

**Chief Executive's Report on
Submissions Received to the
Dublin City Council Draft Climate Action
Plan 2024-2029 – Climate Neutral
Dublin**

December 2023

Environment and Transportation Department

Dublin City Council

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Item

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1 Introduction

1.1 Purpose of the Report

Dublin City Council has prepared a Draft Climate Action Plan 2024-2029. The Draft Plan sets out mitigation, adaptation and other climate action measures, to create a low carbon and climate resilient City. This is aligned to the Government's overall National Climate Objective, which seeks to pursue and achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy.

The Draft Plan includes a range of actions across the four foundations: A Resilient City, A Resource-Full City, A Creative City and A Social City.

Pursuant to Section 16 of the Climate Action and Low Carbon Development (Amendment) Act 2021, notice of the preparation of the **Dublin** City Council Draft Climate Action Plan 2024-2029, was given on Friday 15th September 2023. Submissions or observations with regard to the Draft Plan and Environmental Reports (Strategic Environmental Assessment and Appropriate Assessment) were invited for a period of just over 6 weeks, from Friday 15th September 2023 to Thursday November 2nd 2023, inclusive.

In accordance with the requirements of the Climate (Amendment) Act 2021, this Chief Executive's Report summarises and details the outcome of the Public Consultation process on the Draft Climate Action Plan, as follows:

- lists the persons, organisations or bodies who made submissions or observations on the Draft Climate Action Plan;
- summarises the issues raised by the persons, organisations or bodies in the submissions or observations;
- gives the response and recommendation of the Chief Executive to the issues raised; and
- outlines any proposed modifications to the Draft Plan, on foot of the Public Consultation process.

This Chief Executive's Report on Submissions Received is hereby submitted to the Elected Members of the Local Authority, for their consideration. The Elected Members have up to 6 weeks to consider this Chief Executive's Report, in accordance with the requirements of the Climate (Amendment) Act 2021. Elected Members will be briefed on the 10th January 2024 to provide an overview of the Chief Executive's Report and on the 12th February 2024 a Council Meeting of Dublin City Council will take place to decide by resolution, whether to:

- approve, or
- approve, subject to such modifications as they consider appropriate, the local authority climate action plan.

Within thirty (30) days of the approval of the final local authority Climate Action Plan by the Elected Members, the Council will publish the final plan. The Climate Action Plan shall have effect for a period of five years from the date on which it is approved by the Elected Members.

1.2 Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA)

An Environmental Report accompanies the Draft Climate Action Plan. The Environmental Report contains a detailed analysis of the Draft Climate Action Plan and how the implementation of the Plan would impact on its receiving environment. The Chief Executive's recommendations as set out in this report (including recommendations on the Environmental Authorities submissions detailed in Section X), have been assessed to determine whether they would have any significant impact on the environment. Taking into account the mitigation measures which have already been integrated into the Draft Plan, it is considered that the modifications proposed on foot of recommendations in this Chief Executive's Report, will not have any significant adverse effect on the environment.

In accordance with requirements under Article 6 of the EU Habitats Directive (92/43/EEC) the Draft Climate Action Plan and modifications proposed on foot of this Chief Executive's Report have been screened, to assess whether they would have a significant effect on one or more Natura 2000 sites. It is considered that the Draft Plan and modifications proposed on foot of the Chief Executive's recommendations, alone and in combination with other plans and projects, will not have any significant effect on any Natura 2000 sites.

The Elected Members shall give approval for the Climate Action Plan, only after having determined that the Plan shall not adversely affect the integrity of a European Site(s) in line with SI 477 (EU Birds and Natural Habitats) Regulations 2011, as amended.

1.3 Background to the Climate Action Plan

The Climate (Amendment) Act 2021 specifically requires all local authorities in Ireland to prepare and approve a Climate Action Plan, in consideration of wider national climate and energy targets, addressing both mitigation and adaptation measures. This is aligned to the Government's overall National Climate Objective, which seeks to pursue and achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. The Draft Plan demonstrates a coherent approach to climate action across the administrative and political structure of the local authority.

The Draft Climate Action Plan sets a clear pathway for **Dublin City Council** to:

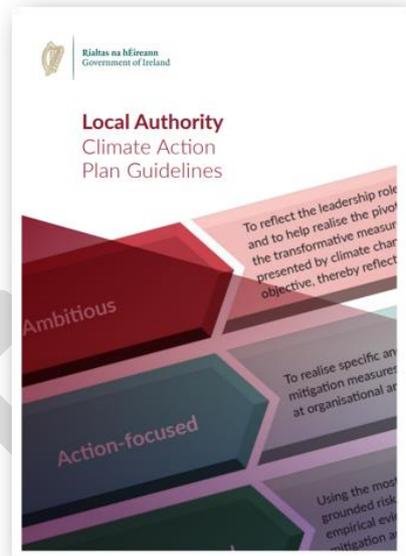
- actively translate national climate policy to local circumstances with the prioritisation and acceleration of evidence-based measures;
- assist in the delivery of the climate neutrality objective at local and community levels; and
- identify and deliver a Decarbonising Zone (DZ) within the local authority area to act as a test bed for a range of climate mitigation, adaptation and biodiversity measures in a specifically defined area, through the identification of projects and outcomes that will assist in the delivery of the National Climate Objective.

Received

The Draft Plan has been prepared in accordance with the [Local Authority Climate Action Plan Guidelines](#), developed in response to Section 16 of the Climate (Amendment) Act 2021, with the aim of supporting local authorities in both the content and preparation of their Local Authority Climate Action Plans. The Guidelines were issued by the Department of Environment, Climate, and Communications in March 2023.

The Draft Plan sets out how **Dublin** City Council will be responsible for enhancing climate resilience, increasing energy efficiency and reducing greenhouse gas emissions, across its own assets, services and infrastructure, to which it is 'fully accountable' for, whilst also demonstrating a broader role of 'influencing', 'coordinating and facilitating' and 'advocating' for other sectors, to meet their own climate targets and ambitions.

This is necessary to ensure that the environmental, social and economic benefits that come with climate action, can be fully realised. The Council will also continue its efforts in rolling out ambitious climate action projects, drawing down available sources of funding, pursuing citizen and stakeholder engagement, all supported by a progressive policy framework.



2 The Public Consultation Process

2.1 Outline of the Public Consultation Process

In accordance with the provisions of Section 16 of the Climate (Amendment) Act 2021, the Draft Climate Action Plan underwent statutory public consultation, from Friday 15th September 2023 to Thursday 2nd November 2023, inclusive.

The Climate (Amendment) Act 2021 states, that in making the local authority climate action plan, a local authority shall:

- (a) consult and co-operate with adjoining local authorities;
- (b) consult with the Public Participation Network in the administrative area of the local authority and such other persons as the local authority considers appropriate;
- (c) co-ordinate, where appropriate, with adjoining local authorities in relation to the mitigation measures and adaptation measures to be adopted;
- (d) consider any significant effects the implementation of the local authority climate action plan may have on adjoining local authorities; and
- (e) consider any submissions made to it by an adjoining local authority.

The Act also states that a local authority shall, before making a local authority climate action plan:

- (a) publish, in such manner as the local authority considers appropriate, a draft of the proposed local authority climate action plan,
- (b) publish a notice on the internet and in at least one newspaper circulating in the administrative area of the local authority inviting members of the public and any interested parties to make submissions in writing in relation to the proposed local authority climate action plan within such period (not exceeding two months from the date of the publication of the notice) as may be specified in the notice, and
- (c) have regard to any submissions made pursuant to, and in accordance with, a notice under paragraph (b).

2.2 Key Elements of the Public Consultation Process

The Draft Climate Action Plan public consultation process involved the following key elements:

Newspaper Public Notice: Published in The Irish Times on 15/09/2023 (English), and _____ on _____ (Irish)

Online Public Notice: <https://www.dublincity.ie/news/dublin-city-council-publishes-draft-climate-action-plan-published-on-15/09/2023>

Online Submission Platform: <https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029>

Bus Shelters: Campaigns 25/09/2023 – 08/10/2023 and 09/10 – 22/10/2023

Digipanel: Campaigns 25/09/2023 – 08/10/2023 and 09/10 – 22/10/2023

Radio: News Talk, FM104, Radio Na Life, Q102, Spin 103 from 14/10/23 to 28/10/23, 42 times per day

Media Articles:

- <https://lovindublin.com/news/dcc-climate-action-plan>
- <https://www.dublincity.ie/news/last-chance-make-difference-public-consultation-dublins-climate-action-plan-ends-soon>
- <https://dublingazette.com/dublinlocalmatters/news/have-your-say-on-climate-action-343452/>

Social Media: Please see planned content in the appendices, which was published across the DCC corporate social media channels. Please note additional posts were published as required throughout the public consultation period outside of planned content.

Adjoining Local Authorities: Were advised of the public consultation and invited to submit responses. None were received.

Prescribed Bodies:

- Environmental Protection Agency
- Department of Housing, Local Government and Heritage
- Department of Agriculture
- Department of Environment, Climate and Communication

PPN Engagement: Were advised of the public consultation and invited to submit responses via email and invited to attend events.

2.3 Public Information Events

During the public consultation period, a number of Public Information Events took place as follows:

- 15th September Bolton St College – Workshop with students – 29 Attendees
- 19th September Central Library – Workshop – 7 Attendees
- 26th September Kevin Street Library – Information Stand – Sustainable Goals Evening
- 2nd October Ballymun Library – Information Stand
- 4th October Kevin Street Library – Information Stand
- 6th October Drumcondra Library – Information Stand
- 9th October Sean O'Casey Centre, Eastwall – Information Stand
- 10th October Rathmines Library – Information Stand
- 11th October Cabra Library – Information Stand

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- 12th October Ballyfermot Library – Information Stand
- 16th October DCU St Patrick's Campus – Workshop with Students – 30 Attendees
- 18th October TUD – Talk with students from Vierick University in Netherlands
- 19th October DCU St Patrick's Campus – Workshop with students – 30 Attendees
- 20th October Trinity College – Information Stand
- 25th October Public Service Transformation week – Talk
- 25th October Ringsend Library – Information Stand
- 26th October Finglas Library – Information Stand

2.4 Engagement with Key Stakeholders and Young People

Three workshops were held with third level students. Students were guided through a workshop format that followed the online portal submission form. In groups students discussed their vision for Dublin in 2030 and the actions that would be necessary to realise their visions. Issues raised by students were similar to those raised by submissions received online. Several students highlighted the importance of connectivity to other parts of Ireland, this led to a discussion of the remit of local authorities and the role of local authorities in implementation of National Policy with the students.

3 Details of the Submissions

3.1 Introduction

A total of 88 valid submissions and observations were received, the breakdown of which is as follows:

Submission Type	Number
Online Portal Submissions	58
Posted / Handed Submissions	0
Email Submissions	27
Workshops	3
Total Submissions	88

Table 1 Submissions Summary

All valid submissions and observations were read, analysed and summarised. An overview of issues raised is provided in Section 3.3. The summary of issues raised, together with the Chief Executive's (CE) response and recommendations, is contained in Section 4.

Note: The headings relating to the categorisation and summary of issues raised, together with the Chief Executive's response and recommendations, follows that of the headings of the Draft Climate Action Plan document.

3.2 List of Persons, Organisations and Bodies who made Submissions

Appendix I lists the persons, organisations and bodies that made written submissions. Each submission has been assigned an independent reference.

3.3 Summary of Issues Raised in Submissions

There were 88 valid submissions and observations received for the **Dublin** City Council Draft Climate Action Plan – Climate Neutral Dublin; these were read, analysed and summarised. Broad issues were identified from the submissions and observations received. Full summaries of all of the issues raised in the submissions and observations are set out in Section 4, together with the responses and recommendations of the Chief Executive. Issues have been summarised under the relevant chapter, subsection or appendix heading in Section 4.7 of this report.

3.4 Chief Executive's Responses and Recommendations

The Chief Executive has prepared a response and recommendation under the relevant Section 4.7 of the Draft Climate Action Plan. The listing and format of the categorisation, summary and responses to issues raised, follows the document structure of the Draft Climate Action Plan.

This Chief Executive report examines issues raised in the submissions and observations, in the context of their relevance to the purpose and scope of the Draft Climate Action Plan, seeks to incorporate new/additional provisions where they are relevant to the purpose of the Plan, its implementation and do not have a negative impact on the broader environmental considerations of the area.

In the interests of clarity, issues raised in submissions and observations that:

- do not sit within the scope of the Draft Climate Action Plan;
- go beyond its scope but lie within the scope of the local authority;
- go beyond the functions of the local authority; and/or
- are not directly related to the provisions of the Draft Plan or climate actions,

will be subject to general commentary where appropriate and may not be considered further to help inform the provisions or actions of the final Climate Action Plan.

Among the issues specifically not addressed, commented on or responded to in this report, include matters relating to planning applications, development sites or specific local authority projects undertaken. Such matters are best addressed under the various planning processes including development management, forward planning etc. Matters that are considered helpful to frame future policy will be considered, where such considerations do not undermine the integrity of the functions and processes stated above.

3.5 Structure of Proposed Modifications to the Plan

Amendments to the text of the Draft Climate Action Plan are identified by their location within the Draft Plan i.e. Section 1 Executive Summary.

As stated in Section 3.4.2 of the Local Authority Climate Action Plan Guidelines, 'a modification in this instance is an alteration that is considered non-material and does not compromise the integrity of the plan-making process to that point or the SEA and AA processes that have informed the plan' (Government of Ireland, 2023).

Furthermore, given the statutory twelve (12) month duration of the Plan making process, as set out in Section 16 of the Climate (Amendment) Act 2021, material amendments after the public consultation phase, is not provided for under the legislation.

Non-material modifications to the text of the Draft Climate Action Plan are shown in **green text**, for example:

The implementation, monitoring and future updates of the local authority Climate Action Plan will be consistent with and have regard to the national Climate Action Plan

Deletions to the text of the Draft Climate Action Plan are shown in **red text with strikethrough**, for example:

~~The Council shall adopt the following actions in regard to domestic waste.~~

4 Categorisation, Summary and Responses to Issues Raised

All 88 valid submissions and observations were read, analysed and summarised. The report takes the following format to address issues raised in the submissions and observations received.

4.1 Submissions from Prescribed Environmental Authorities

Submission	Submission Summary	CE Response and Recommendation
Environmental Protection Agency	<p>The submission outlines the following:</p> <ul style="list-style-type: none"> • Need to ensure that there are sufficient suitable monitoring networks that are maintained and producing high quality data at an appropriate resolution, to allow decision makers to adapt. • Monitoring data gathered provides validation of the climate change modelled projects, allowing future planning to bolster flood defence or have more adaptive water supplies in response to climate change. • Consider EPA's Climate Change in the Irish Mind report. • Suggest that the Plan include a specification to carry out Implementation Monitoring to ensure that progress achieving the actions and 	<p>CE Response:</p> <p>The EPA submission is welcomed in relation to recommendations for monitoring networks and data. The issues have been noted and our implementation actions include an approach for addressing these. As such we welcome the EPA's emphasis on this.</p> <p>Further DCC is actively engaging with the EPA and participating in relevant discussions to ensure alignment, and coordination.</p> <p>DCC acknowledges the importance of monitoring and has proposed the implementation actions to ensure progress.</p> <p>In relation to the SEA / AA processes the responses are included in Appendix III.</p> <p>CE Recommendation</p> <p>No change to the Draft Plan</p>

	<p>measures across the Plan is being monitored and reported on.</p> <ul style="list-style-type: none"> • SEA should also assist in identifying ways to maximise the potential co-benefits of climate-related measures for air quality, human health, biodiversity, water quality and other interrelated areas. 	
<p>Department of Housing, Local Government and Heritage</p>	<p>The submission outlines concerns in relation to Actions RF1.2, OS25 and EP32.</p> <p>In relation to RF1.2 concerns have arisen in relation to the potential increase in footfall to Bull Island, the siting of the project in a flood zone.</p> <p>In relation to OS25 and EP32 clarity is sought on the relationship to the Discovery Centre.</p> <p>Recommendation is to omit RF1.2</p> <p>In relation archaeology recommendations include identify heritage assets that are at risk, and develop responses accordingly</p>	<p>CE Response:</p> <p>The Department of Housing, Local Government and Heritage submission is welcomed. Acknowledging the concerns in relation to action RF1.2 Dublin City Council views the centre as a key in drawing attention to the need to protect and conserve the sensitive habitat. The Discovery Centre will promote responsible behaviour and stewardship within the local community. The Discovery Centre will be the hub for this one-on-one engagement with locals and visitors alike. At present the absence of such a facility to inform and foster appreciation for sensitive habitats is allowing the current adverse behaviours highlighted by the Department's submission to persist. In the broader context of the Dublin Bay Biosphere work programme, which is a partnership between Failte Ireland, Dublin Port, Fingal County Council, Dun Laoghaire Rathdown County Council and Dublin City Council, the Discovery Centre plays</p>

		<p>a role in delivering on our shared objectives of creating employment that supports emerging social enterprises, especially those in eco-tourism.</p> <p>In relation to the SEA / AA processes the responses are included in Appendix III</p> <p>CE Recommendation No change to the Draft Plan</p>
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Table 2 Prescribed Environmental Authorities

4.2 Submissions from Adjoining Local Authorities

No submissions were received from adjoining local authorities

4.3 Submission from the National bodies

Submissions were received from the several national government departments and bodies with national remits.

