



TRANSPORT





OVERVIEW

22.7 GWhCONSUMED 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 vehiclesConstructing segregated
cycleways and footpathsStaff mobility
hub in Civic OfficesExpand bike
sharing schemesImplementing or supporting
walking and cycling campaignsWorking with stakeholders
to improve bus routes

STAKEHOLDERS TO WORK WITH AND INFLUENCE

GENERAL
PUBLICNATIONAL TRANSPORT
AUTHORITY, RSADUBLIN BUS, IRISH
RAIL, BUS ÉIREANN, LUASCOMMUNITY
GROUPSENVIRONMENTAL
AND INTEREST GROUPSGOVERNMENT
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.

CASE STUDY

CERTIFICATION OF OFFSET

This is to certify that

Dublin City Council

Have offset the carbon emissions from the flights taken in 2017 - 119.28 tonnes of CO₂ - via Vita's Borehole Rehabilitation Project in Eritrea to make the flights CarbonZero

14th August 2018



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.

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.

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.

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

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. The Dublin City Transport Study sets out a number of individual scheme proposals that will provide a basis upon which to reconfigure the physical layout of the core City Centre area, thereby providing a basis for an enhancement of the public realm and facilitating the delivery of a core pedestrian network.

Air Quality

DCC is working in partnership with the EPA on expanding and enhancing ambient air quality monitoring in Dublin in accordance with the National Ambient Air Monitoring Programme. Data from all monitoring stations in the Dublin Region can now be viewed in real time on the EPA website at www.epa.ie/air/quality/data/. Further enhancements planned include improved communication and interpretation of air quality data on the Dublin City Council website.

SUSTAINABLE TRAVEL, INFRASTRUCTURE & 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

Partnerships, Community Engagement, Communication and Promotion

Partnerships

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. DCC will continue to seek new and expand on existing partnerships to encourage sustainable travel and safer travel behaviours.

CASE STUDY

Community Engagement

Dublin City Council will engage with local communities to develop a vision for the future of their neighbourhoods with a strong focus on local living, sustainable mobility and quality of life. 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.

Communications and Promotion

DCC will establish a portal dedicated to communication and promotion of active travel within existing platforms.

Cycle Network and Walking and Targets

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 a 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 accelerate the delivery of cycling and walking infrastructure with continuous segregation of vehicles and high levels of perceived safety. The Greater Dublin Area Cycle Network Plan has identified 471 kilometres of a possible cycle network for Dublin City. DCC will focus on the development of greenways, primary and secondary routes, while significantly improving the walking environment and creating opportunities for sojourning along the same corridors. There are 60 kilometres of segregated cycling tracks and pedestrian routes currently under planning and development for delivery over the next five years. Routes under planning and development include the Liffey Cycle Route, East Coast Trail, Dodder Greenway, Royal and Grand Canal Greenways and the Clontarf-to-City Centre.

Cycle Parking

Dublin City Council has drafted a strategy for the provision of public cycle parking throughout the City. Since 2018, 2,100 cycle parking spaces have been provided at 110 locations and a further 2,000 spaces are proposed to be installed in 2019 at over 120 locations. Further installations will be made to provide over 20,000 public parking spaces by 2030.

DCC will also work with relevant transport bodies and businesses to expand the availability of sheltered bicycle parking to enable people to cycle to and from key public transport nodes and strategic destinations such as the recent installations for Drury Street bike parking facilities. DCC will reassess cycle parking standards for developments as part of the review of the Dublin City Development Plan 2016-2022.

Upgraded Cycle Parking Facility Opens in Drury Street Car Park

A newly-expanded cycle parking facility was opened in Drury Street Car Park in June 2018. The newly expanded facility, which was funded with the support of the National Transport Authority, has a capacity for 332 bicycles, almost twice the capacity of the original facility that opened in the car park in 2009. During the upgrade of the cycle facility, new lighting and CCTV security cameras were installed and fire alarms and fire exits were upgraded. Also, for the first time in a cycle facility in Dublin city, a public bicycle maintenance area with basic tools will be provided and parking will be available for

cargo bicycles. The new secure cycling facility is free to use and it is open Monday to Thursday from 7am to midnight, Friday from 7am to 1am, Saturdays from 8am to 1am and Sundays from 10am to 7pm.

City Challenge – Walking and Cycling

DCC will embark on a City Challenge that seeks to generate interest in the development of cycling and walking infrastructure and to foster the development of creative and appropriate infrastructure and engagement solutions that are aligned with the Dublin context conditions. This will be carried out using the BETA framework.

CASE STUDY



Smart Dublin Cycling Challenge

Dublin City Council will seek smart solutions to mobility problems using the Smart Dublin programme. An example is the Smart Dublin cycling challenge, which was launched in 2016 to help improve cycling across Dublin using smart technology.

The challenge resulted in the development of 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, and a 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.



Council Bike Schemes

DCC has had immense success with the dublinbikes scheme and there is a continuous demand to expand this programme, which will help to reduce emissions and provide more options for sustainable modes of transport.

