in number, the Department of Transport recognises and supports the wide range of benefits arising from Greenways, including their positive economic impact on local businesses, enabling increased physical activity that will benefit the health and wellbeing of users and supporting safe journeys to and from home, work, education and shops.



5. Road-space Reallocation, DMURS, Accessibility and Public Realm,

Decades of focus on dispersal of residential settlements, commercial zones, and workplaces in peripheral areas, instead of concentrating on central areas and locations served by public transport, has led to an over-reliance on the private car. Quality of life is key to attracting people to live in compact cities, towns and villages, and placemaking and accessibility are therefore critical in urban centres if we are to reduce the travel demand that we have today, in place of other increased active travel and pedestrianisation. Accessibility requires the creation of permeable paths and street networks that allow users to move through an area directly and via many different routes.

Road Space Reallocation

This can apply to both Urban and Rural roads and does not just relate to re-allocation for other transport use.

- From an urban perspective this can relate to the re-allocation to other uses such as for road safety, other uses such as cycling, walking etc or for public realm. DMURS is the principal design standard for all Urban Roads and is to be used in all cases except where a formal derogation has been granted by an oversight body such as TII, NTA or DoT (Regional and Local Roads Division).
- From a rural perspective it can relate to Quiet Lanes, e.g., using hard shoulders to support road safety or other uses such as cycling, walking etc. Specific guidelines are in development in relation to these, however designers should consider the tools in the TII Standards.

Design Manual for Urban Roads and Streets (DMURS)

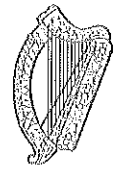
DMURS is the principal design standard for all Urban Roads and is to be used in all cases except where a formal derogation has been granted by an oversight body such as TII, NTA or DoT (RLR). Although DMURS is well developed, advice notes have been developed in a number of areas such as Nature based Drainage, junction tightening, etc. with further work is underway in relation to a re-allocating street-space and landscaping. gov.ie - Design manual for Urban Roads and Streets (www.gov.ie).

Accessibility

Local Authorities and designers need to be aware that it is a legal requirement that all new road related infrastructure should be fully accessible to all users. Measures to ensure this, should be embedded into designs from the outset.

Public Realm

Public realm can mean a range of uses for road/streets, other than for transport. This can include landscaping, public squares, verges, etc. Details of all approved guidelines



and standards can be found on the Government website at: - gov.ie - Guidelines and standards for roads, greenways and active travel (www.gov.ie). There are a range of transport and environment to the above such as for drainage, road safety, noise reduction, shade/cooling effects and emissions through lower traffic volumes/speeds.

6. Integrated Land Use and Transport Planning

The importance and role of integrated land use and transport planning in meeting our climate commitments should be addressed in the LA Climate Action Plan. Better integrated land use and transport planning, including transport orientated development, is a key objective in a number of national policies to help counteract dispersed settlements and facilitate more sustainable travel by active travel and public transport. One of the ten goals of the National Sustainable Mobility Policy is to better integrate land use and transport planning at all levels to support the National Strategic Outcomes of the National Planning Framework relating to compact growth, sustainable mobility and transition to a low carbon and climate resilient society. This is supported at metropolitan level through the metropolitan area transport strategies, where relevant.

At local level, the preparation of local transport plans, in consultation with the National Transport Authority and Transport Infrastructure Ireland, should set mode share targets in order to support a significant shift to active and sustainable modes and the reduction in private car trips in the short to medium-term.

7. Climate Adaptation

As set out in the statutory Transport Sectoral Adaptation Plan (2019), consideration and implementation of climate change adaptation measures for transport infrastructure and networks are necessary to enable continued services and maintained infrastructure. Such measures are also necessary to safeguard new assets from longer term impacts by ensuring that current design specifications will adequately address future infrastructure needs. Correspondingly, building long-term climate resilience should leverage potential for economic growth and social progress, and should align with and support Ireland's ongoing mitigation efforts to decarbonise the transport sector.

The Department of Transport welcomes the integration of climate change adaptation and mitigation considerations in Local Authority (LA) Climate Action Plans as a vital step towards building resilience to climate change impacts across all stages of Local Authority transport infrastructure planning, design and investment.

When revising and updating adaptation plans and actions for the new LACAPs, Local Authorities should consider the following relating to Transport infrastructure adaptation:



- Alignment with national Climate Action Plan adaptation actions for Transport infrastructure, including the potential for continued cross-sectoral collaboration (e.g. through CAROs) to support knowledge transfer and capacity-building;
- Consideration of the most recent approved statutory Transport Sectoral Adaptation Plan findings, recommendations and actions in the design, planning and investment of LA transport infrastructure including:
- identified climate risks to Transport infrastructure, and in alignment with Technical Annex B - Climate Change Risk Assessment of the national Guidelines for Local Authority Climate Action Plans;
- Adaptation of critical transport infrastructure in the Local Authority area to climate change impacts (including extreme weather events) to facilitate access to airports, ports, rail and transport hubs in the medium to longer term as well as through national emergency planning structures;
- The potential for LA Transport adaptation considerations and infrastructure to contribute to wider environmental co-benefits at local and regional level, such as decarbonisation, biodiversity, including through nature-based adaptation solutions;
- That LA climate mitigation actions, including those to support reductions in Transport-related carbon emissions do not give rise to maladaptation.

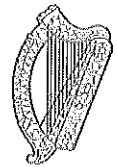
With specific reference to LA investment, spatial planning and assessment for roads:

- LAs should consult with the Climate Adaptation Strategy for Regional & Local Roads issued by the Climate Action Regional Offices in association with the Department of Transport in April 2023, for guidance and methodologies to assist the Local Authority Sector in protecting Regional and Local roads against climate change into the future. LAs should utilise the strategy to identify and map critical infrastructure routes and areas susceptible to climate-related impacts in conjunction with targeting investment in Climate Change Adaptation & Resilience.
- LAs also should take into account the TII Climate Adaptation Strategy and associated guidance for the national roads and light rail networks, which sets out TII's approach for adapting these networks to climate change.

8. EV Charging Infrastructure

The Department of Transport welcomes the preparation of a Climate Action Plan for Local Authorities. Fleet Electrification is the single biggest mitigation action across all CAP Sectors- 4.72MT CO₂ abatement.

The installation of EV infrastructure to facilitate the transition to EVs is an essential component of this transition. Local Authorities will be developing their EV Infrastructure



Strategies for 2025 to 2030 in the coming months which will be carried out in accordance with the

- National EV Infrastructure Strategy 2022- 2025
- National EV Charging Network Plan- En Route which was released for public consultation September 2023
- National EV Charging Network Plan - Residential and Destination (for public consultation Q1 2024)
- Alternative Fuel Industry Regulations

Those responsible for coordinating the preparation of the Climate Action Plan should ensure all related policy objectives and National and Local EV Infrastructure targets are adequately reflected in the Climate Action Plans

When developing 5-year Climate Action Plans, Local Authorities are requested to recognise the importance of the policies detailed above in supporting the achievement of Ireland's transport emissions targets, as well as the key role of Local Authorities in the delivery and implementation of those policies.

The Department of Transport is available to support in the ongoing development of these 5-year Climate Action Plans in relation to reducing transport emissions and remains available to offer advice and guidance at ClimateEngagement@transport.gov.ie.

Yours sincerely,

Caoimhín Ó Ciaruáin

Assistant Secretary

Climate Action and EU/International Affairs

An Roinn Iompair

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