4.3.1 Submission from the Department of the Environment, Climate and Communications

Submission	Submission Summary	CE Response and Recommendation
Department of the Environment, Climate and Communications	The submission was an acknowledgement of the drafting of the climate action plan	<p>CE Response: The Department of the Environment, Climate and Communications submission is welcomed</p>

		CE Recommendation No change to the Draft Plan
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Table 3 Department of the Environment, Climate and Communications

4.3.2 Submission from the Department of Transport

Submission	Submission Summary	CE Response and Recommendation
Department of Transport	<p>The submission outlines at a high level without specific reference to actions within the draft climate action plan recommendations under the following categories:</p> <ol style="list-style-type: none"> 1. Public engagement and Project Acceptance Communications 2. Smart and Sustainable Mobility Workshops 3. Demand Management, Parking Policy, Air Quality and Sustainable Mobility, 4. Active Travel Infrastructure 5. Road-space Reallocation, DMURS, and Accessibility and Public Realm. 6. Integrated Land-use and Transport Planning 7. Climate Adaptation 8. EV Charging Infrastructure 	<p>CE Response: The Department of Transport submission is welcomed. Dublin City Council recognises the key role we play in moving people around the city on a daily basis to meet friends, attend places of education, employment and worship and for leisure. As such, the recommendations provided by the DoT have been addressed in the plan, specifically under the Social City Foundation and under our operation and service delivery actions. Actions here address all issues raised. Further, we have included actions that specifically address the necessity for adaptation under our A Resilient City Foundation. DCC welcomes the offer of the Department to support the delivery of the actions, and note that safety is a key challenge and therefore urge the Department of Transport to engage actively with the</p>

	<p>The submission states that 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 delivery and implementation of those policies</p>	<p>Department of Justice to create and enforce laws that protect vulnerable road users.</p> <p>CE Recommendation No change to the Draft Plan</p>
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Table 4 Department of Transport

4.3.4 Submission from Health Services Executive

Submission	Submission Summary	CE Response and Recommendation
<p>Health Services Executive</p>	<p>The submission recommends a strong emphasis on health and well-being – specifically with the addition of “people living in the city are happy and healthy”.</p> <p>Further that the plan is inclusive as per SDG 3 that the plan “ensures healthy lives and promotes well-being for all at all ages”</p> <p>Submission provides recommendations under each foundation; such as A Resilient City it is recommended that the application of Disaster Risk Reduction in line with the UN International Strategy on Disaster Risk</p>	<p>CE Response: The Health Services Executive submission is welcomed and appreciated for the thoroughness and consideration given.</p> <p>The recommendations provided will be integrated into the final plan where appropriate as well as in the implementation of the plan.</p> <p>CE Recommendation Amendments based on recommendations specifically in relation to:</p>

	<p>Reduction and application of the Sendai Framework.</p> <p>Key points are for health to be at the core of the plan to not only promote and protect health for present and future generations but deliver on the opportunities for health gain from climate action.</p> <p>Engagement with communities to deliver 'climate literacy' to build hope that we can do something (helping to combat climate anxiety) and to build resilience in our people in tandem with building resilient infrastructure.</p> <p>Adaptation priorities should be based upon comprehensive Climate Change Risk Assessment. It should be stressed that Adaptation priorities should respond to all types of hazards and not just severe weather events. Reference should be made to the Dept. of Health Adaptation plan 2019-2024, which is to be updated in 2023 to help determine actions that affect public health, for example providing shade or sun protection personal protective equipment for outdoor council staff may be an action to combat the increasing incidence of skin cancer in Ireland.</p> <p>Be wary of maladaptation. Some adaptation measure can be harmful (unintended and</p>	<ul style="list-style-type: none"> • increasing the prominence of health at the core of the plan and opportunities to deliver on health gain, • Climate Readiness Toolkit the addition of indicators, • Addition of text to align with SDG 3, especially in relation to Age Friendly and inclusiveness. • Application of Sendai Framework
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	<p>negative impact) and the plan must assess the potential harmful effect on population health. For example, some efforts to enhance biodiversity may support the proliferation of disease transmitting vectors or take away informal play spaces for children.</p>	
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Table 5 Health Services Executive

4.3.5 Submission from Inland Fisheries Ireland

Submission	Submission Summary	CE Response and Recommendation
<p>Inland Fisheries Ireland (IFI)</p>	<p>The submission recommends to ensure that the impacts from climate change do not interfere with the aquatic environment, it is essential that those areas adjacent to waterways (riparian buffer zones) are managed in a manner which will lessen impacts to these habitats. IFI encourages the use of soft engineering solutions. IFI raised concerns and the need for a water abstraction register to be maintained by the local authority. Roads drainage is raised as a concern, IFI recommends that adequate attenuation measures are in place and petrol interceptors, constructed wetlands, and swales should be employed where appropriate</p>	<p>CE Response: The Inland Fisheries Ireland submission is welcomed. In the City Development Plan Dublin City Council has considered space for rivers, through the inclusion of riparian buffer zones policy. This was included based on the recognition from research and practice, that has led to DCC prioritising nature based solutions first in preparing for flood risk, and managing water run-off, while having benefits for air quality, water quality, biodiversity and health and well-being. DCC has also published SuDS guidelines that set out water management in the urban context with the use of bioswales.</p>

	to reduce pollutants from the road entering water courses.	CE Recommendation No change to the Draft Plan
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Table 6 Inland Fisheries Ireland

4.3.6 Submission from Irish Green Building Council

Submission	Submission Summary	CE Response and Recommendation
Irish Green Building Council	<p>The submission outlines the importance of including life cycle costing and green public procurement to ensure a whole systems approach to retrofit and building climate resilient housing.</p> <p>The submission recommends that DCC's adaptive re-use programme should share key learnings with industry. This programme would also be supported by improved data capture on vacancy.</p> <p>It is suggested that financial incentives be introduced to support re-use and low carbon development of buildings that follows circular economy principles.</p> <p>IGBC notes their work on construction material exchange to enable a circular economy in the construction sector.</p>	<p>CE Response:</p> <p>The Irish Green Building Council's submission is welcomed. DCC is actively using life cycle costing and green public procurement, and is seeking to ensure that this is standard practice across the organisation in all projects.</p> <p>DCC welcomes the advice to use projects as an opportunity to share learnings. DCC is aware of the importance of communication to demonstrating our leadership role and will seek to share our experiences actively.</p> <p>Financial incentives are unfortunately not within the remit of the local authority. However, through our participation in the EU Mission for 100 Climate Neutral and Smart Cities we will explore options in this area with National Government as we develop our investment plan.</p> <p>In relation to circular economy in the construction sector, DCC has been exploring</p>

	<p>In relation to the Decarbonising Zones it is recommended that the strategies be ambitious and seek to share learnings actively.</p> <p>IGBC also highlights the concept of sponge cities, which sees the increase deployment of NBS.</p>	<p>the ways to better support the sector and will continue to take into consideration the experience of IGBC and industry.</p> <p>NBS is vital and a priority in retrofit projects.</p> <p>CE Recommendation No change to the Draft Plan</p>
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Table 7 Irish Green Building Council

4.3.7 Submission from Rediscovery Centre

Submission	Submission Summary	CE Response and Recommendation
Rediscovery Centre	<p>The submission is supportive and highlights opportunities for strengthening the CAP. Specifically, in relation to embedding circular economy principles and ensuring that Green Public Procurement are applied to all projects.</p> <p>The submission recommends the application of the Designing our Public Services principle provided by the Government of Ireland</p> <p>Submission also highlights the need for investment, operational supports and incentives to deliver.</p>	<p>CE Response: The Rediscover Centre's submission is welcomed. DCC is actively using life cycle costing and green public procurement, and is seeking to ensure that this is standard practice across the organisation in all projects, and ensuring that we are a leader in circularity.</p> <p>DCC is participating in the EU Mission for Cities and is using this opportunity to transform how we engage with citizens and deliver services, in addition to following guidance from national government.</p> <p>DCC recognises that support is needed to deliver on our CAP and is working to address this gap.</p>

		<p>CE Recommendation No Change to the Draft Plan</p>
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Table 8 Rediscovery Centre

4.4 Online Portal Submissions

In total there were 75 responses submitted via the online portal, of these 59 of these submissions were deemed valid.

A review of the submissions indicates a high level of support for the draft climate action plan. In general respondents indicated that the plan broadly aligned with their vision of Dublin City in 2030. A detailed table of responses can be found in Appendix I.

4.4.1 Submission to Question: What is Your Vision of Dublin City in 2030

Summary of Submissions	CE Response and Recommendation
<p>Broadly, responses submitted presented a vision of Dublin City in 2030 that is aligned with the vision stated in the draft CAP. Notable were asks for:</p> <ul style="list-style-type: none"> • Increased green spaces • Less cars • Play spaces • People oriented development • Better public transport • A vibrant arts scene • Health and well-being as the focus • Renewable energy generation • Congestion charges • Living above the shop 	<p>CE Response: DCC welcomes the online submissions and the visions of Dublin in 2030 submitted by members of the public. The submissions are an affirmation that the public supports the vision and mission of the plan.</p> <p>CE Recommendation No change to the Draft Plan</p>

<ul style="list-style-type: none"> Leisure facilities 	
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Table 9 What is Your Vision of Dublin City in 2030

4.4.2 Submission to Question: How do the actions proposed in "Foundations and Connecting Actions" support your vision of Dublin?

Summary of Submissions	CE Response and Recommendation
Majority of submissions noted that the actions support their vision.	<p>CE Response: DCC welcomes the online submissions and the visions of Dublin in 2030 submitted by members of the public. The submissions are an affirmation that the public supports the actions to deliver on the vision and mission of the plan.</p> <p>CE Recommendation No Change to the Draft Plan</p>

Table 10 How do the actions proposed in "Foundations and Connecting Actions" support your vision of Dublin?

4.4.3 Submission to Question: How do the actions proposed in "Foundation 1: We are A Resilient City" support your vision of Dublin?

Summary of Submissions	CE Response and Recommendation
Majority of submissions noted that the actions support their vision.	<p>CE Response: DCC welcomes the online submissions and the visions of Dublin in 2030 submitted by members of the public. The submissions are an affirmation that the public supports the actions to deliver on the vision and mission of the plan.</p>

	<p>CE Recommendation No Change to the Draft Plan</p>
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Table 11 How do the actions proposed in "Foundation 1: We are A Resilient City" support your vision of Dublin?

4.4.4 Submission to Question: How do the actions proposed in "Foundation 2: We are A Resource-Full City" support your vision of Dublin?

Summary of Submissions	CE Response and Recommendation
Majority of submissions noted that the actions support their vision.	<p>CE Response: DCC welcomes the online submissions and the visions of Dublin in 2030 submitted by members of the public. The submissions are an affirmation that the public supports the actions to deliver on the vision and mission of the plan.</p> <p>CE Recommendation No change to the Draft Plan</p>

Table 12 How do the actions proposed in "Foundation 2: We are A Resource-Full City" support your vision of Dublin?

4.4.5 Submission to Question: How do the actions proposed in "Foundation 3: We are A Creative City" support your vision of Dublin?

Summary of Submissions	CE Response and Recommendation
Majority of submissions noted that the actions support their vision. Notably many submissions highlighted the importance of the arts and culture sector in climate action and the vibrancy of the city.	<p>CE Response: DCC welcomes the online submissions and the visions of Dublin in 2030 submitted by members of the public. The submissions are an affirmation that the public supports the actions to deliver on the vision and mission of the plan.</p> <p>DCC also acknowledges the value and contribution of the arts and culture sector to the vibrancy and quality of life in the city.</p> <p>CE Recommendation</p>

	No change to the Draft Plan
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Table 13 How do the actions proposed in "Foundation 3: We are A Creative City" support your vision of Dublin?

4.4.6 Submission to Question: How do the actions proposed in "Foundation 4: We are A Social City" support your vision of Dublin?

Summary of Submissions	CE Response and Recommendation
Majority of submissions noted that the actions support their vision.	<p>CE Response: DCC welcomes the online submissions and the visions of Dublin in 2030 submitted by members of the public. The submissions are an affirmation that the public supports the actions to deliver on the vision and mission of the plan.</p> <p>CE Recommendation No Change to the Draft Plan</p>

Table 14 How do the actions proposed in "Foundation 4: We are A Social City" support your vision of Dublin?

4.4.7 Submission to Question: Are there activities and programmes that you are involved in that will contribute to climate action? What activities and programmes are you involved in that will contribute to climate action?

Summary of Submissions	CE Response and Recommendation
Many citizens are active in groups, and contributing to the city's decarbonisation.	<p>CE Response: DCC is heartened by the commitment of people to improving their city. DCC will continue to support individuals and groups in their efforts to better life in the city for all.</p> <p>CE Recommendation No Change to the Draft Plan</p>

Table 15 Are there activities and programmes that you are involved in

4.4.8 Submission to Question: What might be some of the challenges Dublin will face and how might they be addressed?

Summary of Submissions	CE Response and Recommendation
<p>The submissions received acknowledge pragmatically the challenges Dublin will face in the implementation of the plan:</p> <ul style="list-style-type: none"> • People not respecting the city • Perverse economic incentives that perpetuate certain behaviours • BAU and vested interests • Dereliction as a form of vandalism • Financing of actions • Dominance and preference for cars • Lack of climate literacy • Consequences of mis-information • Climate refugees in the long term 	<p>CE Response: DCC welcomes the responses received to this question in relation to barriers that may be encountered in the delivery of the climate action plan. DCC has in developing the plan and embedding the principles of a just transition has identified similar challenges, as such responses add to our understanding of barriers to a just transition.</p> <p>CE Recommendation No Change to the Draft Plan</p>

Table 16 What might be some of the challenges Dublin will face and how might they be addressed?

4.5 Workshop Submissions

Three workshops were held with third level students. Students were guided through a workshop format that followed the online portal submission form. In groups students discussed their vision for Dublin in 2030 and the actions that would be necessary to realise their visions. Issues raised by students were similar to those raised by submissions received online. Several students highlighted the importance of connectivity to other parts of Ireland, this led to a discussion of the remit of local authorities and the role of local authorities in implementation of National Policy with the students.

Key issues for students were:

- Infrastructure
- Food
- Safety
- Transport
- Availability of green space
- Waste
- Community

4.6 Written Submissions

In total there were 27 responses submitted to the climateaction@dublincity.ie of these submissions four were from councillors and an MEP.

A review of the submissions indicates a high level of support for the draft climate action plan. In general respondents indicated that the plan broadly aligned with their vision of Dublin City in 2030. Submissions are shared in appendix I.

4.5.1 Submissions from Elected Officials

Full submissions from elected members and detailed responses are shared in Appendix IV

Submission	Submission Summary	CE Response and Recommendation
Labour Group	Submissions raised the following: <ul style="list-style-type: none"> • The retrofitting of residential buildings needs to be done at pace. • Regular briefings of incidence of flooding and flood risks. • Under the food strategy the need to connect food producers and consumers. • Dereliction of buildings is an issue that must be addressed. 	CE Response: DCC welcomes the submission and the recommendations made. The issues raised are to be considered and addressed appropriately. Pace of retrofit is determined by the DHLGH. DCC has a flood alert system and works directly with National Government to respond to emergencies as they arise.

