



TRANSPORT





OVERVIEW

22.7 GWh

CONSUMED IN 2017 =
5,360 TONNES OF CO₂

980

VEHICLES IN
COUNCIL FLEET



TARGET



33%

IMPROVEMENT
IN ENERGY
EFFICIENCY
BY 2020



40%

REDUCTION
IN COUNCIL'S
GHG EMISSIONS
BY 2030

EXAMPLES OF MAIN ACTION TYPES

Converting Council fleet
to lower emission vehicles



Constructing segregated
cycleways and footpaths

Staff mobility
hub in Civic Offices



Expand bike
sharing schemes

Implementing or supporting
walking and cycling campaigns



Working with stakeholders
to improve bus routes

STAKEHOLDERS TO WORK WITH AND INFLUENCE

GENERAL
PUBLIC

COMMUNITY
GROUPS

NATIONAL TRANSPORT
AUTHORITY, RSA

ENVIRONMENTAL
AND INTEREST GROUPS

DUBLIN BUS, IRISH
RAIL, BUS ÉIREANN, LUAS

GOVERNMENT
DEPARTMENTS AND AGENCIES



“ Council will continue to work with its neighbouring local authorities and the National Transport Authority to achieve a doubling of all active travel and public transport trips and to halve private vehicle trips to Dublin by 2030.

- Dublin City Development Plan 2016-2022

Dublin City Council, through its own development plan strategy and policies, promotes the integration of land use and transportation, and works with a range of stakeholders to improve transportation in the City, and to encourage modal shift away from private cars to more sustainable transport methods.

For example, DCC is working with the National Transport Authority and its neighbouring local authorities to implement the *Greater Dublin Area Transport Strategy 2016-2035*, which sets out a strategic vision for transport in Dublin. With private car journeys currently accounting for 32% of the modal split, the Strategy aims to double trips made by walking, cycling and public transport, while significantly reducing private car journeys by 2030.

Other measures that DCC has taken to date to encourage more active and sustainable travel in the City are a reduction in speed limits to 30 km in certain areas and the introduction of traffic calming measures to improve the safety of the streets.

OPERATIONS

In 2017, Dublin City Council’s transport fleet consumed 22.7 GWh of energy, which amounted to 5,360 tonnes of CO₂. The Council has 980 vehicles in its fleet, which are broken down into 24 different vehicle types, including cars, vans, lorries and road sweepers.

As transport accounts for 12% of DCC’s overall energy use, the Council is steadily replacing the fleet with newer, more fuel efficient vehicles, including electric vehicles. DCC currently has three electric vehicles that can be used by staff and booked through an online system within the Council. A further 13 small electric vans have also recently been procured for use in the Council’s depots and DCC will aim to fully electrify its fleet by 2030.

The Council is also developing a smart mobility hub within the Civic Offices, which will give staff access to bikes, electric bikes and electric cars so that they can move efficiently from one Council building to another.

CASE STUDY



Smart Workplace Mobility Hub

There are approximately 1,500 staff members that work in Dublin City Council’s Civic Offices on Wood Quay. According to the Smart Travel Workplace Survey 2016, these 1,500 staff members use the following transport methods to get to and from work:

- Walk: 8%
- Cycle 15.5%
- Public Transport 38%
- Car 33%
- Motorcycle 2%
- Car-pooling 3.5%

There are currently 280 parking spaces in the staff car park in Wood Quay.

Through the 2018 call of the Smart Dublin SBIR Challenge, DCC and the SEAI (Sustainable Energy Authority of Ireland) are looking to test shared mobility options for staff through the piloting of a smart mobility hub that will include e-cars, e-bikes and push bikes, with the aim of promoting more sustainable travel.



Carbon Offsetting for Staff Flights

DCC has teamed up with Vita, which is an Irish overseas development agency providing African families with efficient stoves, solar lighting and clean water programmes to help them create food and energy.

These programmes reduce carbon emissions by over 60% and create saleable carbon credits, which Vita then sells on to organisations like Dublin City Council, that may not be obliged to offset their carbon footprint, but choose to do so in order to lead by example.

As the first local authority in Ireland to partner with Vita's Green Impact Fund, the Council was able to offset the carbon associated with its business flights in 2017, which amounted to 119 tonnes of CO₂. This initiative will be repeated by the Council on an annual basis.