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, another bike sharing scheme, BleeperBike, is also successfully operating in the City. DCC launched the 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.

DCC will continue to monitor its performance and any expansions will take account of emerging business models for bike sharing. 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.

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.



RESEARCH AND INNOVATION

Participation in European Commission Research Programmes

DCC aspires to be a Future Cycling City and will collaborate with cycling cities such as Amsterdam, Copenhagen and Munich to learn and share experiences in the development and promotion of cycling infrastructure. DCC will collaborate with Transport for Greater Manchester and Edinburgh in benchmarking the City's status on sustainable mobility using EC Sustainable Urban Mobility Indicators. This collaboration will leverage on European Commission Programmes. DCC will also lead local innovation and research programmes and encourage citizens and business participation in the development and deployment of sustainable transport solutions.

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].

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.


















Dublin Bus Priority Traffic Light Management System

Dublin City Council provides city-wide bus priority via a Centralised Bus Priority application that, by monitoring the progress of buses in service through the City, provides bus priority by interfacing with the Traffic Signal Management System. This innovative, data-driven application provides a means of improving bus journey times and a quantifiable means of measuring the improvements to the bus service.



TRANSPORT

NO	ACTION	TIMEFRAME	LEAD DEPT(S)	INDICATORS	TARGET(S) IMPACTED
ACTIONS CURRENTLY BUDGETED					
OPERATIONS					
T1	Develop strategy to convert fleet to low emission vehicles	2018 onwards	Environment and Transportation	Strategy produced	
T2	Pilot more electric vehicles within Council fleet	Ongoing	Environment and Transportation	Report on pilot and plan for scaling up	
T3	Conduct detailed study of staff modal split	2019 onwards	Environment and Transportation	Yearly survey	
T4	Promote Cycle-to-Work Scheme to DCC staff	Ongoing	Environment and Transportation	# of staff availing of scheme	
T5	Implement Smart Mobility Hub in Civic Offices	2019 onwards	Smart Dublin	# of staff using hub	
T6	Carbon offset programme for staff flights	Ongoing	Environment and Transportation	Tonnes of CO ₂ offset	
T7	Occupational driver training for fleet staff	2018 onwards	Fleet Management Services	# of staff trained	
T8	Assess potential for using an e-mobile for real time air quality monitoring in the City Centre	2019	Smart Dublin	Assessment report complete	
SUSTAINABLE TRANSPORT MEASURES					
T9	Implement the measures outlined in the <i>Dublin City Centre Transport Study 2016</i>	Ongoing	Environment and Transportation	# of measures implemented	
T10	Implement traffic calming programme	Ongoing	Environment and Transportation	# of traffic calming measures	
T11	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	
T12	D30 public awareness campaign of speed limits in City	2018 onwards	Environment and Transportation	# of citizens engaged	
T13	Regular maintenance of regional and local roads	Ongoing	Environment and Transportation	# of complaints regarding obstructions	
T14	Rolling out last mile delivery eco hubs in the City Centre area	2019 onwards	Environment and Transportation	# of last mile delivery eco hubs established	
T15	Develop 'last mile' delivery solutions, as part of SBIR challenge	2018 onwards	Smart Dublin / Environment and Transportation	# of solutions trialled	
T16	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	Environment and Transportation	Schemes completed	

NO	ACTION	TIMEFRAME	LEAD DEPT(S)	INDICATORS	TARGET(S) IMPACTED
T17	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	Environment and Transportation	Schemes completed	
T18	Phase III Pedestrian Zones (2029 and beyond): - South Quays - Tara Street - Parkgate Street	2029 onwards	Environment and Transportation	Schemes completed	
T19	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	Environment and Transportation	Investigation complete	
T20	World Car Free Day	Annual	Environment and Transportation	Promotion of EU event	
T21	European Mobility Week	Annual	Environment and Transportation	Promotion of events	
T22	DCC to liaise with NTA on BusConnects programme	Ongoing	Environment and Transportation	# of meetings	
T23	2 EV charging point trials in the Docklands	2019	Environment and Transportation, Smart Dublin	2 charging points installed	 
T24	Assessment of Council public car parks for trickle and rapid charge EV points	2019 onwards	Environment and Transportation	Assessment complete	
INFRASTRUCTURE & BEHAVIOUR CHANGE					
T25	Organise Pedestrian Days in areas with high footfall	2019 onwards	Environment and Transportation	# of pedestrian days held	 
T26	Set up partnership and create a communications engagement and promotion platform	Ongoing	Environment and Transportation	# of communities / areas involved	 
T27	Develop cycle action plan: 471 km of possible network	Ongoing	Environment and Transportation	Plan completed	
T28	Dodder Greenway (Pedestrian and Cycle Improvement) - 7.5 km section	Ongoing	Environment and Transportation	Planning application approved	
T29	2.7 km Clontarf-to-City Centre Cycle Scheme	2018 onwards	Environment and Transportation	Scheme completed	
T30	Liffey Cycle Route (6.8 km)	2018 onwards	Environment and Transportation	Scheme complete	