	<ul style="list-style-type: none"> • Community groups should be part of the ecosystem of social and circular SMEs, and barriers such as insurance should be removed to enable them to run repair cafes. 	<p>Appendix IV provides detailed responses</p> <p>CE Recommendation No change to plan.</p> <p>Food strategy will identify opportunities to connect producers and consumers</p> <p>The steering group will within its responsibilities brief the council on climate risks, as needed.</p>
<p>Green Party</p>	<p>Submission raised the following issues:</p> <ul style="list-style-type: none"> • Additional projects for inclusion under each foundation/actions • Clarification of indicators and how they are intended to be used. • Additional specific targets. • Inclusion of a climate budget • Full financial strategy for the full 5 years of the plan • Improved and strengthened communication 	<p>CE Response: DCC welcomes the submission and the recommendations made. The issues raised are to be considered and addressed appropriately.</p> <p>Projects included in the plan are based on the time frame of the plan and its alignment with capital expenditure.</p> <p>Appendix IV provides detailed responses</p> <p>CE Recommendation DCC will better indicate how actions interconnect and describe interdependencies in the text of the plan.</p>

		DCC is working on a communication plan to support implementation of CAP.
Cllr Alison Gilliland	Submission highlighted a vision of Dublin in 2030 seeing changes in attitudes and behaviours that result in improvements to overall quality of life in the city. Specifically, 'overall well-being levels in the city have risen, loneliness, chronic illness, crime and anti-social behaviour have all decreased. More people are volunteering, material consumption levels have decreased as domestic spend on social, recreational, and cultural activities has increased. This is evidenced by increases in all 4 elements in the national well-being framework'.	<p>CE Response: DCC welcomes the submission and the recommendations made. The issues raised are to be considered and addressed appropriately.</p> <p>Appendix IV provides detailed responses</p> <p>CE Recommendation No change to plan</p>
Cllr. Nial Ring	<p>Submission raised the following observations and recommendations.</p> <ul style="list-style-type: none"> • The target for GHGs and Dublin City's share of this target in the context of the National Carbon Budget, the percentage reduction would be 64%. • Noting our success in building retrofit and transport. • The need for improving climate literacy and using DCC's libraries and parks for 	<p>CE Response: DCC welcomes the submission and the recommendations made. The issues raised are to be considered and addressed appropriately.</p> <p>CE Recommendation Inclusion and amendment of text</p>

	<p>engaging citizens on climate change science and the benefits of climate action.</p> <ul style="list-style-type: none"> • Achieving a just transition, ensuring people have the skills to be part of the transition to a low carbon future. 	
<p>MEP Ciaran Cuffe</p>	<p>Submission highlighted and raised the following issues:</p> <ul style="list-style-type: none"> • Indicators – there should be ten headline indicators that are understood by the public. • Climate ambassador programme in communities to raise awareness of climate action measures such as retrofit <ul style="list-style-type: none"> • Repair cafes • Incentives for businesses • Social housing – increased pace and inclusion of biodiversity. 	<p>CE Response: DCC welcomes the submission and the recommendations made. The issues raised are to be considered and addressed appropriately.</p> <p>DCC welcomes the recommendation for the use of ten headline indicators; this is beneficial to external communication and will be considered. The breadth of indicators is intentional to enable an in-depth understanding of the interconnectivity of actions and works across the council.</p> <p>A climate ambassador programme will be considered as part of the communication strategy.</p> <p>DCC is already considering the inclusion of nature based solutions in retrofit fit and new build.</p> <p>CE Recommendation</p>

		Communication strategy for CAP will take into consideration recommendations.
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Table 17 Elected Officials

4.5.2 Submissions from Community Groups

Submission	Submission Summary	CE Response and Recommendation
LeafyBatter	The submission raised the need to increase the pace of the response to the climate crisis and increase ambition; specifically in relation to the retrofit of social housing, public buildings and unlocking barriers in the private rental market for retrofit; implementing the transportation plan for the city quickly; rolling out of facilities to support and simplifying waste segregation while improving public realm; and highlighting the importance of communication with citizens of the challenges facing Dublin.	<p>CE Response: DCC welcomes the submission and the recommendations made. The issues raised by LeafyBatter are recognised by Dublin City Council and we are striving to address the barriers to increasing the pace and ambition of action. Through the EU Mission for 100 Climate Neutral and Smart Cities we are increasing pace and unlocking barriers such as those pertaining to the finance of actions and the coherence of regulations.</p> <p>In response to issues around retrofit of social housing and public buildings DCC has and is further developing its programme of works to retrofit all buildings within its remit.</p> <p>We recognise that critical infrastructure is inclusive of roads and footpaths and that clutter increases risks to mobility through the</p>

		<p>city and that this is amplified in an emergency event.</p> <p>CE Recommendation DCC will better indicate how actions interconnect and describe interdependencies.</p> <p>Inclusion of Playful streets.</p>
Not Here Not Anywhere	Submission raises the issue of rapidly phasing out all fossil fuels: planned phasing out of existing connections to the gas grid; banning of fracked gas in it is energy mix, ruling out new fossil fuel projects	<p>CE Response: The submission is welcomed, however the issues raised are not within the remit of the local authority and managed at the National Level.</p> <p>CE Recommendation No change to the Draft Plan</p>
Community Gardens Ireland	Submission raises the issue that all mention of allotments and community gardens from first CAP have been removed from the draft CAP. Specifically actions: N34, N35, N36	<p>CE Response: The submission is welcomed, DCC's Edible Dublin Food Strategy supports allotment and community gardens and supersedes the actions in DCC's Climate Change Action Plan 2019-2024.</p> <p>CE Recommendation No change to the Draft Plan</p>

Table 18 Community Groups

4.5.3 Submissions from Individuals

Submission	Submission Summary	CE Response and Recommendation
Deirdre Joyce, Climate Mediator	Submission drew attention to the potential of climate mediation as a tool for overcoming barriers to implementation and building consensus.	<p>CE Response: DCC welcomes the submission and the recommendations made. The recommendation of a mediation is welcomed and will be considered as appropriate.</p> <p>CE Recommendation No Change to the Draft Plan</p>
Sam Bishop, Street Feast	Submission highlighted a missing element under A Social City, Neighbourhoods are the Heart, specifically informal community gatherings. The submission notes Street Feasts as an example.	<p>CE Response: DCC welcomes the submission and the recommendations made. DCC does support communities in delivering events at the neighbourhood level. This is the intent of this action.</p> <p>CE Recommendation No change to the Draft Plan</p>
India Ryan	Submission raises the issue of rapidly phasing out all fossil fuels: planned phasing out of existing connections to the gas grid; ban fracked gas in it is energy mix, rule out new fossil fuel projects	<p>CE Response: DCC welcomes the submission and the recommendations made. However the issues raised are not within the remit of the local authority and managed at the National Level.</p> <p>CE Recommendation No Change to the Draft Plan</p>

<p>Zoe Daly</p>	<p>Submission has raised concerns of the impacts of plans to reduce traffic on the quays and North circular road without consideration to the impact on NEIC. The submission highlights the importance of implementing the NEIC greening strategy; promotion of Mount Joy as a quiet zone, improved connectivity, and amenity</p>	<p>CE Response: DCC welcomes the submission and the recommendations made. There is a specific action that sets out to respond to the issues raised in this submission- A Resilient NEIC.</p> <p>CE Recommendation No Change to the Draft Plan</p>
<p>Claire Wheeler</p>	<p>Submission is focused on treating this as an emergency and calls for speed in the retrofitting of buildings; reducing dereliction and vacancy in the city; promotion of walking and cycling and ensuring that these modes are safe. The use of nature based solutions; and the need to promote water conservation.</p>	<p>CE Response: DCC welcomes the submission and the recommendations made. DCC is taking action in the areas highlighted.</p> <p>CE Recommendation No Change to the Draft Plan</p>
<p>Paula Fyans</p>	<p>Submission proposes additional measures such as:</p> <ul style="list-style-type: none"> • Bans on single use plastics, • Fines for improper waste segregation; • Provide opportunities for people to learn something creative in the libraries • Improvement of outdoor spaces • Consider annual charge for SUVs 	<p>CE Response: DCC welcomes the submission and the recommendations made. DCC is taking action in the areas that are within its control; DCC is introducing maker spaces into libraries to facilitate learning new skills, especially those related to repair.</p> <p>DCC is not able to monitor waste segregation, this is the responsibility of the waste operators.</p>

		<p>DCC is also not able to introduce an annual charge for SUVs</p> <p>CE Recommendation No Change to the Draft Plan</p>
Aoife Rose O'Reilly	<p>Submission proposes free public transport, as the 90 minute fare has resulted in their increased use of public transport.</p>	<p>Response: DCC welcomes the submission and the recommendations made. DCC however, is not able to set public transport fares.</p> <p>CE Recommendation No Change to the Draft Plan</p>
Mary O'Donnell	<p>Submission provides recommendations on improving walking and cycling in the city, such as more pedestrian crossings, promotion of respectful use of shared spaces; quick repair of foot paths.</p>	<p>CE Response: DCC welcomes the submission and the recommendations made. DCC is taking action in the areas highlighted.</p> <p>CE Recommendation No Change to the Draft Plan</p>

Table 19 Individuals

4.7 Summary of Chief Executive's recommendations for Proposed Modifications

The following provides a list of minor modifications which have been proposed by the Chief Executive, on foot of public consultation of the Draft Climate Action Plan. The proposed modifications are listed by the relevant submission / Draft CAP section heading. All proposed modifications have been subject to Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) screening. The list contained in this section is for ease of reference and should be read in conjunction with the full Chief Executive's Report.

Draft CAP Section and Page	Proposed Modifications	SEA & AA Assessments
Executive Summary	NO MODIFICATIONS	
Introduction	Addition of text to strengthen emphasis on health and well-being being at the core of the plan; and improved alignment with SDG 3 – Health for All, of All ages.	
Foundations & Connecting Action	Revision of figure to better illustrate the interdependency of actions	
Foundation 1: A Resilient City	<p>Addition of text to acknowledge the need for housing that responds to future need of cooling in the context of heat wave risks;</p> <p>Addition of text to align with Disaster Risk Reduction and communication with citizens during an emergency</p>	
Foundation 2: A Resource Full City	NO MODIFICATIONS	
Foundation 3: A Creative City	<p>Addition of text to action C1.1 Explore inclusion of community kitchen within libraries to support food strategy</p> <p>Addition of text to indicator “Increased use of libraries, particularly by under-represented age groups and ethnicities”</p>	
Foundation 4: A Social City	<p>Change quiet zones to quiet areas to align with noise action plan terminology</p> <p>Addition of text to make explicit the link between behaviour change and health and well-being, associated with active travel</p> <p>Addition of text to S4 - Inclusion of Playful streets.</p>	

Operations and Service Delivery	Addition of text to explain interconnection with foundations	
Implementation	Addition of text to explain challenge based approach to support innovation	
Challenges and Opportunities	NO MODIFICATIONS	
Monitoring	Addition of text explaining indicators and their rationale	
Data: Opportunity for Collaboration	NO MODIFICATIONS	
APPENDICES		
Appendix 1	NO MODIFICATIONS	
Appendix 2	NO MODIFICATIONS	
Appendix 3	NO MODIFICATIONS	
Appendix 4	NO MODIFICATIONS	
Appendix 5	NO MODIFICATIONS	
Appendix 6	Reference to CAP24 and EPA's Climate Change in the Irish Mind	
Appendix 7	NO MODIFICATIONS	
Appendix 8	Addition of indicators: <ol style="list-style-type: none"> 1. Doing temperature comparisons across the city to better assess the urban heat island effect 2. Measuring ground level Ozone 3. Aero allergens 4. Monitoring of disease vectors – mosquitos, flies, ticks, and invasive species. 	
Appendix 9	NO MODIFICATIONS	
Appendix 10	NO MODIFICATIONS	

Table 20 Chief Executive's recommendations for Proposed Modifications

5 Conclusions

This Chief Executive's Report on the submissions received to the Draft Climate Action Plan, during Public Consultation, is hereby submitted to the Elected Members of the Local Authority, for their consideration.

The Elected Members have up to 6 weeks to consider this Chief Executive's Report, in accordance with the requirements of the Climate (Amendment) Act 2021. Elected Members will be briefed on the Xth January / February 2024 to provide an overview of the Chief Executive's Report and in February 2024 Council Meeting / Special Meetings of **[Insert Name]** County / City Council will take place to decide by resolution, whether to:

- approve, or
- approve, subject to such modifications as they consider appropriate, the local authority climate action plan.

Taking into account the **[Insert Name]** County / City Council Draft Climate Action Plan 2024-2029, this Chief Executive's Report on Draft Plan Public Consultation, Strategic Environmental Assessment and Appropriate Assessment Screening of Chief Executive's Recommendations, it is proposed that the Draft Climate Action Plan be approved by the Elected Members, in accordance with the recommendations of this report.

The Elected Members shall give approval for the Climate Action Plan, only after having determined that the Plan shall not adversely affect the integrity of a European Site(s) in line with SI 477 (EU Birds and Natural Habitats) Regulations 2011, as amended.

Within thirty (30) days of the approval of the final local authority Climate Action Plan by the Elected Members, the Council will publish the final plan. The Climate Action Plan shall have effect for a period of five years from the date on which it is approved by the Elected Members.

Appendix I: List of Persons, Organisations and Bodies who made Submissions

Submission Reference	Name
	Department of the Environment Climate and Communications
	Department of Transport
	Environmental Protection Agency
	Health Services Executive
	Irish Green Building Council
	LAWPRO
	Rediscovery Centre
	Inland Fisheries Ireland
	Green Party
	Labour Party
	Cllr. Alison Gilliland
	Cllr. Nial Ring
	MEP Ciaran Cuffe
	Dublin Community Growers
	Cosybatter/ Leafy Batter
	Not Here Not Anywhere/ India Ryan
	Heat Grid

Table X. Anonymized valid responses to CAP

Chief Executive's Report on Submissions Received

Response ID	What is your vision of Dublin City in 2030?	How do the actions proposed in "Foundations and Connecting Actions" support your vision of Dublin?	How do the actions proposed in "Foundation 1 We are A Resilient City" support your vision of Dublin?	How do the actions proposed in "Foundation 2 We are A Resource-Full City" support your vision of Dublin?	How do the actions proposed in "Foundation 3 We are A Creative City" support your vision of Dublin?	How do the actions proposed in "Foundation 4 We are A Social City" support your vision of Dublin?	Are there activities and programmes that you are involved in that will contribute to climate action?	What activities and programmes are you involved in that will contribute to climate action?	What might be some of the challenges Dublin will face and how might they be addressed?	Any other comments?	DCC Response
2327315	a quieter city with better air quality. To be able to heat birds and indeed the city should be awash with various tyoes of birds. All new housing apartments to harvest Rainwater, more solar panels on buildings and more green space in the urban centres	Better attempts at better public transport.		I suppose the sif reliance for energy, augmenting green space and protect waterways. This is on the right track	Tech will play a role. More data from rivers, beaches etc to be made available.	The aspiration is correct bu the the currnt reality is far from this. The car rules! we need to break this dependency and make social spaces ubiquitous.	Yes	cycling, bird watching, planting in garden trees etc.	I think flooding will be a major issue. Barriers will be required particularly at tidal estuaries. All use nature, trees , bogs etc for soakage. Grant aid residents to plant trees as farmers get in ECO and ACRES agri schemes	We have a number of railways. Noise pollution from these needs to be addressed. Monitors should be in place 24/7 and a compensation paid when excess noise is generated.	Noise pollution monitoring is occurring through Dublin City Air and Noise, and we have a noise plan.
2344900	Carbon neutral A city for people not cars with excellent public transportation BUT ALSO facilities for businesses to be able to deliver to their customers in a cost effective way	Good alignment	Excellent	Very good	Super		Yes	Local government	Energy security Removing cars - obviously better public transportation. Dart Underground anyone? Removing cars would help to change the no go areas	Well done on plan	
2355444		Regarding the deliveries aspect they don't	Wonderful waffle-how will that work for Georgian Dublin?	Plant more trees along roadsides	Looking at Georgian Dublin again a small initiative could encourage its use for said spaces	Currently we are anything but - too many no go areas	No			Please don't forget small businesses- the heart of the city and not a cash cow	SMEs are important to the city's vibrancy Dublin City through our development plan considers the impact on heritage while balancing demands for housing, transport, employment and education opportunities, in a sustainable manner. DCC's heritage department has produced Built to Last Case Studies investigating the retrofit of heritage buildings.
2368307	Green city with plenty of parks, spaces fot families and animals. Safe soft playgrounds for both kids and dogs. Classic game areas in public space i.e. jenga, chess. Tram ways expanded. No water leakagees from pipes.						No		People not respecting public space, dumping trash in parks. Establish city guards and cameras in more remote areas. Follow up on penalties. Start with education, ensure schools are involved in cleaning up activities.	Thank you for taking actions. Additional point - do not destroy historical landscape with high buildings built in Dublins old villages ie. Raheny. Move multiple apartment housing to empty remote or city center areas, buidling new spaces with plenty parks.	