PLANNING & PUBLIC REALM

Key to encouraging people to walk and cycle is the design of streets and the public realm. DCC is working to implement street design guidelines that make the streets more inviting and improve the public realm, by taking a corporate cross-departmental approach. Two important corporate plans - *Public Realm Strategy Your City Your Space 2012* and *The Heart of Dublin Public Realm Masterplan for the City Core 2016* - seek to improve the quality and experience of Dublin's public realm and to make Dublin a pedestrian-friendly City. DCC is also in the process of developing a public lighting master plan that will improve the ambiance and safety of streets for pedestrians, cyclists and drivers.

Traffic Calming Measures

Over the last decade, there has been a gradual lowering of speed limits throughout Dublin City and its suburbs, in order to reduce pollution levels and make the City safer and more enjoyable for cyclists and pedestrians to get around. The 30 kilometre speed limit currently applies to the north and south quays in the City Centre and all residential areas between the Royal and Grand Canals. Dublin City Council is now considering extending the 30 kilometre speed limit to all remaining suburbs within the Council's boundary. The Special Speed Limit Bye-Laws 2018 were accepted by the Council in May 2018 and were put forward for public consultation throughout June and July. In August 2018, DCC also launched a new publicity campaign with the Road Safety Authority to make citizens aware of the speed limits in their area and along the routes they travel, and to highlight the quality of life benefits for communities living in a 30 kilometre 'Slowzone' area.

Dublin City Centre Transport Study 2016

The Dublin City Centre Transport Study has been prepared in order to integrate the transport policies and proposals of DCC and the National Transport Authority (NTA) and inform an agreed framework for strategic investment in the City's transport system. The study relates directly to the policies and objectives set out in the DCC Development Plan and is guided by the *Transport Strategy for the Greater Dublin Area 2016-2035*. The study examines the issues relating to the management and movement of people and goods to, from and within Dublin City Centre, and proposes a series of specific measures and changes to the transport network in order to ensure that transport in Dublin can continue to function effectively and has the capacity to cater for the City's future growth.

Last Mile Delivery

Dublin City Council is currently planning to develop a number of delivery hubs that will enable trucks and vans to drop off goods at certain points instead of travelling all the way into the City Centre. Couriers will then collect the parcels from the hub and deliver them to locations in the City Centre using sustainable transport methods. This is part of a 'last mile delivery' initiative that aims to reduce traffic and pollution in the City Centre. It follows on from a successful pilot scheme involving the Council and the international delivery company UPS in the north inner City, which has removed 200 vehicle movements a day from the City Centre. The Council has drafted bye-laws to expand this scheme and recently carried out a consultation with businesses and potential operators.

To complement this initiative, the Smart Dublin programme has also launched an all-island joint SBIR challenge involving Dublin City and Belfast City Councils. Both cities are looking for ways to enhance the efficiency and effectiveness of these deliveries, reducing the number of goods vehicles in their respective urban centres, which, in turn, will improve air quality, noise pollution and road safety.

ACTIVE TRAVEL & BEHAVIOUR CHANGE

“ Less dependency on the private car for routine trips and replacement by public transport, walking and cycling will result in a reduction in consumption of non-renewable resources and CO₂ emissions, helping to meet national emission reduction targets. It will also bring health benefits. This is all the more important when we consider that the population of the inner City is expected to grow by over 40,000 by the year 2020.

- Dublin City Development Plan 2016-2022

Schools and Communities

Since 2010, DCC has been developing and implementing successful behavioural change programmes to encourage more sustainable forms of transport. For example, the safe routes to school scheme and the Green Schools programme, in partnership with An Taisce, are encouraging thousands of children and their parents to walk, cycle or scoot to school.

Cycling

Of the transportation modes that DCC can influence and shape, cycling has been the predominant focus. DCC has had immense success with the dublinbikes scheme and there is continuous demand to expand this programme, which will help to reduce emissions and provide more options for sustainable modes of transport.

DCC is also actively working to improve cycling infrastructure through the development of segregated cycle paths where possible, such as the Sutton-to-Sandymount Cycleway, Dodder Greenway, Royal and Grand Canal Cycleways and the Clontarf-to-City Centre Cycle Scheme. DCC will also work with relevant transport bodies and businesses to expand the availability of bicycle parking to enable people to cycle to and from key public transport nodes, such as the recent addition of the Drury Street bike parking facilities.

CASE STUDY

Hike It! Bike It! Like It! Drimnagh

Hike It! Bike It! Like It! Drimnagh was set up in 2011 in partnership with the Drimnagh Smarter Travel Community Campaign. It aimed to promote active travel to local schools and to the staff of Crumlin Children's Hospital.