NO	ACTION	TIMEFRAME	LEAD DEPT(S)	INDICATORS	TARGET(S) IMPACTED
T31	Fitzwilliam Cycle Route - 1 km route with upgrades for junctions	2019	Environment and Transportation	Scheme complete	
T32	Sandyford-to-City Centre Cycle Scheme - proposal and options for 9 km route	2018 onwards	Environment and Transportation	Report completed	
T33	Royal Canal Phase 3 - 7.5 km two-way cycle track with pedestrian route	2018 onwards	Environment and Transportation	Scheme complete	
T34	Grand Canal Premium Cycle Route - 4.4 km addition to route linking Portobello to Blackhorse	2018 onwards	Environment and Transportation	Feasibility study completed	
T35	Pedestrian and cycle bridges: - Pedestrian and cycle bridges for Blood Stoney - Pedestrian and cycle bridges for the Point - Dodder PT Bridge	-2020/2021 -2020 -2023	Environment and Transportation	Planning permission submitted	
T36	Cycle Training Programmes for 6th Class students / Pedal Power Labs*	Ongoing	Environment and Transportation, Schools	# of students participating	
T37	Feasibility of emissions-linked parking charges in City Centre	2020	Environment and Transportation	# of parking spaces	
T38	Increase number of public bike parking facilities*	Ongoing	Environment and Transportation	# of parking spaces added (2,000 by 2019, 20,000 by 2030)	
T39	Expand Stationless Bike scheme and add ebikes*	Ongoing	Environment and Transportation	# of bikes available (1,150 by end of 2019)	
T40	Expand dublinbikes scheme	Ongoing	Environment and Transportation	# of dublinbikes, # of locations	
T41	Implement policy to increase modal shift to cycling	Ongoing	Environment and Transportation	# of additional cycle lanes provided, # of cordon count results	
T42	DCC to host Velo City 2019	2019	Environment and Transportation	Event hosted	
T43	Install pilot Electric Vehicle charging station at John Rogerson's Quay	2019	Environment and Transportation	EV charge point installed	
T44	Assessment of Rediscovery Centre car park in Ballymun for trickle or rapid electric vehicle charging station	2019	Environment and Transportation	EV charge point installed	
T45	Samuel Beckett Bridge segregated cycle lane	2019	Environment and Transportation	Segregated lane complete	
T46	DCC aspires to be a Future Cycling City*	Ongoing	Environment and Transportation	# of collaborations	
T47	DCC will continue to seek new and expand on existing partnerships to encourage sustainable travel and safer travel behaviours	Ongoing	Environment and Transportation	# of partnerships	
T48	DCC will engage with local communities to develop a vision for the future of their neighbourhoods with a strong focus on local living, sustainable mobility and quality of life	2020	Environment and Transportation	# of engagements	
T49	East Coast Trail (10.8 km in DCC area)	2020	Environment and Transportation	Trail complete	
PUBLIC TRANSPORT					
T50	Sustainable transport hubs – various locations	2020	SMART Cities / Environment and Transportation	# of hubs	

* Please see Appendix IV for full action

NO	ACTION	TIMEFRAME	LEAD DEPT(S)	INDICATORS	TARGET(S) IMPACTED
T51	Support the development of bus routes including the Bus Connects programme	Ongoing	Environment and Transportation	Frequency of services	
T52	Carry out Canal Cordon Count	Ongoing	Environment and Transportation	Annual report complete	
T53	Implement policy to increase modal shift to public transport	Ongoing	Environment and Transportation	# passengers as % of modal share, # of cordon count results	
T54	Implement policy to give bus priority on core bus network	Ongoing	Environment and Transportation	# of bus priority junction interventions	

ACTIONS AWAITING BUDGET

T55	Develop a strategy to promote car sharing	2019 onwards	Environment and Transportation	Strategy document developed	
T56	The Council will undertake an assessment of the number of existing and potential future electric vehicle charge points in its jurisdiction and expand the availability	2020	Environment and Transportation	Study complete	
T57	Replace diesel hand sweepers/power washers with electric models	Ongoing	Waste Services	% reduction	
T58	Dublin City Council to promote Mobility-as-a-Service (MaaS) initiatives in the City to increase active travel options	Ongoing	Environment and Transportation	Number of Initiatives in place; number of service providers participating in improving mobility options	
T59	Create a baseline of sustainable urban mobility for Dublin in line with EC indicators	2020	Environment and Transportation	Baseline complete	
T60	INTERREG Building an Ecosystem to Generate Opportunities in Open Data (BE GOOD) project to promote the safe wellbeing of the City and improvements in public transport services	Ongoing	Environment and Transportation	Project complete	
T61	DCC is working in partnership with the EPA on expanding and enhancing ambient air quality monitoring in Dublin in accordance with the National Ambient Air Monitoring Programme	Ongoing	Environment and Transportation	Monitoring expanded	
T62	DCC is exploring the feasibility of carrying out an air quality status study in Dublin Port	2020 onwards	Environment and Transportation	Study complete	

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; MTO1; MT7; MT8; MT9; MT10; MT14; MT20; SN29; SC1; SC3; SC08; SC09; 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