Chief Executive's Report on Submissions Received

2370800	A thriving, regenerative and inclusive city for all citizens, while respecting the planetary boundaries which makes the city a pioneer of such systemic transformation	They could, but I don't think they go far enough. The Amsterdam City Doughnut is a good example of a transformative strategy	See the Amsterdam City Doughnut https://doughnutecconomics.org/stories/1	See Amsterdam Circular Strategy 2020-2025 https://www.amsterdam.nl/en/policy/sustainability/circular-economy/	See Amsterdam Circular Strategy 2020-2025 https://www.amsterdam.nl/en/policy/sustainability/circular-economy/	See Amsterdam Circular Strategy 2020-2025 https://www.amsterdam.nl/en/policy/sustainability/circular-economy/	Yes	Local greening campaigns for the NEIC	Facing down vested interests who want to maintain BAU, lack of political will, short-termism and lack of powers. Have a look at what Mayor Hidalgo has done for the transformation of Paris	You need to be as less technocratic and as radical as possible. DCC should join https://www.c40.org/cities/	DCC has considered applying to join C40 Cities, but are unfortunately ineligible
2370967					I don't recognise "stunning Georgian neighbourhoods with public spaces" are referencing the NEIC Dublin. How can this area thrive while all available land is pushed for housing blocks. No further development until adequate green recreational spaces	Yes	don't drive, do street greening etc	Georgian houses shouldn't be expected to meet BR to avail of energy grants. There shouldn't be housing at the expense of adequate recreational spaces, already highly populated areas should have additional green spaces prioritised	The North Georgian Core should see better conservation protection with grants to raise energy efficiency (slime glaze sash, etc) as BR isn't achievable whilst conserving these buildings in larger ACA	Dublin City through our development plan considers the impact on heritage while balancing demands for housing, transport, employment and education opportunities, in a sustainable manner. DCC's heritage department has produced Built to Last Case Studies investigating the retrofit of heritage buildings.	
2386703	More parks ,play areas for children and teenagers, centres for all the residents to use, especially for the evening time for teenagers, they are left out in alot of plans, and they are our future, too.	Starting with the young research shows that they will want to grow up in a friendly green environment and will pass on to the next generation	Help people invest in home improvement, to cut back on heating, encourage grow your own in shared allotments fuel, recycling, in more areas, and more public bins and dogs bins ,cleaning weeds from water gullies and drainage ,stops flooding on road, path.	Encourage more, encourage teenagers to take part, unemployed, retired, new citizens in the community all make a difference and be proud of our city	Star with strong bases and all will grow strong	People who live in the city should have more say in what is happening, where money is been spent, and not just some people in DCC,residents associations, clubs, need to be encouraged and enrolled to make it work	Yes	Trees for tenters, reopening out centre that's closed due to fire, which alot of brilliant progress in areas from young to old, sadly still waiting on DCC to fix	Bad under structure not being addressed Frist, in all departments from no public toilets, very few areas for children and teenagers to enjoy, very few bins, seating areas, nothing for teenagers in winter time, because of no community centre in Donore av	Like to see a public publishing of money spent and how much on road by road ,area by area, for example parks green areas, bins, cleaning etc	Dublin City Council publishes its budget annual and provides detail on spend in areas

Chief Executive's Report on Submissions Received

2421745	A city where mobility is primarily sustainable i.e. private car use would be the exception rather than commonplace.	They very much support my vision, but we need to act more swiftly.	Again, they very much support my vision, but obviously it is a moving target as we don't know the full effects of climate change yet.	Again, laudable goals, but currently the huge increase in the population of dogs is another obstacle to biodiversity and pollution reduction, and there appear to be no plans mitigate this problem. The increase in popularity of dog ownership may be a passing fashion, but it does mean an increase in noise, ground and water pollution, (and general nuisance), well past the life cycle of this Climate plan.	Laudable goals, and hopefully the completion of the new Central Library can be a hub for creativity.	Laudable goals. However, many localities are split by the outrageous volume of motor traffic passing through the community. A prime example is Ballymun, which before the redevelopment the community was split by a huge multi-lane road, and after the redevelopment it is still split in two by a multi-lane road. Another example is Phibsborough, which has huge potential, but is split in four by massive volumes of traffic passing through Doyle's Corner. Towns should be for people, not cars, and electric cars will not solve this problem.	Yes	Tidy town and sustainable transport.		The population of the city is growing, and we need to make a city for people, not cars. We need to restrict the number of cars in the city using a variety of methods including congestion charging, and enforce the rules that are already in place including strict and swift enforcement of parking restrictions. I am also concerned with the massive increase in the popularity of dogs, which have directly led to an increase in noise, ground and water pollution along with the general nuisance value of the number of dogs in our towns, cities and public parks. There do not appear to be any plans to address this very real issue.	DCC is working to address traffic volumes in the city centre, by improving the ability of people to choose active modes and by liaising with garda.
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Chief Executive's Report on Submissions Received

<p>2426769</p>	<p>A connected city -- NOT 'a city of villages' -- where people can get around the whole city easily, even in the rain, meet friends and family from other parts of Dublin, play or watch sport with friends anywhere in Dublin, do their shopping in town instead of having to go some big box in the suburbs, etc.</p> <p>A city with a high quality of life, where the city council provides and maintains leisure and other facilities and services that enhance people's enjoyment of life, and adopts planning policies that reinforce this.</p> <p>A safe city, where people feel safe from crime and anti-social behaviour no matter where they are in Dublin or what time of day.</p>	<p>The proposed actions do NOT support my vision of Dublin. The actions proposed are completely lacking in imagination, and focused entirely on someone else's vision -- and that someone else appears to be a cyclist or a parent of young children who is content to live in the bubble of a middle-class suburb/urban village'.</p>	<p>The proposed actions do NOT support my vision of Dublin. The actions proposed are completely lacking in imagination, and focused entirely on someone else's vision -- and that someone else appears to be a cyclist or a parent of young children who is content to live in the bubble of a middle-class suburb/urban village'.</p>	<p>The proposed actions do NOT support my vision of Dublin. The actions proposed are completely lacking in imagination, and focused entirely on someone else's vision -- and that someone else appears to be a cyclist or a parent of young children who is content to live in the bubble of a middle-class suburb/urban village'.</p>	<p>The proposed actions do NOT support my vision of Dublin. The actions proposed are completely lacking in imagination, and focused entirely on someone else's vision -- and that someone else appears to be a cyclist or a parent of young children who is content to live in the bubble of a middle-class suburb/urban village'.</p>	<p>The proposed actions do NOT support my vision of Dublin. The actions proposed are completely lacking in imagination, and focused entirely on someone else's vision -- and that someone else appears to be a cyclist or a parent of young children who is content to live in the bubble of a middle-class suburb/urban village'.</p>	<p>Yes</p>	<p>I do not have any children.</p>	<p>There is so much more the city council could do instead of this impoverished virtue-signaling. Here are some ideas</p>	<p>DCC is through this climate action plan in conjunction with the city's development plan, and local economic and community plan to achieve the vision proposed by the respondent.</p> <p>DCC is responsible for the provision of social housing; Our adaptive re-use programme is seeking to bring underutilised properties back to use; Our arts office is actively working to increase the availability of studios; Public realm plans include more open spaces</p>
<p>2427720</p>	<p>Cleaner More recycling bins on street More pedestrianised streets (parliament street) Long luas lines Reduced rent Vacancy tax !!</p>	<p>Reduced carbon emissions help make the city cleaner</p>	<p>Reduced carbon emissions help make the city cleaner</p>	<p>More pedestrianised streets means more room for trees and plants in the city centre 🌱</p>	<p>Reduced rents means more spaces for artists to work</p>	<p>Bringing people together to discuss what they want dublin to become is a part of this !!</p>	<p>Yes</p>	<p>Public transport</p>	<p>Rents Not letting vulture funds buy property vacancy tax</p> <p>Cleanliness Proper disposal of waste Keeping green areas green</p>	

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2427722	Extended or more luas lines, cleaner streets, more recycling bins on the street (general waste bins don't allow for recycling attempts and ultimately do not contribute to a cleaner national carbon footprint)	Cleaner air, reduced environmental impact	Reduced environmental over a prolonged period	More green landscape allows for naturally cleaner air and ultimately beneficial for society's healthier	Allows for more creativity in art, but also allows for more innovative ideas which may contribute socially and environmentally	Allowing social and democratic input to improve the city, giving people a say	Yes	Using only public transport, ensuring proper disposal of waste and recycling	Waste and cleanliness - there needs to be more education and conscience over personal environmental impacts - why it is so important to respect your city	welcome, DCC continuously working to engage public on reducing waste and discouraging littering
2427777	Safer, cleaner, greener Dublin x	The actions support my vision, but do not go all the way	N/A	N/A	N/A	N/A	No			NA
2427800	One which centres climate change and biodiversity in every decision.		They ensure that climate change is central to all decisions	They ensure biodiversity is respected and protected for everyone to enjoy	They allow a space for everyone to engage in climate action	It empowers peoples and promotes climate action to everyone	Yes	Member of society environmental society	Rising sea levels, biodiversity loss	A Climate Change Risk Assessment was undertaken as part of the development of the climate action plan and sea level rise is a recognised risk
2427807	Much improved public transport so huge reduction in cars on road	I love the plan to reduce green house gases	Seeing as climate change is greatly negatively impacting the weather, I think this plan is really appropriate for the current situation and will help us all as we try fix it	I love this idea. The more we preserve these natural areas, the less damage is done	This is great because it will help us move forward in developing a cleaner future	A problem shared is a problem halved. If we all do our part, it'll be much easier	Yes	N/A		DCC is responsible for the provision of social housing; Our adaptive re-use programme is seeking to bring underutilised properties back to use
2427820	Green! Less cars	Adds better transport methods	Good! But more on how this complements making housing more affordable and accessible	Trade off between climate protection and people's needs	Good	Good	No		Good	Good
2427911	Better transport						No			DCC works closely with the NTA. A Climate Change Risk Assessment was undertaken as part of the development of the climate action plan and sea level rise is a recognised risk; walls are used where no other options suit
2427909	Progressions in climate sustainability and improved public transport. No need for metro though just general improvements	I agree with them from a running of the city viewpoint. While it'd be heavy beurocratically it's most defo possible	I agree with them from a running of the city viewpoint. While it'd be heavy beurocratically it's most defo possible	I agree with them from a running of the city viewpoint. While it'd be heavy beurocratically it's most defo possible	I agree with them from a running of the city viewpoint. While it'd be heavy beurocratically it's most defo possible		No	Challenges on global sea level rising and needing a Netherlands esque system	None	

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2427901	Dublin with buses hat come on time and trains too	More energy efficient	They think of the people and the climate	Dublin has many resources at our disposal that we can use	There is great potential in solving climate issues with the creativity of Dublin's youth	Many people go to climate marches	No		Sea level rising so need taller sea walls		A Climate Change Risk Assessment was undertaken as part of the development of the climate action plan and sea level rise is a recognised risk; walls are used where no other options suit
2427910	Many more plants, More public spaces available for young people	collaboration is necessary for both of these things. collaborating for a greener future creates a culture in which dubliners can convene to solve other problems					No				Collaboration is required, and we are working with public to deliver on action
2427932	more sustainability		promising				No		homelessness		
2427928							Yes	Fast fashion, driving, eating meat			
2427929	Good	Yes	Conservation of coastlines	Preservation of city buildings	College student spaces	K	Yes	H	H	K	Conservation of buildings is considered
2427918	Clean streets, minimal car traffic, more green spaces						No		Make housing ecologically viable long term with multi family accommodations		DCC works closely with the NTA.
2427943	To have better public transport	They are in alignment with my sustainable developmental goals	They make more resilient to the effects of climate which is essential in the crisis in which we find ourselves				Yes			No	Welcome, and we are working to insure climate is central
2427947	In such a small amount of time I don't think much will change	It would definetely be nice	I think they will address it, I don't think theyll be applied	This might actually be taken into account and have a minor change toward this	Won't happen	Won't happen either. At all	No		The municipalit� will not act upon it	No It's really nice to show we are invested but I honestly think nothing will change. But maybe it will and that's why its good that this is here	DCC acknowledges that this work will not be without challenges

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2427877	Free public transport, fully electric public transport, fully pedestrianised (no personal motor vehicles permitted in the city except for the disabled), affordable and well insulated housing, large renewable electricity production industry, cheap vegan meat alternatives subsidised by a carbon tax on meat, renationalise all Dublin bus routes	Step in the right direction	It's necessary	Good idea to use abandoned properties	This seems immaterial	Collective action is vital	Yes	I don't eat meat. I pick up litter.	Climate refugee crisis very likely, will require large social housing programs.	No	DCC acknowledges that there will be an increase in climate refugees
2429933	A more pedestrianised and cycle-friendly city centre core with improved public transport and proper priority for buses. Congestion charge for private vehicles. With two functioning city markets at Smithfield and Iveagh Markets. City is crying out for this!	They support it adequately	They support it adequately	They support it adequately	They support it adequately	They support it adequately	No	Dominance of road travel as the only means. We need more light rail including a LUAS line to the airport, UCD and Dublin Port.	The City Council needs to act faster to bring about change in the city. There is no urgency in this city and progress seems to move at a snail's pace.	Through the EU Mission DCC is striving to accelerate action	

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I would ask for
 A Dart station at
 Croke Park stadium
 Stronger
 conservation
 restrictions for
 streets around
 Mountjoy Sq
 Make the North
 Circular Road
 30km/h from
 Dorset St Lower
 towards Quays
 Insulation grants
 suitable for
 Historical houses,
 which can't add
 insulation
 inside/out ect
 No BusConnects
 routes terminating
 at Mountjoy Sq
 Addition of green
 parks around the
 area of Mountjoy
 Sq
 We need greater
 bike parking
 provision on active
 travel routes
 I would like less
 road space given to
 cars, taking out
 lanes giving space
 to
 pedestrians/cycles
 I appreciate the
 BusConnects 0 bus
 route, and think it
 is a great addition.

2437237

Yes

Detail on the
 transportation
 plans is available on
 DCC's website and
 in the transport
 study

Each citizen should
 be given an annual
 CO2 budget of, say
 4 tonne. This figure
 should keep global
 warming below 1.5
 degrees. Each
 citizen could then
 use that as they
 like, e.g. drive a car
 every day OR go on
 an annual airline
 trip, but not both.

DCC welcomes this
 idea. DCC has been
 involved in an EU
 project - climate
 campaigners
 through which an
 app has been
 produced that
 enables people to
 undertake
 challenges to
 reduce their carbon
 foot print

2439123

Clean city.

Not going far
 enough.

No

Public resistance.

A large area of the city centre would be totally car free (Dame st, Dawson st, TCD, all areas off grafton street area). Charges for all petrol or diesel vehicles that come inside the canal area from Grand canal in the south to royal canal in the north. Similar to the congestion charge in london. This would not apply to electric vehicles. Cities are not noisy. Petrol cars are noisy and they bully pedestrians and cyclists and block up buses and other public transport. All taxis and buses to be electric. A quieter, more person friendly city will encourage, walking, cafe culture, cycling and community events. 1000s more electric charging points for electric vehicles. all those who use on street parking areas do not have sufficient charge points to make an electric car viable. Incentives for business which are non dairy and non meat based. The single biggest contributor to climate change is the meat and dairy industry and transport/car. Any serious attempt to deal with climate change must address BOTH these issues. ("Detailed analysis finds plant diets lead to 75%

2441062

It totally complements everything in the vision

Yes

I cycle everywhere, live a vegan lifestyle, have an A rated home that only uses electricity which is 66% renewable.

The meat and dairy industry, the farming lobby, the business lobby will be split between those who will make more and those who will loose out. Change will result in change of jobs. Not many coopers or farriers around these days and yet we have full employment. People dont loose jobs they change jobs.

Please be serious about this. Tackle the lobby groups. Time is running out. If this is just another paper exercise, I dont know what you will tell your poor grandchildren who will enter an utterly different work which we created due to inaction.

DCC acknowledges the challenges with the agriculture sector and the role of the city in it. In this context DCC has produced a food strategy that responds to the challenges inherent in the food system. We note the respondent's observation that "People don't lose jobs they change jobs". This is an important insight and consideration of this essential for a just transition



less climate-heating emissions, water pollution and land use than meat-rich ones" from a major peer reviewed scientific study) <https://www.theguardian.com/environment/2023/jul/20/vegan-diet-cuts-environmental-damage-climate-heating-emissions-study>

If you think this is not a serious suggestion, then you are simply not living in the real world and your climate change efforts are little more than greenwashing. Gives rate reductions to businesses that install solar panels on the properties and roof tops. Require new building projects to have solar panels. Ideally the council would compete in this market as it is completely overpriced with enormous profits being made and slowing peoples willingness and ability to change. These profits are in direct competition with our vision of a climate friendly city. Having a public body in this area of retrofitting and solar etc would increase the rate of change and give resilience to the market.

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2443369		Yes	DCC Will consider this and advise that DCC is focused on reducing traffic volumes in the city. Transport policy follows an avoid shift improve approach
2443372			*A Dart station at Croke Park Stadium This unfortunately is not within DCC's remit
2443376		No	Dublin City through our development plan considers the impact on heritage while balancing demands for housing, transport, employment and education opportunities, in a sustainable manner. DCC 's heritage department has produced Built to Last Case Studies investigating the retrofit of heritage buildings. Stronger conservation restrictions for streets around Mountjoy Square. We need bike bunkers on active travel routes. No BusConnects routes terminating at Mountjoy Sq. More green parks around the area of Mountjoy Square.

2444071 I hope by 2030 the amount of cars will be reduced around Dublin city. I hope the speed limit around the city will be reduced to 30km/h. I hope it will be easy to take public transport not only in and out of the city, but also across town (which is not currently the case). I hope cycling will feel safer by 2030. I hope there will be more accessible green spaces. I hope street trees won't be suffocated by tarmac. I hope there will be no derelict buildings. I hope there will be many community arts spaces in local neighbourhoods. I hope there will be no homelessness. I hope there won't be 22-story build to let towers in Dublin 8 but instead co-operative living schemes with enough new amenities.

On paper in sounds great. In practise, I don't see many of them happening.

They support my vision.

They are support my vision.

They support my vision.

They support my vision.

Yes

I am involved in community greening activities, educating communities about biodiversity, wildlife and our native trees.

Dublin will face increased flooding risks. The city is experiencing a depletion of creative talent. The city is currently not a very hopeful place for young people. Dublin City Council seems stuck in its ways without creating space for new ideas/actions alongside their entrenched ways of working.

The Climate Action Plan reads very well, with great ideas. I am just sceptical that few ideas will be implemented. Where would we be able to find evidence of any of the ideas of the previous CAP being implemented?