The project has resulted in a 52% increase in people cycling to work or school in the Drimnagh area. Local schools have also recorded a large increase in the number of students walking to school, with almost 70% of students now travelling on foot each day.

The project was a finalist in both the 2013 Green Awards and the Excellence in Local Government Awards. It was also a winner of an international Energy Globe Award in 2016. Importantly, and due to its local success, DCC then expanded the programme city-wide in September 2017.

Council Bike Schemes

The Just Eat dublinbikes scheme is one of the most successful bike rental schemes in the world, with more than 66,000 subscribers and 25 million journeys since its launch in 2009. On its busiest day to date, (September 16th 2016) 18,041 journeys were made in one day. The scheme currently has 1,600 bikes available at 115 stations around the City. The scheme has been a huge success since its launch and this is partly down to the careful selection of the station locations, the high level of maintenance of the bikes, as well as the low annual fee.

In addition to the Just Eat dublinbikes, DCC launched a new stationless bike scheme in 2018

that made over 200 more rental bikes available in the City, with more planned for the near future. The scheme, which is operated by two Irish companies, Urbo and BleeperBike, differs to the dublinbikes scheme in that the bikes do not need to be picked up or dropped off at specific locations but must be returned to metal Sheffield stands located around the City. A user can locate a bike via an app, which unlocks the bike and completes the journey when returned to one of the stands.

The Council plans to eventually expand these services to outer suburban areas in the City, with BleeperBike already operating in other Dublin Local Authority areas.





Smart Dublin Cycling Challenge

The Smart Dublin cycling challenge was launched in 2016 to help improve cycling across Dublin using smart technology.

Five companies were selected to work on Phase 1 and received funding to research and demonstrate their solutions. Of the five companies, four were awarded further funding to pilot their solutions, which were:

- BikeLook, which monitors bicycle usage and deters and detects bicycle theft.
- Fluidedge, which allows cyclists to record actual or perceived obstacles to aid safe cycling in Dublin.
- A See.Sense ICON intelligent and connected bicycle light, which collects anonymised, crowd-sourced data such as road surface conditions, collisions and near-miss hotspot areas. 500 people in the Dublin Region took part in this pilot from September to December 2017 and this provided information on cycling habits not available before.
- Smartcharge, which aids cyclists in predicting the ease of a journey, improving safety along the way and creating a secure parking facility at the end of the journey.

Car Sharing

Dublin City Council supports car sharing and the expansion of car clubs across the City. Bye-laws regulating the licensing of car clubs were introduced in 2013. Two licenses have been issued to GoCar and YUKO Toyota Car Club.

GoCar

GoCar is Ireland's largest car sharing operator, with almost 500 vehicles across 15 counties, and has over 30,000 members. In the last three years, the operator has seen 600% growth in monthly journeys.

GoCar provides a convenient, cost-effective, and sustainable alternative to car ownership. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership and car dependency, congestion, noise and air pollution, and frees up land traditionally used for parking spaces.

Each GoCar replaces approximately 10-20 private cars, is environmentally friendly, and creates more liveable cities by encouraging people to sell their cars and only use a car when essential, while walking and using public transport more often too. International studies have also shown a reduction in the number of kilometres travelled per year of more than 60% for car-sharing users.



PUBLIC TRANSPORT

“ In order to ensure an efficient, reliable and effective bus system, it is intended, as part of the Strategy, to develop the Core Bus network to achieve, as far as practicable, continuous priority for bus movement on the portions of the Core Bus Network within the Metropolitan Area. This will mean enhanced bus lane provision on these corridors, removing current delays on the bus network in the relevant locations and enabling the bus to provide a faster alternative to car traffic along these routes, making bus transport a more attractive alternative for road users.

- Transport Strategy for the Greater Dublin Area 2016-2035, NTA

DCC will continue to work with the relevant transportation bodies (National Transport Authority, Transport for Ireland, Dublin Bus, Luas, Irish Rail, Bus Éireann, Road Safety Authority and private operators) to introduce measures to achieve modal shift and to make it easier for citizens to switch from one public transport system to another.

CASE STUDY

Canal Cordon Count

For over 20 years, DCC has been conducting its Canal Cordon Count, which is conducted between 7am - 7pm over a period of eight days. This exercise provides DCC with information on how people are travelling into and out of the City from 33 points along the Grand Canal and the Royal Canal. This allows DCC to assess the impacts of policies that affect the movement of people and its progress in achieving modal shift. The 2017 survey indicates that from 2006, inbound private car travel into the City Centre has decreased by 15%, while pedestrians have increased by 46%. The number of cyclists has increased by 157% in the same period^[29].





