



# TRANSPORT





### OVERVIEW

**4.6 GWh**  
consumed in 2017

=

**1,100**  
tonnes CO<sub>2</sub>

### 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



Delivering a County cycle and greenways network

Using mobile canteens for operational crews



Stationless bike scheme

Promoting a modal shift to active travel



Working with stakeholders to build out public transport routes

### STAKEHOLDERS TO WORK WITH AND INFLUENCE

GENERAL PUBLIC

COMMUNITY GROUPS

GOVERNMENT DEPARTMENTS

ENVIRONMENTAL GROUPS

DUBLIN BUS, IRISH RAIL  
BUS ÉIREANN, LUAS

NATIONAL TRANSPORT AUTHORITY



**The Council will seek to rebalance transport and mobility within the County by promoting ease of movement by sustainable modes (including walking, cycling and public transport) and freeing up road space for economic growth and new development.**

- County Development Plan 2016-2022

Transportation contributes to a significant amount of GHG emissions within the South Dublin area. In response to this and together with the National Transport Authority and neighbouring local authorities, SDCC has produced the *Greater Dublin Area Transport Strategy 2016-2035*, which sets out a strategic vision for transport in the Dublin Region, and builds on the Government's *Smarter Travel – A Sustainable Transport Future 2009 – 2020*. Both these plans aim to improve how people get to their destination.

Along with promoting sustainable transport, SDCC has reduced speed limits in residential areas and introduced traffic calming measures to improve the safety of the streets.

## OPERATIONS

South Dublin County Council's transport fleet is made up of 308 vehicles, which consumed 4.6 GWh of primary energy and accounted for 9% of the Council's total emissions in 2017.

To tackle this issue, an energy management system is due to be implemented to accurately monitor the overall consumption, and develop energy performance indicators to track the energy performance of the fleet. The Council could potentially see savings of approximately 5% (or 228 MWh and 55 tonnes of CO<sub>2</sub>) by implementing such an energy management system.

SDCC's Mechanical Section is embarking on a provisional replacement programme of vehicles that are coming to the end of their lifespan. This three-year programme will replace end-of-life vehicles with more up-to-date, energy efficient models. This may include the electrification of some of the Council's fleet, which could reduce fuel consumption by 254 MWh and 67 tonnes of CO<sub>2</sub>.

## PLANNING & PUBLIC REALM

**The Council is committed to ensuring that best practice urban design principles are applied to all new development, based on the principle that well planned and integrated housing, amenities, shops, employment and transport can dramatically enhance the sustainability, attractiveness and quality of an area.**

- County Development Plan 2016-2022

Key to encouraging people to walk and cycle is the design of streets and the public realm. SDCC is working to implement street design guidelines that make the streets more inviting and improve the public realm. The Council is also in the process of developing a public lighting master plan that will improve the ambiance and safety of streets for pedestrians and cyclists.

### CASE STUDY



Photo Source: Wikimedia Commons / Niaz

### Managing Traffic Flow

Improving traffic not only makes streets safer and makes it easier for people to get to their destination, but also reduces emissions. There are two systems used by South Dublin County Council to move people through the County - a Microprocessor Operated Vehicle Actuation (MOVA) system and the Urban Traffic Control (UTC) system known as SCOOT (Split Cycle Offset Optimisation Technique). MOVA has been installed at busy isolated junctions, and improves traffic flow by 7-9%. SCOOT covers 27 of SDCC's 150 junctions and has reduced travel times by 10-12%. Simultaneously, 30 new pedestrian and cycle crossings have been added in the last three years.



## ACTIVE TRANSPORT & BEHAVIOUR CHANGE



**There are opportunities to make walking and cycling more attractive, to increase the proportion of daily journeys undertaken on foot or by bicycle. This will also promote healthier lifestyles in keeping with Healthy Ireland (2013), the national framework for improved health and wellbeing published by the Department of Health.**

- County Development Plan 2016-2022

To encourage cycling, SDCC is actively working to improve cycling infrastructure and prioritise the safety of cyclists by developing segregated cycle paths where possible, such as the Dodder Greenway, and provide opportunities for road safety education. SDCC 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.