DCC produced annual reports on the first climate action plan, these are available on DCC's website. Additionally council meetings are a record of implementation activity



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2445406	<p>I hope Dublin will be a pedestrian and cycle friendly city with lots of green spaces and trees and efficient Comprehensive public transport. I hope there will be very little private car traffic and easy access to the beautiful nature that Dublin has to offer. I hope Dublin will be producing its own renewable energy and will offer sustainable living to all its citizens. I think improving access to nature is highly important and would improve the city at all levels, this should be a priority. Safe non car traffic routes also need to be a priority because at present it is extremely dangerous and absolutely unpleasant to cycle or walk in Dublin.</p>	<p>I think they are too abstract. There are no commitments to delivering a certain km of safe cycling or pedestrian routes. It does connect with the transport plan for Dublin. And there are no commitments to how much more nature will be in the city. How many trees are you going to plant? Please plant the trees in boxes so that they can actually have a positive effect. Putting trees in boxes is cruel and inefficient.</p>	<p>I think it is very important to make the city resilient. Again I think it would be important to have a clear plan not just an abstract vision and maybe one project to highlight the vision. All these foundations have to cover the whole city not just little pockets of show cases. And it is very important to have enough affordable living space, even if that means reducing the spect. It is still better to live in accommodation with a living room that might be a little smaller than your spect than living on the streets. Dublin really has an unacceptable level of homelessness. Perfect is the enemy of getting things done.</p>	<p>Dublin has great resources, at the moment it turns its back on them a lot of the time. Sandymount Strand is a our rounded by industrial space and heavy traffic, there a busy roads going through the phoenix park with not even a zebra crossing to get to the zoo safely. There is no safe cycle route through the city to get to the phoenix park or to the sea. There is no public transport into the Dublin mountains. When you try to cycle the dodder river from Grand canal dock you have to cross an uncountable amount of busy junction that absolutely prioritise cars. There is huge potential to improve access to nature!</p>	<p>I think that is very important but will only be helpful of getting things done in new in11ative ways easier. If people come up with creative new ways to do things but there are huge barriers to making change happen such as strict prescriptive regulations and slow application processes its likely that nothing will change.</p>	<p>At the meonet cars seem to be at the heart of the city, if that doesn't change people won't be at the heart of the city.</p>	Yes	<p>I am promoting access to nature and creating gardens in St James Hospital where I work. I am also a member of Irish d100rs for the environment and am trying to help set up a green committee in St. James Hospital</p>	<p>It will be too slow with the measures it is planning and they are not going far enough. It's almost too late, you need to act quickly and you need to focus on the benefits there will be for the residents of Dublin if the city is made sustainable and human friendly. We will all be healthier and Dublin will be much enjoyable!</p>	<p>Plant more trees in the ground, do it quickly, they need a long time to grow. Give them enough space so that they can thrive. The more trees Dublin has the more beautiful and healthy it will be. A city in a park rather than a park in the city.</p>	<p>DCC acknowledges the importance and value of trees to achieving our climate targets and most importantly to improving the health and well-being of citizens. Planting trees in the ground is done where possible, street planting is challenged do to underground utilities. Insuring people of have access is being addressed. DCC welcomes the respondent's statement "A city in a park, rather than a park in a city"</p>
2445817	<p>Climate friendly, flood resilient, accessible for all including those with mobility challenges. More trees in less wealthy areas of city and more bike share locations in deprived areas of city Leaving space for nature which will help heat levels and water levels. More public transport. Less large cars and suvs in congested areas</p>	<p>Actions proposed align with my vision fairly well however vital these actions are implemented rapidly given we are in a climate and biodiversity crisis</p>	<p>Again proposed actions support vision well however they need to be implemented speedily and ensure that those in fuel poverty receive additional supports and those who cannot easily access public transport are provided with options to access the community</p>	<p>Most of our parks are not currently supported to be biodiversity friendly - much more need to be done to protect nature. Vital we use above shop spaces for housing .</p>	<p>Important those with literacy difficulties are supported to be able to engage and receive funding for cultural/ creative actions</p>	<p>We must have climate justice at the heart of all actions. This may involve challenging those with many resources to share more and consider the impacts of their actions on others. For example driving less , not installing hard surfaces in driveways (which contribute to flooding) planting native trees rather than exotic non native often invasive trees, eating more plant based diet, using water carefully. Living simply so</p>	Yes	<p>Church grounds in local Parish being supported to be biodiversity friendly. Attending Dail regularly to peacefully call for urgent action to address the climate and biodiversity crisis</p>	<p>Many people are not aware of the consequences of their actions which contribute to climate crisis so more education required. Hard to encourage people to consume less.</p>	<p>Very important plan that requires rapid action thanks</p>	<p>DCC has a biodiversity action plan and is actively working to insure that our parks are pollinator friendly. A just transition is a key target of this plan.</p>

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that others may simply live

2450378	A mile away from the mismanagement we see currently	Complete waste of time & money	Dublin City council are not fit for purpose	Dublin City council is destroying our city. 2 empty cycle lane on the quays inbound and one car lane.	No		Stop listening to Green Party councillors, they're pure anti car anti people spoofers	DCC retains an apolitical stance. The executive works with elected members irrespective of their political affiliation to insure all citizens can live a good life in the city.
2450421	A safe and welcoming environment to walk, wheel, cycle and enjoy reliable frequent public transport. Where private vehicle numbers are minimal and where Dublin is the destination not the rat run. Where homelessness is eradicated. Where the streets are always clean and no one illegally parks (esp on pavements).	To some extent	To some extent. Ambition should be higher and when it comes to implementation we need to avoid things being watered down.	We need politicians to lead and take the difficult and right decisions - not the easy populist ones	No		The belief in the need for climate action is not uniformly evident. Significant comms etc will be required to bring everyone on the journey	DCC recognises the need for communication with citizens on climate action.
2453210	A city that is easy to get around by sustainable travel modes	They promote sustainable travel			Yes	I am a member of Dublin Cycling Campaign	Local opposition to change	

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<p>My vision for Dublin in 2030</p> <p>My vision for Dublin in 2030 is a clean, healthy sustainable city that recognises the interconnectedness of human activity and behaviours and environmental well-being. A smart city successfully addressing the triple planetary challenges of climate change, environmental pollution and biodiversity loss A city leading a strong multi-level and cross-sectoral public and private consortium of Dublin stakeholders acting in consort to realise our Climate-Neutral and Smart Mission City status.</p> <p>Mobility Recognising their contribution to carbon emissions the city has targeted transport and buildings. From a planning, land use and service provision perspective most essential retail, public services and a significant level of employment opportunities are now available within a 15-minute active travel or net zero emission 24/7 public transport commute. Therefore, most walk, cycle or use public transport to move around. The new underground metro is almost</p>	<p>Generally yes but there are gaps and I apologise for only highlighting those - anything I don't reference is great! The key gap is that DCC does not go beyond its own statutory competencies and my vision does.</p> <p>For example, DCC is responsible for active travel, road maintenance and road management but not road traffic enforcement. Therefore, while it would be responsible for installing traffic enforcement cameras (and has managed a successful pilot in this area). While I am aware that the matter is being discussed by the Dept of Transport I would like to see us proactively lead on this behaviour changing measure and demand that the Department of Transport, The NTA, An Garda Síochána and the Road Safety Authority work with us to come to an agreement on its implementation.</p> <p>Another example is that we are not planning to proactively convene an overall stakeholder working group that would join up the dots across the city's actors to together work towards a Climate-Neutral and Smart</p>	<p>A few gaps under this Foundation</p> <p>The draft plan cites 32% of emissions are linked to commercial activity and 27% of emissions coming from residential building - this figure discounts DCC's social housing stock. While there is much financial aid for private property retrofitting under the National Retrofit Plan its use is dependent on individual action rather than a co-ordinated collective action that could be undertaken by DCC for example under a SLA with the SEAI.</p> <p>The plan references the need to regenerate our stock of 214 flat complexes and 10,000 homes yet it only details this year's budget for the regeneration of 4 of the flat complexes (p. 34) without an indication if this is the full budget for the projects or whether it is the budget amount for the works that will be done in 2023. There are no timelines or costings for our other housing stock and indeed most of our community buildings.</p> <p>Good references to monitor and enforce waste regulations in DCC</p>	<p>Our Greening Strategy is excellent and the progress on the North East Inner City Greening Strategy is making a very visible difference to the look and feel of that area.</p> <p>While I commend the provision of information on leaf composting and associated workshops I am disappointed that we don't take some responsibility for establishing an autumn leaf composting programme on some of the roads/streets with high leaf fall such as Griffith Avenue. It is unfair to load the entire responsibility for leaf mulching on large avenues and road such as this on local residents' groups when we could be creating a city circular economy producing compost.</p>	<p>As noted above the key gap in the theme of people coming together is the lack of a key stakeholder group working together at a high level, learning from each other and collaborating and partnering with each other to realise our 2030 ambitions.</p> <p>I have a significant concern with regard to the approach being envisaged for the Community Climate Action Officer particularly with regard to the use of the Community Climate Action Fund. Given the significant amount of funding on offer and the responsibilities that go with it I think a more collaborative approach involving the local area office would be better so that local gaps get attention as opposed to those groups with the most human/social capital. Ideally we should be aiming for a Community Climate Action Officer in each of our 5 administrative areas working across all area disciplines/sections to ensure good climate practices are put in place and maintained.</p>	<p>While the Social Foundations detail a significant level of citizen engagement my vision details 5 sustainability hubs including a large-scale flagship hub. This would add significant cost to the plan but, in my view, it would make a visible statement to the city regarding our work and engagement in this area and act as a focal point in the city for same.</p>	<p>lack of funding to do what we want to do - this is evident from the plan. There are no costings to implement it.</p> <p>Well done of transitioning to a more cross-disciplinary approach to the CAP.</p> <p>Respondent also provided a written submission</p>	<p>No</p>
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complete with new tributary connecting lines already being planned.

The installation of traffic enforcement camera technology on traffic lights across the city in 2024 and an initiative citizen contract for sharing mobility space initiated a change in driver behaviour which allowed the installation of zebra crossings across many residential neighbourhoods, giving real priority to pedestrians.

First piloted in the city's decarbonisation zones of Ballymun and Ringsend and realised through a deliberative democracy approach, low traffic neighbourhoods are widespread. Most citizens who require private car transport use local 'park and walk/cycle/scoot/bus/metro' hubs located in suburban retail car parks. These hubs also provide a car sharing service and an off-loading service for local and city centre shop and business deliveries most of which are now mostly done using ecargo-bikes and ecargo tuc-tucs.

This transformational reallocation of

City as per our EC Mission participation and aims.

Ideally I'd like to see a climate action plan at administrative area level if not at ward level

Operations and Services but there is no concrete mention of a timeline to introduce segregated public litter bins across the city nor the expansion of the solar compressor belly bins which are very efficient at reducing our carbon footprint when emptying the bin.

Nor could I see a timeline to introduce drinking fountains across the city.

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mobility space is based on the principle of avoid-shift-improve Equally influential was the overwhelming support for the Dublin City Centre Transport Plan resulting in a city centre that is highly pedestrianised and dynamic enjoying a thriving and varied night-time economy. These mobility changes have resulted in a significant increase in ambient air quality towards the WHOS global air quality guidelines.

Flooding
The city is greener and bluer with a quadrupling of tree canopy, green spaces, community gardens, allotments, pocket parks and riverscapes bringing a new vibrancy to every neighbourhood. Combined with imaginative seating areas and play spaces these green and blue areas now afford a more biodiverse city and greater intergenerational social connectedness. New flood defenses have responded to the city's recognized exposure to both river and coastal flooding while the River Liffey has been transformed into a flood-safe sports and recreation resource

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that includes a public lido at George's Dock.

Energy

Energy inefficiency and energy poverty is being eradicated through a co-ordinated city-wide retrofitting and clean/reused energy conversion programme of both public and private buildings - residential, recreational and commercial. Many of these are powered by the successful installation of a new district heating scheme, geothermal systems and solar panelling.

Waste

This vision also sees a significant positive change in behaviour towards littering and waste management. All commercial businesses are subject to strict segregated waste and recycling requirements. Already successfully installed in the city center, a new carbon minimising underground refuse management system is being rolled out beyond the canals while all streets have segregated solar-powered compressor litter bins. Widespread public drinking fountains have enabled a significant drop off

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in the purchase of plastic bottled drinks.

Circular economy
Following on from its previous voluntary status Green Public Procurement is now mandatory and supports a robust circular economy across all DCC operations, particularly in housing and infrastructure construction and maintenance. Inspired by how Amsterdam adapted the concept of Doughnut Economics into their Circular Strategy the city's new Development Plan (2029 - 2034) embraces the concept.

Buildings
The use of digital twinning has enabled evidence-based green decisions to be made with regard to the regeneration of DCC's flat complexes. Demolish and rebuild is no longer the default option but rather a range of energy, environmental and additionally focused enhancement works. Building vacancy, particularly above-shop vacancy, has significantly reduced, replaced by creatively designed living spaces. This change

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has been enabled by extensive use of the URDF to fund adaptive use projects and a special scheme of planning regulations for upper floors in city-centre buildings. The resulting increase in footfall in the wider city-centre area has contributed to the viability of smaller local enterprises and the independent food sector including fresh in-season food shops.

Food

The city's two historic market buildings, the Iveagh Market in the Liberties and the Smithfield Fruit and Vegetable Market, have both been regenerated and are the flagships of a vibrant and diverse local market culture. The Eat the Streets Programme has expanded with many local neighbourhoods proactively hosting events during the now week-long programme.

Engagement and monitoring

Enhancing engagement through the city's library network, each of the five DCC administrative areas hosts a dedicated sustainability hub providing education and support in-reach

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and out-reach services in local communities. Providing information, training and community engagement, a space for emerging climate technology, innovation and co-creation, the office for monitoring and data collaboration, the flagship sustainability hub is located in the former Debenhams building on Henry Street, bought by DCC with support from a European Investment Bank climate loan in 2024.

Well-being
Overall well-being levels in the city have risen, loneliness, chronic illnesses, crime and anti-social behaviour have all decreased. More people are volunteering, material consumption levels have decreased as domestic spend on social, recreational and cultural activities has increased. This is evidenced by increases in all 4 elements in the national Well-being Framework