TRANSPORT

NO	ACTION	TIMEFRAME	LEAD DEPT(S)	INDICATORS	TARGET(S) IMPACTED
ACTIONS CURRENTLY BUDGETED					
OPERATIONS					
1	Develop strategy to convert fleet to low emission vehicles	2018 onwards	Environment and Transportation	Strategy produced	
2	Pilot more electric vehicles within Council fleet	Ongoing	Environment and Transportation	Report on pilot and plan for scaling up	
3	Conduct detailed study of staff modal split	2019 onwards	Environment and Transportation	Yearly survey	
4	Promote Cycle-to-Work Scheme to DCC staff	Ongoing	Environment and Transportation	# of staff availing of scheme	
5	Implement Smart Mobility Hub in Civic Offices	2019 onwards	Smart Dublin	# of staff using hub	
6	Carbon offset programme for staff flights	Ongoing	Environment and Transportation	Tonnes of CO ₂ offset	
7	Occupational driver training for fleet staff	2018 onwards	Fleet Management Services	# of staff trained	
8	Assess potential for using an e-mobile for real time air quality monitoring in the City Centre	2019	Environment and Transportation	Assessment report complete	
PLANNING & PUBLIC REALM					
9	Implement the measures outlined in the <i>Dublin City Centre Transport Study 2016</i>	Ongoing	Environment and Transportation	# of measures implemented	
10	Implement traffic calming programme	Ongoing	Environment and Transportation	# of traffic calming measures	
11	Expand 30 km/h speed limit zones to all residential areas of the City	2018 onwards	Environment and Transportation	# of residential areas with 30 km/h speed limit	
12	D30 public awareness campaign of speed limits in City	2018 onwards	Environment and Transportation	# of citizens engaged	
13	Regular maintenance of regional and local roads	Ongoing	Environment and Transportation	# of complaints regarding obstructions	
14	Rolling out last mile delivery eco hubs in the City Centre area	2019 onwards	Environment and Transportation	# of last mile delivery eco hubs established	
15	Develop 'last mile' delivery solutions, as part of SBIR challenge	2018 onwards	Smart Dublin	# of solutions trialled	



NO	ACTION	TIMEFRAME	LEAD DEPT(S)	INDICATORS	TARGET(S) IMPACTED
16	Phase I Pedestrian Zones (2016-2022): - Liffey Street - Mary Street - Talbot Street - Castle Street/Cork Hill - Barnardo's Square - Temple Bar Public Realm	2016-2022	Planning and Property Development	Schemes completed	
17	Phase II Pedestrian Zones (2023-2028): - Dame Street West - Lord Edward Street - Parnell Street - O'Connell Bridge - D'Olier Street - Lombard Street - Westland Row - Nassau Street - Aungier Street/ Valentine District - Merrion Square - Pearse Street - North Lotts - North Quays	2023 - 2028	Planning and Property Development	Schemes completed	
18	Phase III Pedestrian Zones (2029 and beyond): - South Quays - Tara Street - Parkgate Street	2029 onwards	Planning and Property Development	Schemes completed	
19	To investigate the introduction of traffic-free areas on sections of: - Drury Street - South William Street - Exchequer Court - Dame Court - Dame Lane retaining access for car parks and deliveries	2019	Planning and Property Development		
20	World Car Free Day	Annual	Environment and Transportation	Promotion of EU event	
21	European Mobility Week	Annual	Environment and Transportation	Promotion of events	
22	DCC to liaise with NTA on BusConnects programme	Ongoing	Environment and Transportation	# of meetings	
23	2 EV charging point trials in the Docklands	2019	Environment and Transportation, Smart Dublin	2 charging points installed	
24	Assessment of Council public car parks for trickle and rapid charge EV points	2019	Environment and Transportation	Assessment complete	