### CASE STUDY

#### Stationless Bikes

In 2017, BleeperBike and South Dublin County Council joined together to launch a pilot stationless on-street bicycle rental scheme. The BleeperBikes are located in areas in South Dublin such as Clondalkin, Tallaght, Rathfarnham, Lucan and Templeogue; their exact location can be pinpointed using a mobile phone app, which also unlocks the bikes. Bikes can be parked at a BleeperBike Station or left at the user's final destination.

### CASE STUDY

#### Belgard Walkway

The Belgard Walkway opened in June 2017 and is located between Belgard Road and Belgard Square East. The walkway makes it easier for people to walk between The Square Town Centre and Tallaght Village. In designing the walkway, the key priority of SDCC's Roads Department was the safety and comfort of pedestrians. Upgrading the lighting to LEDs has made the walkway safer at night, while the addition of trees and reconfiguration of the path has made it more welcoming.

## 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

SDCC 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) to introduce measures to achieve modal shift, and promote interchange between modes.



# TRANSPORT

NO	ACTION	TIMEFRAME	LEAD DEPT(S)	INDICATORS	TARGET(S) IMPACTED
<b>ACTIONS CURRENTLY BUDGETED</b>					
<b>OPERATIONS</b>					
1	Implement transport energy management system	2018 onwards	Environment, Water and Climate Change	System implemented	
2	Ongoing replacement of Council vehicles with more energy-efficient alternatives, including EVs	2018 onwards	Environment, Water and Climate Change, Mechanical Section	# of vehicles replaced	
3	Use mobile canteens with operational crews	2019	Environment, Water and Climate Change, Mechanical Section	# of canteens trialled	
4	Promotion of Cycle-to-Work Scheme to Council staff	Ongoing	Communications Section	# of staff availing of scheme	
<b>PLANNING &amp; PUBLIC REALM</b>					
5	Strengthen traditional villages by improving the public realm and sustainable transport linkages	Ongoing	Transport and Public Lighting	# of village improvement schemes	
6	Regular maintenance of regional and local roads	Ongoing	Transport	# of complaints regarding obstructions, blocked gullies, etc.	
<b>ACTIVE TRAVEL &amp; BEHAVIOUR CHANGE</b>					
7	Improve road safety at schools with additional school wardens	Ongoing	Transport	# of school wardens	
8	Organised walks to promote healthy lifestyles, i.e. Clondalkin Route	Ongoing	Communications, Environmental Awareness, Public Realm and Biodiversity	# of walks organised, # of people participating	
9	Develop cycle network strategy	Ongoing	Transport	Strategy developed	
10	Build out County Cycle Network	Ongoing	Transport	Kms of cycle routes added	
11	Development of cycle/pedestrian greenways	Ongoing	Transport	# of cycle /pedestrian greenway paths added	
12	Increase number of public bike facilities	Ongoing	Transport	# of bike facilities added	
13	Extend BleeperBike public bike scheme	Ongoing	Transport	# of bikes available in County	



NO	ACTION	TIMEFRAME	LEAD DEPT(S)	INDICATORS	TARGET(S) IMPACTED
<b>PUBLIC TRANSPORT</b>					
14	Facilitate the delivery of public transport routes	Ongoing	Transport	# km of routes added	
<b>ACTIONS AWAITING BUDGET</b>					
15	Cycle training programme for 6th Class students / pedal power labs	2020	Transport	# of students participating	
16	Pilot VMS on Naas road	2020	Transportation, NTA	Pilot established	
17	Expand availability of EV charging points in County	2020	Transport	# of charging points in County	

### EXAMPLES OF RELEVANT LEGISLATION/POLICIES/GUIDANCE

- Climate Action and Low Carbon Development Act 2015
- Design Manual for Urban Roads and Streets (DMURS)
- 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 Transport Act 2016
- Smarter Travel: A New Transport Policy for Ireland 2009-2020
- South Dublin County Council Development Plan 2016 -2022 (Policies CS2; H6; H10; TM2; TM3; TM6; UC3)