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<p>The IGBC welcome that both retrofitted social housing and public buildings (including traditionally built public buildings) will serve as exemplar projects to demonstrate what is possible in residential and commercial buildings. Although the focus on Dominik Street as DCC's flagship project is understood, it would be good to provide further details as to how the learnings will be used to ensure that within the next decade ALL projects are climate resilient and enables/encourage residents/users to live sustainably. More specifically, it would be important to look at the whole life carbon impacts of all projects, as well as to how to reduce waste and enhance biodiversity.</p> <p>The IGBC would also encourage DCC to use Green Public Procurement (GPP) for all these projects to drive the market for more sustainable products and services, and build capacity within the industry. Please see our reports on using the energy efficiency training clause as part of public procurement to improve quality assurance and</p> <p>In 2030, Dublin is a green walkable city. Its built environment is on track to be totally decarbonised, circular and resource efficient by 2050.</p> <p>Decarbonisation of our built environment is a team work and the IGBC strongly support the collaborative approach mentioned in the document. However, further details as to how this collaboration will be achieved are needed.</p>	<p>This section is very much aligned with IGBC's vision for Dublin 2030. More specifically, we strongly support actions to better use our existing buildings (RF3). By bringing these properties back into use through high quality re11ations we can tackle several challenges at once. As highlighted in the carbon modelling report commissioned by the IGBC to UCD, better using our existing stock and prioritising re-use is critical to reach our 2030 climate targets The carbon cost of a home deep retrofit is approximately ~0.25 of that of new build, and as many of these homes are located in central locations, people would be less reliant on cars, which in turn would reduce our fastest growing source of carbon emissions, transport. This approach is not only good for the environment. It is also good for people and the economy. It represents a unique opportunity to provide much needed homes, to make our city more vibrant, to enhance air quality, and to restore the cultural and aesthetic value of these areas. The "Adaptive Re-Use Programme" mentioned in the</p>	<p>Using libraries as climate hubs makes perfect sense, but the council could go one step further and use at least one of these libraries as a physical one-stop-shop to support people with energy re11ation works and funding application as it has been done in Cork City. The IGBC has recently set up a residential re11ation working group and the feedback we are getting is that while all the information is online, it's challenging for some groups of society to access it (e.g., elderly people and time-poor households) and that physical one-stop-shop where people can access the information is useful. Beyond using libraries as climate hub, the Council should explore how it could better use its libraries and existing stock*. This would be fully aligned with the concept of "sufficiency" introduced in the proposed revision of the EPBD and would support a reduction in embodied carbon and waste emissions. Some of the specific actions listed under this category are highly positive E.g., C1.1 NBSs for Parnell Square Cultural Quarter and C3.1</p>	<p>The actions listed under "A Connected Active Travel Network" and "A Re-Imagined Public Realm" sections strongly support our vision. More specifically, we welcome the objective of bringing together 95% of the population of the City within 400 metres of the active travel network, and the strong focus on NBSs as way to address the heat island effects and flooding risks. On the latter, the concept of a "sponge city" should also be explored. It's positive that all the projects mentioned in the "A Connected Active Travel Network" include a focus on re-use of materials, reduction of waste and NBSs. The whole life carbon impact of these infrastructure (including impact on transport) should also consider. Please see PAS2080 - https://www.bsigrup.com/en-GB/our-services/product-certification/product-certification-schemes/pas-2080-carbon-management-in-infrastructure-verification/.</p> <p>In relation to S2.3, low carbon mobility hubs need to include more than</p>	<p>Building a Zero Carbon Ireland Roadmap - see pp.41-45 for recommendations for local authorities / Home Performance Index Certification for new sustainable homes / Viable Homes Measuring whole life carbon impacts of various types of developments</p>	<p>Climate Readiness Toolkit is good but further clarifications as to how it would be used is needed - IGBC has training programme to support upskilling of staff/elected representatives - OS1 Concerns with the use of GPP where feasible</p>	<p>DCC welcomes the submission from the IGBC</p>
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<p>incentivise upskilling (D3_3_full_version.pdf (busleague.eu)), and our handbook on implementing circularity, whole life carbon measurement and Life Cycle Costing in Public Construction Projects (IGBC_March23_Handbook_digital.pdf) . Further information on how these projects could be used to inspire communities is also needed. E.g., through the organisation of Open House Type of events, or through tours of sustainable neighbourhoods similar to tours of the Vauban area in Freiburg.</p> <p>In relation to critical infrastructure, while it's positive that DCC is facilitating the delivery of public electric vehicle charging infrastructure, the priority should be to support the National Sustainability Mobility Policy (SMP), i.e., an Avoid-Shift-Improve approach. A recent study by the city of Lille in France shows that a car in an urban area requires an average of 65 sqm, significantly impacting the delivery of high-quality public</p>	<p>plan could be used to share key learning with industry, and to raise awareness about the importance of better using our existing stock among the general public. As what is not measured, cannot be managed, DCC should also capture better quality data on the scale of the vacancy issue in the city, to develop targeted programme. The physical energy re11ation information centre piloted in Cork City was highly successful, piloting something similar looking at all aspects of re11ation might be helpful.</p> <p>Actions to reduce construction waste should also be considered - In Europe, the construction industry is responsible for 50% of all extracted raw materials. Construction products and buildings are also the main source of waste generation in the EU, representing 30% of our total waste, with most materials still ending up in landfill. To reduce C&D waste, DCC should also consider</p> <p>- Introducing financial incentives to support reuse</p>	<p>Resilient North East Inner City, however, it would be helpful to better understand how the key learning will be shared with industry, and how these projects will be used to raise awareness about climate action, as well as how these approaches will be scaled up in future.</p> <p>It's extremely positive that the section on Decarbonisation Zones (C4) has a strong focus on citizens' engagement and collaboration. However, the strategy for the decarbonising zone could be more ambitious. A comprehensive strategy that addresses all the emissions associated with the built environment across its whole life cycle, as well as NBS, would be most beneficial. This would cover operational emissions, as well as embodied and transport emissions. For instance, ambitious projects to address dereliction, vacancy and under-used buildings could be considered. It would also be important to design and build for adaptability, and deconstruction to avoid waste. Exemplar projects focusing on circularity, reducing</p>	<p>EV charging infrastructure, as the priority should be to Avoid-Shift-Improve (in this order) as per National Sustainability Mobility Policy (SMP). Likewise, under the "Re-Imagined Public Realm", the Council should not only focus on traffic calming actions but also traffic reduction as space is needed to make our city and neighbourhood greener and to maintain vibrant streets (S4.3). A recent study by the city of Lille in France shows that a car in an urban area requires an average of 65 sqm, significantly impacting the delivery of high-quality public realms and other services such as SUDs. Delivering high quality public realm requires space for all users. Furthermore, the 2022 Census already shows a high percentage of households living without a car in Dublin. E.g., 82% in Dublin North City electoral division. See https://saps.active-travel-counts.ie/ .</p> <p>As per previous sections, the indicators need to be far more specific.</p>
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<p>realms and other services such as SUDs. SUDs and the concept of a "sponge city" as implemented in Copenhagen have a key role to play in making Dublin more resilient.</p> <p>While the headline indicator is positive, it is too vague in its current form to be meaningful. When it comes to energy re11ation, we would encourage the council to use the indicators developed (and piloted by DCC) as part of the Build Upon Energy Re11ation Framework, i.e., Indoor Air Quality, Thermal Comfort and Climate Resilience. More information at https://www.igbc.ie/wp-content/uploads/2021/10/Build-Upon%C2%B2-Energy-Re11ation-Framework-Methodology-Update-11-January-2022.pdf.</p> <p>The IGBC believe that the "Citizens are within a 15-minute walk of repair services and fresh food" should be broader and more ambitious. In a resilient city, citizens should also have access to schools and medical facilities within a 15-minute walk. The Home Performance Index</p>	<p>and low carbon developments. This may include increasing levies on vacant properties, applying an additional planning levy (or increased rates) to new construction where major demolition is involved, or reducing planning levies for buildings of low carbon intensity (i.e., with 3rd party validated low carbon intensity as defined by benchmarks in RIAI climate challenge).</p> <ul style="list-style-type: none"> - Better supporting re-use of construction materials. E.g., through the development of storage facilities for large quantities of high-quality construction materials for reuse (materials exchange). - Requesting pre-demolition assessments, presenting the environmental and economic case for repair or replacement. In cases where demolition is an appropriate course of action, request waste audits conducted by external auditors ahead of demolition to further support the mitigation of Construction & Development Waste (CDW). <p>In relation to the "Nature Full City" section, the IGBC</p>	<p>whole life carbon, etc. could be prioritized in the DZ and subsequently used to raise awareness about these issues (e.g., through open houses type of events).</p> <p>As per previous sections, it's difficult to comments on indicators as these are extremely general. Further clarity on indicators to be used are needed. E.g., how will an increased rate of circularity be measured?</p> <p>* Could public buildings be used for longer hours and for different use? E.g., the University of Vrije in Amsterdam is developing a new building that can be used for teaching, research and cultural activities (as a cinema).</p>
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indicators on Sustainable Locations may be helpful there. More information at <https://homeperformanceindex.ie/wp-content/uploads/2022/12/HPI-Technical-Manual-v3.0.pdf>.

Finally, the IGBC, in partnership with Allianz is working on the "Climate Safe Homes" initiative. The objective of the initiative is to look at action required to design, build and retrofit climate change proofed homes. The IGBC would be delighted to share the results of the project with DCC when ready.

welcome the objective of prioritising green infrastructure that connect existing parks to create ecological corridors and improve people's health and wellbeing. Publishing maps of existing and potential ecological corridors would also be helpful to enhance biodiversity. In relation to general awareness, DCC could do more to engage with the general public. For instance, the potential to replicate initiatives such as No Mow May, One sqm for biodiversity (<https://www.opensciences-participatives.org/fr/che-observatoire/95>) in all back gardens or the "Permis de végétaliser" should be explored as most private gardens are a significant part of green areas in Dublin. The objective of deculverting some rivers is also welcome as it would improve people health and wellbeing, while supporting climate adaptation.

As per previous section, the indicators need to be more specific. For instance, an indicator on vacancy and dereliction would be most useful.

Notes

The following initiatives may be of interest to DCC

- The IGBC is currently developing a roadmap on circularity in construction. The initiative is aimed at defining and exploiting Circularity in the Irish Construction sector by identifying the current gaps and challenges, as well as solutions and enablers.

- In May 2023, the IGBC launched its "Biodiversity & the Built Environment" Community of Practice. The group meet quarterly and are working on developing a comprehensive set of case studies on how to protect and enhance biodiversity in various building typologies (existing and new).

- The IGBC is currently piloting the Excess Material Exchange platform as part of the Construction Material Exchange (CMEx) Project. CMEx is a user friendly, digital platform that connects organisations with each other so that they can exchange or trade excess construction materials between them. The platform showcases excess materials from projects where

they can be seen, traded, exchanged and reused, ensuring that materials continue to have a value beyond their initial lifecycle. More information at <https://www.igbc.ie/construction-materials-exchange/>.

* Implemented by a number of Dutch and French cities, this allows citizens to plant flowers between their homes and pavement – 15-20cm, and in some other under-used areas (e.g., at the bottom of a tree).

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2454917
A city that's orientated around people and all elements of biodiversity living, working and socialising safely, in an environment free from air and noise pollution.

Yes

Green Pearse Street
(https://www.linkedin.com/posts/green-pearse-street_a-simple-solution-to-climate-problems-faced-activity-7092105511751270400-6Nm)

Complaints from drivers / address with increasing efficiencies to public transport

Great to see a Climate Action Plan being created

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<p>I visit the city currently as part of post-graduate studies, for work commitments and associated meetings, and for general family sports/other commitments and events. In this context, my vision of Dublin to be in 2030, would be a safe sustainable society, participating in climate actions and adaptation measures to ensure each generation has the same opportunities to enjoy a sustainable quality of life as the previous.... This would be evident via a safe sustainable public transport system enabling access to within walking distance of all amenities in the city. It would include safe open well-lit pedestrian routes connecting these public transport nodes, with suitable services like sustainable waste management, free public water points, cycle lanes, safe cycle lockups and suitable working EV charging locations.</p>	<p>Dublin City Council, Annual Progress Report 2020/21, Climate Change Action Plan 2019-2024, 11ember 2021</p> <p>Dublin City Council Annual Progress Report 2021/22 Climate Change Action Plan 2019-2024, 11ember 2022</p> <p>It can be expected that the 2022/23 progress report too, will be published in 11ember 2023, so the outcome for current Plans actions and associated targets may have improved. There is an acknowledgement in Issues with the Current Plan section, that consolidation is required, with a resultant staff survey to identify any issues or improvement with interdisciplinary collaboration, so this is also welcome. Actions that were not to be completed in the lifetime of the current Plan and/or proposed in this Plan, should not all be highlighted as "ongoing." Any actions that are now imbedded in operations and service delivery should be reported as business as usual (BAU).</p> <ul style="list-style-type: none"> Individual thematic; 	<p>"People build cities, but cities build people too" Irish Architecture Foundation, Open House Dublin in it, together.</p> <p>A new development has been recently completed at Lower Dominick Street, so action R1.1 in Resilient cities must be for additional measures or is it for another older development? This would need to be clarified and it would also be good to list all other such projects that may not be "flagship" to get local buy-in. There is little or no mention of adaptation measures required to mitigate the impacts of climate change. I appreciate that this is a climate action plan, but it should not shy away from including the adaptation measures required e.g., the Clontarf Flood Barriers. While there is likely to be statutory obligations around the development of various plans and programmes setting out local authorities' ambitions over a period, some thought should be considered to better aligning the timing of these plans with more specific deliverables, e.g., target dates within each year.</p>	<p>Some of the key actions, such as the greening strategies, the Dublin Bay UNESCO Biosphere Foundation, Open House Dublin in it, and the Liffey Vale Biodiversity Centre account for over 50% of the defined budgets, so would need more detail to be provided. On a side observation, most actions are implemented and driven by key departments and personnel, so it would be good to publish some metrics from the staff survey and associated workshops, which might indicate how well resourced or not the key departments and functions are. It is not immediately evident of there is a priority of actions i.e., the low hanging fruit/the activities emitting the most CHG's. It would be good if these were prioritised, but the biggest improvement in this plan is that it has more qualitative than quantitative ambitions, with the 199 actions under the current Plan a case in point!</p> <ul style="list-style-type: none"> More detail needed on the split in budget costs for actual climate actions associated with the big-ticket projects. What are climate mitigation 	<p>Actions C1.1 to C1.4 are related to ambitions to enhance the creative elements of Dublin City, by providing "spaces" to meet and socialise, with an associated budgets of over €150 million! I would like to see the real climate action and adaptions measures specifically referenced, and what is the % of the above figure actually allocated to these actions? While these are all initiatives to be applauded, and communication is called out as particularly important tool in the Irelands CAP23, it would need to be more detailed in relation to how this will facilitate climate actions. In relation to measures to facilitate networks for knowledge exchange through partnership with third level institutes and annual deep dive data challenges, while it demonstrates that these are aligned with the CAP23, they could also be linked with the actions around citizen engagement and associated actions CZ/23/6 to CZ/23/9, which specifically call out promotion of climate literacy. The Plan could do with links to other web-sites/reports</p>	<p>The actions under social city that align and support my vision of Dublin would be the existing active travel project under the existing Plan. While they have been budgeted, I would like to see how much will be completed within the current Plans term, and what will be carried over into the new Plan cycle, as there are more actions planned under S1.2 and S1.3, but no details provided. Action S1.4 and S1.5 should be incorporated into S1, S1.2 and S1.3 as these are the same action i.e., participation events to encourage people to use the active travel!</p> <p>S2.1 and 2.2 need a bit more fleshing out as there is no detail given or a budget/timeline. It is good to see alignment regarding the improvements in the EV Charging infrastructure (S2.3), as required in the Local Authority Climate Action Guidelines, Government of Ireland, March 2023. However, there are plans for 1650 charging points by 2025, A report for Fingal County Council, Dublin City Council, Dun Laoghaire Rathdown County Council & South</p>	<p>Yes</p>	<p>Current completing an MSc In Climate Change at DCU and hope to use this further expand my career and make some impact on reducing GHG's</p>	<p>Budget, resources, committed resources, planning delays, objections to adaptation measures, red tape, overly bureaucratic process.</p>	<p>It would be good to acknowledge the progress with the 20-24 plan and publish the final annula reveow due in 11ember even if the results are poor. Don't make the CAP just a repository/list of all climate actions underway as most are statutory requirements</p>	<p>DCC has developed Climate Neutral Dublin 2030 based on learnings from the first climate action plan. This plan is evolution of the first plan as stated. Climate action is a constantly evolving space, the plan has been developed with this as a key consideration and is a living document that will evolve with science and policy</p>
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<p>resilience, resourcefulness, creativity, and social function are very innovative.</p> <ul style="list-style-type: none"> • 8.5% of the existing plan actions have been completed as of 11ember 2022! • Publishing the current plans final progress report would be welcome. • Lessons learned from the existing plan should indicate how they are informing the new plan. • Any actions not to be completed in the plan lifetime should be highlighted as such. • Any actions embedded in DCC operations/service delivery should be defined as BAU. 	<ul style="list-style-type: none"> • All projects, not just the flagship ones, should be referenced. • The plan should distinguish between climate mitigation and climate adaptation measures. • Links should be provided to any published details on actions already underway. 	<p>measures and what are climate adaptation measures?</p> <ul style="list-style-type: none"> • Are applicable City Council departments and functions fully resourced to implement these actions between now and 2029? • A raft of existing supporting DCC plans and strategies will need to consider the actions of the final Plan when they are next reviewed, so thought should be given to aligning or combining such plans. • Some indication of the "low hanging fruit" and prioritisation should be applied to these actions. 	<p>etc on these projects, that are now actions, an example being the Dublin district heating project (https://www.dublincity.ie/residential/environment/dublin-district-heating-system), There are also some missing linkages that should be included in the Creative City actions such as the Dublin City Invasive Species action plan 2016 – 2020 and the Dublin City Tree Strategy 2016-2020, as these should all align. In addition to the above, it is good to see quarterly reports being prepared for the elected members and monthly workshops proposed with Steering groups.</p> <ul style="list-style-type: none"> • Costed/budgeted actions should include the % of actual cost allocated to the climate action. • More linkage with Irelands Climate Action Plan citizen engagement actions. • More refence to other DCC objectives around biodiversity, such as the invasive species and tree strategies. • The Plan needs to specify when progress will be reported each year and published, and more details are needed on Dublin's successful application to 	<p>Dublin County Council Report authors Final report June 2022 Dublin Local Authority Electric Vehicle Charging Strategy, so these targets should align with this strategy, even of the % of the 1650 charge points in DCC's authority are not yet known. Regarding the delivery of a Parks Strategy, Public Realms, Laneways in Dublin 1 and 2 and the Vibrant Streets proposed actions (S4.1 to S4.3), these are also highlighted in the Dublin City Council, Dublin City Development Plan 2022-2028, 14/12/22 Chapter 10.1, so good to see these making this Plan.</p> <ol style="list-style-type: none"> 1. The status of the current plans active travel actions should indicate and what is being carried over to the new plan. 2. Some actions are not stand alone and are implicit in other actions e.g., delivery of active travel and celebration and promotion of use of active travel once completed are probably the same action. 3. Some actions have no timelines or budgets yet. 4. More details needed on the number and location of the proposed 1650 EV charging points as referenced in DCC's
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become one of the cities in the EU Mission for 100 Climate Neutral and Smart Cities.