NO	ACTION	TIMEFRAME	LEAD DEPT(S)	INDICATORS	TARGET(S) IMPACTED
ACTIVE TRAVEL & BEHAVIOUR CHANGE					
25	Organise Pedestrian Days in areas with high footfall	2019 onwards	Environment and Transportation	# of pedestrian days held	
26	Identify and promote use of new routes on Hike It! Bike It! Like It! platform	Ongoing	Environment and Transportation	# of communities / areas involved	
27	Develop cycle network strategy	Ongoing	Environment and Transportation	Plan completed	
28	Dodder Greenway (Pedestrian and Cycle Improvement) - 7.5 km section	Ongoing	Environment and Transportation	Planning application approved	
29	4 km Clontarf-to-City Centre Cycle Scheme	2018 onwards	Environment and Transportation	Drawings of route completed	
30	Liffey Cycle Route	2018 onwards	Environment and Transportation	Review of route completed	
31	Fitzwilliam Cycle Route - 1 km route with upgrades for junctions	2019	Environment and Transportation	Consultant appointed	
32	Sandyford-to-City Centre Cycle Scheme - proposal and options for 9 km route	2018 onwards	Environment and Transportation	Report completed	
33	Royal Canal Phase 3 - 2.1 km two-way cycle track with pedestrian route	2018 onwards	Environment and Transportation	Tender issued	
34	Grand Canal Premium Cycle Route - 4.4 km addition to route linking Portobello to Blackhorse	2018 onwards	Environment and Transportation	Feasibility study completed	
35	Pedestrian and cycle bridges over the Royal Canal at North Wall Quay	2020	Environment and Transportation	Planning permission submitted	
36	Cycle Training Programme for 6th Class students / Pedal Power Labs	Ongoing	Environment and Transportation, Schools	# of students participating	
37	Emissions-linked parking charges in City Centre	2019	Environment and Transportation	# of parking spaces	
38	Increase number of public bike parking facilities	Ongoing	Environment and Transportation	# of parking spaces added	
39	Expand Stationless Bike scheme	Ongoing	Environment and Transportation	# of bikes available	
40	Expand dublinbikes scheme	Ongoing	Environment and Transportation	# of dublinbikes, # of locations	
41	Implement policy to increase modal shift to cycling	Ongoing	Environment and Transportation	# of additional cycle lanes provided, # of cordon count results	
42	DCC to host Velo City 2019	2019	Environment and Transportation	Event hosted	



NO	ACTION	TIMEFRAME	LEAD DEPT(S)	INDICATORS	TARGET(S) IMPACTED
43	Install pilot Electric Vehicle charging station at John Rogerson's Quay	2019	Environment and Transportation	EV charge point installed	
44	Assessment of Rediscovery Centre car park in Ballymun for trickle or rapid electric vehicle charging station	2019	Environment and Transportation	EV charge point installed	
45	Samuel Beckett Bridge segregated cycle lane	2019	Environment and Transportation	Segregated lane complete	

PUBLIC TRANSPORT

46	Sustainable transport hubs – various locations	2020	Environment and Transportation	# of hubs	
47	Develop bus routes including the Bus Connects programme	Ongoing	Environment and Transportation	# of routes	
48	Carry out Canal Cordon Count	Ongoing	Environment and Transportation	Results from count	
49	Implement policy to increase modal shift to public transport	Ongoing	Environment and Transportation	# of additional bus lanes provided, # of cordon count results	
50	Implement policy to give bus priority on core bus network	Ongoing	Environment and Transportation	# of bus priority junction interventions	

ACTIONS AWAITING BUDGET

51	Develop a strategy to promote car sharing	2019 onwards	Environment and Transportation	Strategy document developed	
52	Expand availability of EV charging points	Ongoing	Environment and Transportation	# of charging points	
53	Replace diesel hand sweepers/power washers with electric models	Ongoing	Waste Services	% reduction	
54	Dublin City Council to promote Mobility-as-a-Service (MaaS) initiatives in the City to increase active travel options	2020	Planning and Property Development	MaaS platform created	

EXAMPLES OF RELEVANT LEGISLATION/POLICIES/GUIDANCE

- Climate Action and Low Carbon Development Act 2015
- Design Manual for Urban Roads and Streets (DMURS)
- Dublin City Centre Transport Study 2016
- Dublin City Council Corporate Plan 2015-2019
- Dublin City Development Plan 2016-2022 (Policies CC4; MT01; MT7; MT8; MT9; MT10; MT14, MT20; SN29; SC1; SC3; SCO8; SCO9; SC19)
- Electric Vehicle Grant Scheme and VRT Relief
- Greater Dublin Area Transport Strategy 2016-2035
- National Cycle Policy Framework 2009-2020
- National Transport Authority's Permeability Best Practice Guide
- Public Realm Strategy - Your City Your Space 2012
- Public Transport Act 2016
- Smarter Travel: A New Transport Policy for Ireland 2009-2020
- The Heart of Dublin Public Realm Masterplan for the City Core 2016