EV Charging Strategy.
5. No mention of any cycle lanes/pathways in the active travel action.
6. Work in partnership with adjoining authorities and relevant stakeholders to conserve, enhance and promote the biodiversity of Dublin City - Dublin City Council, Corporate Plan 2019-2024

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2456694	A city where all residents have a good quality of life, that is clean air, nutritious food (some of which is locally grown) , good access to green spaces, good active and public transport system that is sustainable, meeting the targets in reducing our carbon emissions.	The proposed actions are quite general and do meet some of my vision for Dublin 2030.	The proposed actions generally do meet my vision of Dublin City in 2030	The actions proposed do meet my vision for Dublin 2030	These actions do support my vision for Dublin 2030	The proposed actions do support my vision for Dublin being a social city.	Yes	Being a member of the Ballymun Biodiversity Action Group. Growing some of my food in Meakstown allotment and Muck and magic Community Garden . Cycling as my main means of transport.	The lack of priority for some Dublin residents to make necessary changes in their lifestyle in order to reduce their carbon emissions. Also lack of political will.	As chairperson of Dublin Community Growers (see www.dublincommunitygrowers.ie)	DCC acknowledges that people need greater support in understanding how climate action can be a daily part of life.
2457421	clean, green, pedestrian friendly. no signpost clutter, no overhead wires, no overhead tram line wires. more streetscape.		conservation of our beautiful buildings is essential.	more parklets. so many opportunities to plant more trees. Gardiner Street Lower - not a tree in sight - just dereliction and decay		more pedestrian space, more cycle space, more outdoor social spaces	No		more segregated cycle lanes required, push back from businesses	segregated cycle lanes are essential for safe cycling in the city	DCC Welcomes this submission and the request for trees.

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<p>In 2020, Dublin is a city where there's a real sense of community, where everyone has life's basic necessities – access to healthy food, shelter, healthcare and education/training. Vacant buildings are a rarity. People get around mostly on foot, bicycle or public transportation. There are very few cars and most people, if they need to use a car, rent an electric vehicle through an app. There's a comprehensive network of cycle lanes and everyone can get around easily on foot because there are no cars parked on the footpaths. Buses, light rail and trains are dependable and are frequent at busy times of the day. Filtered permeability exists in all new housing developments, but has also been introduced into pre-existing house developments – i.e. pedestrian and bicycle short cuts have been facilitated where possible, by creating access in walls that previously blocked such access to footpaths and cycle paths on the other side.</p> <p>Every bus stop has a bus shelter and most of them have</p>	<p>I don't see any specific actions proposed in this section of the draft CAP (page 7). Am I missing something?</p> <p>I see emphasis on avoiding food waste, but I see no actions around moving people to better food choices in terms of foods that entail lower lifetime greenhouse gas emissions. For instance, based on the scientific evidence, it seems clear that beef and lamb consumption needs to stop.</p>	<p>The programs mentioned sound good, but there don't appear to be enough of them. And it's not clear that some of the actions will be comprehensive enough. For instance, in the case of action R3.5 "Infrastructure for Re-use, Repair and Re-purpose", I'm not clear the extent of this planned infrastructure. Every community needs to have this infrastructure.</p> <p>They definitely support it in some ways.</p>	<p>They definitely support it in some ways. I'm happy to see "Laneways of Dublin 1 and Dublin 2" in there. This is important for filtered permeability and laneways need to be places that feel safe for people to walk in. I seem to recall recently hearing of a threat to close down a laneway in Dublin because of "anti-social behaviour". This is NOT the way forward.</p> <p>Yes</p>	<p>Yes, I help with water butt and rainwater retention planter installations and am very interested in wildlife pond installations. I am also available to give climate/biodiversity talks in schools. I gave one last year to St Dominic's school, Ashington.</p> <p>There will be push-back on many actions, no doubt. I think the key there is being imaginative in education and outreach. Also on that topic, I think it would help greatly at the local level if, at the National level there were public information campaigns about climate change and biodiversity loss – similar to the level of the public information campaigns around COVID. I think the Council should pressure Government to undertake such a campaign.</p>	<p>Dublin City Council must not permit any more data centres and must ensure any that exist already are transparent about the categories of data they're storing. They shouldn't be allowed to store dark/nefarious data.</p> <p>DCC Welcomes this submission. Through DCC's participation in the EU Mission it is intended that dialogue and knowledge exchange will increase between local and central government.</p>
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green roofs.
There are adequate public toilets.
Traffic laws are enforced and cycle lanes aren't blocked with parked cars or taxis that have pulled over into them.

People have taken up their concrete driveways and instead put in shrubs/trees/mulch or other permeable surfaces to help prevent flooding downstream.

Nature abounds.
Every downpipe has either a rainwater retention planter with native plants, or, if space is an issue, a water butt instead.

Waste collection is done by the local authority instead of private contractors, meaning fewer bin collection trucks on the roads. For apartment complexes and businesses where having their own waste bins isn't feasible, there are community bins for recycling, composting and waste. This means people no longer put out their rubbish in plastic bags – bags which get picked open by seagulls, resulting in rubbish strewn around our city. Every home that has a garden does home composting – so most homes don't need a compost collection

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bin.

Any lawns are left un-mowed from April to 9tember. Hedges are cut only in the six month period between 9tember to February (i.e. The existing law is enforced.) People's homes are well insulated and all commercial, industrial and school buildings have solar panels. All apartment buildings and many house also have solar panels. All libraries have tool lending libraries that are easy to use. There are regular repair cafes held all over the city. There are fewer retail shops and more repair services.

There are no more data centres than exist today and they no longer use diesel generators or any other fossil fuel backup. They all have comprehensive rainwater catchment systems that take care of all their cooling water needs. All the waste heat that they generate is used – in district heating or other programs.

There are lots more vegan cafes and all public entities have cut out beef and lamb from the menus in their canteens because of the associated

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greenhouse gas emissions
(<https://ourworldindata.org/explorers/food-footprints?facet=none&hideControls=false&Commodity+or+Specific+Food+Product=Commodity&Environmental+Impact=Carbon+footprint&Kilogram+%2F+Protein+%2F+Calories=Per-kilogram&By+stage+of+supply+chain=false&country=Bananas~Beef+%28beef+herd%29~Beef+%28dairy+herd%29~Cheese~Eggs~Lamb+%26+Mutton~Milk~Maize~Nuts~Pig+Meat~Peas~Potatoes~Poultry+Meat~Rice~Tomatoes~Wheat+%26+Rye~Tofu+%28soybeans%29~Prawns+%28farmed%29>)

There are no longer any single use cups in use in any cafes.

The City no longer has petrol stations – most having been developed into other uses, such as housing (where appropriate). People in the City go on their holidays here in Ireland for the most part.



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<p>2457532</p>	<p>Yes</p>	<p>Working with LAWPRO do engage communities with water and their local waterways and supporting them in water quality based initiatives.</p>	<p>Increased pollution events due to the changing river flows both high and low and the changing assimilative capacity due to the weather patterns associated with our changing climate. this needs to be mitigated by Carrying out a review of Section 4 Discharges to Water licences. Please find below is some suggested wording.</p> <p>"Carry out a review of Section 4 Discharges to Water licences to determine if they are fit for purpose to meet projected climate change related risks such as hydrological changes and water temperature increases."</p>	<p>DCC Welcomes this response and upon review with our protection of water bodies unit, acknowledge that reviews happen as they arise.</p>
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I would love to see a Dublin that feels closer to European capitals. I love Dublin, but it often feels a bit dirty, underloved and poorly organised and run.

A Dublin that is easily traversed, with excellent public transport, cycling and walking options. A Dublin that takes climate action seriously, with plenty of green space, bins (not just black but recycling of all kinds), with street light that keep things lit safely without totally disturbing wild nightlife. A Dublin that considers everyone's needs, with spaces for people to sit without having to pay, benches for older people, lots of clean and nice public toilets. A Dublin that has lots of independent shops and supports smaller businesses, with the city centre being mixed use of commercial, community and living spaces. A Dublin that takes the idea that dereliction is a form of vandalism seriously, and doesn't let landowners speculate and destroy the city. A Dublin with plenty of creative space and sporting outlets (public lidos, well maintained

2457389

Honestly it looks like a very ambitious plan, and on paper exciting.

Would like to see more specific numbers for headline indicators for F2

Liked that play not being limited to children/young people in F3 was highlighted

No

I think there is a lack of resource, a lack of a directly elected mayor with executive and decision making powers in Dublin is a serious one - it just means everything slows down so much. A lack of political will from people in DCC is another one.

We really really need social housing, Vienna style because so much of this wont be possible without housing

Too much red tape slows things down ... but we have to be careful not to dilute good safety practices

This was a good document, it looks exciting! It now needs to be followed by concrete and swift action.

DCC welcomes the respondent's observations and insights, such as treating dereliction as vandalism.

waterways and beaches, a year round ice rink!). A Dublin that has a directly elected mayor with a budget setting and executive power, with a proper vision and mandate for the city. A Dublin city council that employs lots of builders and engineers who can complete projects quickly, maintain social housing and build more. A Dublin with safe injection sites. A Dublin that has quickly and efficiently replaced the water pipes around the city, so that 50% of water isn't being lost and we don't have to pipe it in from the Shannon in future. A Dublin that has much stricter rules about the visuals of buildings, so we can have a beautiful city as well as a functioning one (so fewer concrete and metal squares, and bringing in more heritage to the city). A Dublin with public transport options to the mountains, so I can easily hike without needing to rent a car for a few hours. A Dublin that does things at speed - it shouldn't take months and months to get a park built, or a cycle path resurfaced!

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Chief Executive's Report on Submissions Received

<p>A Dublin that is clean, peaceful, resource-efficient, and ahead of its time.</p> <p>In 2030, there will be less air pollution from car and bus exhausts, with active and public transit methods (cycling, scooters, walking, DART, Luas, etc.) being the norm.</p> <p>There will be more pedestrianised areas and walking routes connecting suburbs to the city centre. Streets will be cleaner through improved waste management systems and a thriving circular economy based on innovative material recycling.</p> <p>There will be more art and music in public spaces, and Dubliners will enjoy a relaxed, happy, and productive city life.</p>	<p>One of the targets is a 50% improvement in energy efficiency by 2030. A quick definition of energy efficiency in this context (such as in an info-box) would be helpful. For example, how energy efficiency will be measured, and how you'll know it has improved.</p> <p>The plans listed under Public Building Regeneration are great to see. Exploring the possibility of green roofs or rooftop garden space to further boost biodiversity and pollinators could be beneficial. In Cork city centre, there's a moss wall that sequesters carbon and filters pollutants from the air. This is something that could be replicated in Dublin.</p> <p>Upgrading public lighting to LEDs is a key way to improve energy efficiency and reduce electricity use (creating room for electrification of heat and travel). It's great that lumen levels and colour range for biodiversity are given consideration. Other options to consider are auto-dimming lights on motion-sensors, or solar PV-integrated lamp-posts. LED</p>	<p>Technical point The colouring on the header bar of the table "New Actions Resource-Full City" is bit light, making it hard to read.</p> <p>There has been an improvement in biodiversity in Dublin Bay Area, with herons arriving on Sandymount Strand and the banks of the Dodder. This is a promising change.</p> <p>If we are to be resource-full, then we should be practising resource recovery. One of the most plentiful resources in the city could be from waste. Currently, most bins around Dublin are catch-all bins, where much of the waste is sent to the incinerator or landfill. There's an opportunity for resource recovery, especially for aluminium cans, plastic bottles, glass, and paper/cardboard.</p> <p>The Deposit Return Scheme launching in February 2024 is a great initiative which should see very positive results. Placing a €-value on recyclables will make them more likely to be gathered and brought to a collection point. This will result in fewer cans and bottles left on streets. The Smart</p>	<p>One of the actions in this foundation is about Innovation Districts, and the use and re-use of available resources. This is a great initiative. Organisers could identify excess 'waste' resources (such as clothing or recyclables) and get people together to brainstorm (and potentially implement) solutions. There are huge opportunities for up-cycling and it could create new skills or careers for residents.</p> <p>It's excellent that Dublin is drawing on creativity and art as a way to bring about change. Art projects that integrate small-scale renewable energy generation (like micro-wind, solar, tidal, river hydro) could be used to educate and inspire the public on renewable energy generation.</p> <p>Recent events in Dublin have been very good, such as the Earth Rising Festival. It is great to see such fantastic creations from artists in Ireland, and hopefully environmental festivals like this are expanded in future.</p>	<p>The idea for the Connected Active Travel Network is great. It would be helpful to have more greenways within the city, and cycling and walking paths protected from cars. On existing roads, it would be great to see pedestrians and cyclists given priority at junctions, and more signs and maps encouraging walking. Road-crossings that are safe and accessible for wheelchairs and prams is also important.</p> <p>The new Telefón information booths are useful for tourists and local residents to find out what's happening around the city, and provide assistance or information that otherwise requires a mobile phone or internet connection. As climate impacts become more intense, these Telefón devices could be used to warn the public about upcoming storms or rain events, or to report problems like pot-holes, clogged storm-drains, flooding etc. These devices could also be used for public engagement and surveys. They may work well in DART stations or monitored areas to prevent vandalism.</p>	<p>I work for Absolute Sustainability, a consultancy helping businesses transition operations to more efficient, sustainable alternatives. We also connect companies with grants and incentives available from their city or county council.</p>	<p>Even if Ireland meets its climate goals, there will still be global effects to navigate. One challenge Dublin could face, similar to other capital cities, is dealing with the movement of people. This could mean accepting climate refugees from other countries, or Irish residents moving towards cities or away from coastlines.</p>	<p>Excellent to see the DCC creating Climate Action Plans and engaging with the public. Continuing to engage with the public on climate change and how they can help will give residents ownership of the problem, and reason to celebrate wins together.</p>	<p>DCC Welcomes the submission and the grammar and design suggestions.</p>
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2457825

Yes

<p>options last much longer so it would be good to pilot various options before making mass upgrades.</p> <p>Plans for public EV-charging infrastructure are great to see. E-scooter/E-bike charge points could work well on DART and LUAS platforms (charge-while-you-wait) to support the use of E-scooters in the first-and-last mile of commutes, keeping more cars out of the city.</p> <p>Implementing the Dublin District Heating Program is a great way to transition households away from GHG-emitting fossil fuel boilers, and reduces reliance on the electricity grid for heat. In future, DH plants could also sequester carbon from the atmosphere by using biomass as fuel (e.g. farm wastes) with carbon-capture and storage to permanently remove the carbon from the atmosphere.</p> <p>The Coastal Vulnerability Map (Figure A.2) identifies Sandymount Strand as one of the main vulnerable areas within the city boundary. Recently, waves have swept the</p>	<p>Recycling Bin program in Dún Laoghaire-Rathdown also seems to be a success, with a low contamination rate and smart fullness-alerts for efficient bin collection.</p> <p>It would be great to see more public recycling points, though it's tricky to do this while a fee for household recycling is in place. Over time, it would be great to make recycling free, and to increase the charge on general garbage - incentivising people to recycle.</p> <p>Proper waste sorting should become common knowledge over the next decade. Educating the public could be done through the city's planned In11ation Districts and Circular Enterprise hubs, or through education portals like MyWaste.ie.</p> <p>One of the actions in this foundation is an Ecosystem of Circular Enterprises. A part of creating a circular economy is having access to 'waste' materials from industry and the public, so they can be turned into new products or given a second life. Collecting, sorting, and re-using materials in new designs is a big</p>	<p>The wind and solar tower on Sandymount Strand is an excellent new installation. This device demonstrates wind and solar in action, and shows the public the benefits by powering the info-screen below.</p> <p>The new public toilets at the Stephen's green end of Grafton St. are a welcome addition. Dublin could benefit from more safe, accessible public toilets, as they're good for the public and tourism. Composting toilets are an eco-friendly option that require less connections to the sewer, and can be situated in places like parks and street corners.</p> <p>It would be great to see more community and household food gardens. This increases resiliency and skill building, reduces reliance on food imports, and could help reduce crime and anti-social behaviour.</p> <p>A thriving network of locally-owned, small businesses can make the economy more resilient to disruption or downturns. Dublin City could provide incentives and assistance to independent businesses to get a location in the city</p>	
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land here. This is unnerving because many homes in the area are at or below sea level - and sea level is rising. It would be good to see further plans for coastal defence measures in future.

Recent improvements to public transit, such as the Leap card and real-time passenger information, make travelling this way more convenient. To encourage more people to use public transport, consider making the DART/Bus free one day a month. People who never take public transport may try it, which could increase uptake. Another option is to survey those who don't take public transport and explore policies to address the reasons why.

Planning ahead for decarbonising the thermal part of the city's GHG emissions (e.g. natural gas and oil) is important. Will fossil heating be replaced by electrification (e.g. heat pumps) or by adding more renewable natural gas to the gas grid (i.e. biomethane captured from landfills or farms), or by using hydrogen (from electrolysis or desalination

opportunity for new companies to start-up.

The city could help Circular Enterprises by implementing waste-sorting programs, identifying valuable waste streams, or conducting waste audits to discover resources worth recovering. Giving in11ators info on available materials can further spark creativity.

It's excellent that Dublin City is incorporating solar PV into new developments to generate energy in the city.

In Dublin Bay, there is a regular and predictable daily tide. Though the technology for tidal energy isn't fully developed, it will keep improving. Considering the constant availability of the resource on our shoreline, it could be a viable source of renewable energy.

centre. This could be through a small-business grant or subsidised "local business" space, allowing businesses to rent a city-owned location on a short-term basis.

plants)? Some of these technologies are still maturing, however knowing which technologies are best suited to Dublin means the necessary pieces can be developed in time.

Chief Executive's Report on Submissions Received

2457871	A city where people can take pride in their communities as places where everyone can flourish together	Dublin City Council looks like it is learning to show a little more leadership and capacity to listen in dealing with the existential challenges facing every city. "Fight for the things that you care about. But do it in a way that will lead others to join you." Ruth Bader Ginsburg	Very heartening to see public health feature as a headline indicator. I would like to see this include physical, mental and social health. I'm very supportive of all that is needed to help Dublin become more resilient	People living in the city need to better understand the issues with air, water, ground, and noise pollution. This can only be achieved with many many more sensors placed where people live, move, study and work. There needs to be sensors placed in proximity to suspected sources of air, water, ground, and noise pollution. I'm very supportive of all that is needed to help Dublin become a place where everyone can enjoy more natural amenities in their neighbourhoods, where there is considerably greater coverage from tree canopies	I'm very supportive of all that is needed to help Dublin become a place where musicians, actors, craters, dressmakers, dancers and artists can thrive.	People need to feel safe moving in the city when they are walking, cycling, using mobility aids, and taking public transport. Barriers to people of all abilities, ages, genders and ethnicities to feeling safe include anti-social and illegal behaviour in public spaces and when driving or parking motorised vehicles. Much much more is needed to create safe spaces for people, including community liaison, people focused public realm improvements, low traffic neighbourhoods, and enforcement against hate crimes, as well as anti-social and illegal parking and driving	Yes	I walk, cycle and take public transport all the time. I recycle as much as I can. I am very consciuous of energy use, and avoid flying	Helping more people appreciate that everyone wins when more people walk, roll or cycle	Thank you for all your work to date, looking forward to seeing this bring results	DCC Welcomes this submission, and will apply suggestion for sensors through projects where possible, and use this as a communication tool
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Chief Executive's Report on Submissions Received

2457975	<p>A green city full of beautiful trees and communal green spaces where people (residents, children, pedestrians and cyclists) have priority before cars. Where children can play outdoors safely, can walk or cycle safely to their local primary or secondary school. Where businesses embrace green transport, using local electric bikes or small vehicles for most deliveries where possible. Where footpaths are clear from parked cars and the need for ugly bollards and unsightly street turn is minimised. Where everyone can walk to an outdoor play area in 10 minutes. Where people live above shops instead of there being dereliction. Where everyone who needs a home can access a home. Where public transport is efficient and accessible for all, with joined up services so I can hop on a bus and then continue my journey by rail or luas. Where trees are being planted instead of cut down. Where biodiversity corridors are encouraged along greenways and nature is protected instead of concreted over.</p> <p>Where biodiverse</p>	Mostly positive	Good	<p>Art spaces are desperately needed. As a musician I can attest to having lost three different rehearsal rooms to developers. One is now a karaoke bar, another is student housing, the third is under demolition. Without the arts Dublin will be a soulless city. But these spaces need to be affordable too.</p>	<p>Fostering community and harnessing the good will and diverse experiences of our city dwellers is key to success</p>	<p>People are the heart of the city. The plan should nurture and nourish them.</p>	Yes	<p>Green schools. Rainwater project (D7).</p>	<p>Some of our citizens do not want to face the reality of climate change and prefer to put their convenience and their own personal preferences first. Some are not educated about the harms of carbon use, insecticide use. Some don't want to know or want someone else to clean up or make the compromise/sacrifice instead. Some just don't like nature. Others are afraid of the "green agenda" and the "15 minute city" because they have been brainwashed by disinformation online.</p>	<p>Please be brave and make the changes we need to make. Climate change is happening and I'm so afraid for our world and my children's future. Be brave.</p>	<p>DCC Welcomes this submission and the encouragement to be brave. DCC's arts office is working hard to increase the availability to studio space</p>
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gardening is
praised and
supported and use
of chemical
insecticides
banned. Where
inner city
communities are
supported using a
holistic approach to
harness community
spirit and allow
everyone to live in
a safe, clean area.

Chief Executive's Report on Submissions Received

Dublin 2030 is a leader in the green arena reflecting the innovation, resilience, charisma, and spirit of its people. Exceeding its ambitious targets to go circular and reduce its fossil fuel reliance, it is a sustainable travel destination with cultural tours that encourage visitors to participate in greening and rewilding initiatives, as well as rethink their impact as travelers, going beyond the idea of Leave No Trace towards a legacy of leaving things better than you found them.

Like Amsterdam, Dublin has a car-free city center, with improved cycling infrastructure, better public transport systems, fresher air, and healthier citizens.

Cleaner rivers, and livelier canal life showcase a vibrant city with more green and blue roofs, edible plants and fruit trees, Dublin is greener and more biodiversity-rich than before.

Rent controls in the city centre have allowed small local businesses and they communities they foster to flourish and thrive.

2458090

There are more

The focus on collaboration is encouraging, bringing multiple tiers together to create a full systems approach

The focus on infrastructure, social housing, food strategy, and public building again, will create a healthier life for inhabitants. Should the targets be more ambitious?

Great focus on biodiversity, nature-based solutions, and social and circular enterprises, will help to realise a greener city

Yes to all the networking, knowledge sharing and hubs

Playful cities and the focus on place-making and developing a night time economy are very encouraging. Neighbourhoods are the key to community and strong communities foster resilience

Yes

The green roots project, Climate Change Cabaret, Pedal Party Parade. A series of community engagement with Climate Action Initiatives

Preparedness, are we ready for more weather events? Will we be able to protect all of our people.

Thank you, what a great overview of all the elements that need to be developed and improved, and how they interconnect

DCC Welcomes this submission, and will seek to increase the strength of indicators

women in leadership roles and a climate action group led by older women has sparked an intergenerational conversation around knowledge and skill sharing

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Chief Executive's Report on Submissions Received

2458302	Pedestrianised zones throughout the city making it walkable and safe. Segregated protected cycle lanes throughout town. More trees and better air quality. Green roofs on any new commercial buildings.		The proposed action do support some of my vision I wish to propose an additional action on behalf of Dublin Community Growers that DCC provide more spaces for local communities to grow some of their food needs by providing more community gardens and allotment sites along with necessary supports for such community food growing initiatives.	The proposed actions do support some of our vision for Dublin 2030	The proposed actions do support our vision for Dublin 2030	The actions do somewhat support our vision. We wish to add the proposal by facilitating more community based projects will enhance Dublin as a social city	Yes	I'm a Climate Ambassador (with An Taisce) and have helped with tree planting, bog conservation and dune rehabilitation.	There is a lack of urgency by some citizens in mitigating the effects of climate change. With some politicians there is a lack of political will in dealing with the issues around climate change.	I have completed this submission on behalf of Dublin Community Growers see our website dublincommunitygrowers.ie I wish to state that I John O Donoghue is the present chairperson of Dublin Community Growers.	DCC Welcomes the submission	DCC Welcomes the submission, and advises that our Edible Dublin Food strategy and City Development Plan have actions to increase community growing opportunities.
2458278	A city that has made serious reduction in its carbon emissions in the past decade yet has provided good quality of life to all its citizens in the way of clean air and water, nutritious food, some which is grown locally, good access to green spaces, good active travel and a good public transport system.	The proposed actions do support some of my vision	The proposed action do support some of my vision I wish to propose an additional action on behalf of Dublin Community Growers that DCC provide more spaces for local communities to grow some of their food needs by providing more community gardens and allotment sites along with necessary supports for such community food growing initiatives.	The proposed actions do support some of our vision for Dublin 2030	The proposed actions do support our vision for Dublin 2030	The actions do somewhat support our vision. We wish to add the proposal by facilitating more community based projects will enhance Dublin as a social city	Yes	Growing some vegetables and fruit in our community gardens and allotments. Being involved in local environmental activities, painting local green spaces planting trees and pollinator friendly plants.	There is a lack of urgency by some citizens in mitigating the effects of climate change. With some politicians there is a lack of political will in dealing with the issues around climate change.	I have completed this submission on behalf of Dublin Community Growers see our website dublincommunitygrowers.ie I wish to state that I John O Donoghue is the present chairperson of Dublin Community Growers.	DCC Welcomes the submission, and advises that our Edible Dublin Food strategy and City Development Plan have actions to increase community growing opportunities.	

Chief Executive's Report on Submissions Received

<p>A thriving city supporting high levels of wellbeing, operating within natural boundaries and in line with the Sustainable Development Goals as an exemplar sustainable and circular city. The Rediscovery Centre agrees with the proposed vision of a vibrant economy recognised for the diversity of business making up Dublin's social and circular economy, and the growing social enterprise community, in11ating and creating wealth in communities across the city. Implicit but not specified within this vision is the principle of inclusivity and leaving no-one behind.</p>	<p>These foundations and connecting actions support the vision described above. Adding to these, the Rediscovery Centre would encourage the Council to consider "Designing Our Public Services" design principles for Government in Ireland, published in 10ober 2022 by the Department of Public Expenditure, NDP Delivery, and Reform – for example, including principles such as putting people first, designing for trust and building, testing, learning and iterating. This approach focuses on customer experience and service quality as key values for success and offers significant benefits to service delivery projects. In particular, service design supports effective behaviour change through the focus on user needs, and the understanding that behaviour change happens over time, as a journey. As engaging and informing communities on climate action will be key to the plan, this approach could be a valuable additional tool in informing the plan's overall approach.</p>	<p>The regeneration actions also provide an opportunity to embed circular principles in the redesign and retrofit of social housing and public buildings. As set out in Foundation 2 the lowest carbon building is one that is already built. This is underpinned by research by the IGBC showing 14% of Ireland's overall GHG emissions are associated with embodied carbon emissions from the production of construction materials, transport of materials, construction process, maintenance, repair and disposal of buildings and infrastructure. Measures that reduce the consumption of materials in favour of reuse and recycling should therefore be prioritised. We also submit that prevention, reuse and repair infrastructure should be considered to be Climate Resilient Critical Infrastructure. This will be required, alongside operational support (see response to Question 6) to drive growth in reuse to meet the proposed national reuse targets (National Waste</p>	<p>We welcome the commitment to reuse existing buildings through adaptive re-use as well as the inclusion of material reuse in re11ation projects as listed in Appendix 1 R1. Further measures supporting adaptive reuse, material reuse and circular design strategies could also be considered for actions relating to public buildings (Appendix 1 R2) as elaborated in the Rediscovery Centre showcase https://www.circularreconomyshowcase.org/showcases/the-built-environment. We also welcome the commitment to continuing to nurture a healthy ecosystem of social and circular SMEs through entrepreneur supports. This recognises the unique and crucial role social enterprise plays in delivering the circular economy in Ireland, as practitioners and in11ators. SoCircular in particular has been an excellent programme for promoting and fostering collaboration between social and circular enterprise. Finally, as steering committee members for the Connected Circular Economy project, we have followed</p>	<p>We support the commitment to expanding the services of that libraries can support through maker spaces, workshops, and libraries of things. These activities, which have been slow to take off in Ireland, have significant potential to engage communities in local, circular and creative action. With the support of the libraries these activities could significantly expand. One historic barrier to libraries of things and community repair has been the challenge in obtaining insurance for product liability, primarily for electrical and electronic goods. The Rediscovery Centre is pleased to be working in collaboration with the EPA through the National Reuse and Repair Partnership to investigate and identify solutions to this challenge. Finally, the cross cutting indicator for Foundation 3 of increased circularity should be expanded. This is elaborated in question 12 below.</p>	<p>The Rediscovery Centre is the national centre for the circular economy, whose mission is to lead the transition through education, demonstration, advocacy and collaboration.</p>	<p>The cost of new items is not reflective of the true environmental and social impact costs and creates a barrier for more circular behaviour among consumers. Furthermore, prevention, reuse and repair operations can be labour intensive and the cost of labour in our local economy can be high compared with the unit value of new items. These are some of the key challenges in becoming a more circular economy. While the reuse and repair sector has grown and matured significantly in recent years thanks to global and local trends, there has been limited investment or support provided to address this cost imbalance. Support for and investment in prevention, reuse and repair infrastructure and operations will be critical in delivering the required growth and scaling of activity as outlined above. There are a multitude of funding or financing opportunities that can provide such supports at local, regional or national level. Identifying and developing these opportunities will prove a significant challenge.</p>	<p>DCC Welcomes the submission. DCC is actively embedding design principles in our work. As the foundations are interconnected circular economy principles will be embedded in construction projects implemented by DCC. DCC is seeking to include Scope 3 emissions.</p>
<p>2458303</p>				<p>Yes</p>			

Management Plan for a Circular Economy), which is currently equivalent to an increase of 17,000 tonnes over the life of the plan or 2,850 tonnes per year at national level. Infrastructure for prevention, reuse and repair is listed in Annexe 1 as a priority action, and under OS15, there is a commitment to identifying areas in need of infrastructure that supports re use, repair, repurpose, and free cycling. However, the commitment to supporting growth and operation of these activities is not clear. To meaningfully prioritise and embed prevention, reuse and repair within the community in line with the waste hierarchy, support for and investment in key infrastructure is required (see below discussion, in Foundation 2). This includes sorting infrastructure and warehousing, logistics channels including kerbside and fixed point collection systems, door to door repair services, refill stations and washing systems, closed loop return systems, equipped reuse and repair workshops, circular reuse shopping centres, reuse and the evolution of ambitious proposals for the RegenPort, Homelab or Plate options. We would encourage the continued dedication of resources to and support for the further development of these options as the outcome of a long and thoroughly considered process involving a wide range of stakeholders. To support the expansion of circular enterprises, particularly social enterprises, operational support and significant investment in infrastructure will be required. At a local level, the plan should include commitment by the Council to support reuse activities through business supports, reduced rates, grant supports and other measures. Another important action that would enable the Council to directly support circular activity is expanding Green and circular public procurement. Although Action OS1 refers to using GPP where feasible in all procurement of goods and services to ensure adverse environmental impacts are avoided and positive environmental

lending outlets in public spaces like libraries and town halls, lending retail outlets and online platforms with repair manuals, instruction guides and/or locational guides of reuse and repair outlets and refill stations. The focus on sustainable food systems is welcome. This not only recognises the impact of our food systems on climate but also the significant potential for local action to address this, and contribute to Ireland's target of reducing food waste by 50%. Finally, the cross cutting metric where citizens are within a 15 minute walk or cycle of repair services and fresh food is welcome - though as noted, this must be enabled through investment and operational supports.

impacts are enhanced, this does not reflect the urgency and importance of GPP to driving climate action. Despite these developments, the EPA's GPP Monitoring and Reporting study for 2021 found that only 24% of the number of contracts over the value of €25,000 and only 10% of the total spend reported on contracts over €25,000 included green criteria. This represented a negative trend, with a lower level of spend and lower number of contracts than reported in 2020. Stronger measures must be taken to reverse this trend. However, there are a growing set of resources available to support growth in green and circular public procurement, including EPA guidelines and training supports, the CRNI virtual trade fair that connects circular goods and services providers (including the Rediscovery Centre) with public procurement agents and a growing body of case studies, like the award winning National Waste Collection Permit Office office fit out project in Tullamore. This project, led by CRNI

in partnership with the Rediscovery Centre and Back2New Upcycling, delivered 97 items of reused and upcycled furniture, avoiding 2.6t carbon and supporting jobs and training in social enterprises. Another important case study (shortlisted for the 2023 National Procurement Awards) is the tender process led by Fingal County Council procure paint and bicycles specifically sourced from civic amenity sites and remixed / restored for use within and by the community. This excellent and highly replicable model has been used as a basis for guidelines developed by the Rediscovery Centre through the Paint Reuse Network, to support and encourage Local Authorities seeking to procure reused paint. Further commitment should be provided to a minimum number of procurement projects specifying circular (not solely green) criteria, which would support growth in reuse and repair in line with the Plan targets. Finally, Action OS17 of Annex 1 proposes to identify opportunities of

introducing circular economy principles in Bring Centre Depots and implement where appropriate. We believe that existing reuse activities at Civic Amenity Sites could be significantly expanded, in partnership with local reuse actors, to provide for a wider scope of product categories. These should include but not be limited to Bikes, Paint, Textiles, Furniture (excl. soft furnishings), Books, Electrical and electronic goods (see below) and other, where offtake is available. The successful model for paint and bicycle reuse at CAS, implemented through Article 11 exemptions, should be extended to these other product categories. Going beyond this model, the successful models in Wales, Northern Ireland and across the continent where reuse stores and repair services are facilitated at Civic Amenity Sites should be further explored. Such facilities would provide a strong signal and cues for stimulating awareness and support citizens to take action and drive behavioural change. We propose that Action OS17 should show greater

ambition through the introduction of additional reuse categories and the option of onsite reuse stores and/or repair centres at Bring Centre Depots. This would also support any future introduction of repair targets, as proposed in the National Waste Plan for a Circular Economy 2023-2029.

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Appendix II: Public Notice of Draft Plan Public Consultation



NOTICE OF THE PREPARATION OF THE DUBLIN CITY COUNCIL

DRAFT CLIMATE ACTION PLAN 2024-2029

Notice is hereby given that Dublin City Council has, pursuant to Section 16 of the Climate Action and Low Carbon Development (Amendment) Act 2021, prepared a Draft Climate Action Plan 2024-2029.

The Draft Plan is accompanied by an Environmental Report, prepared in accordance with the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004 as amended by S.I. 200 of 2011) for Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) Natura Impact Report, pursuant to Article 6 of the Habitats Directive 92/43/EEC.

The Draft Climate Action Plan sets out how Dublin City Council can promote a range of mitigation, adaptation and other climate action measures, to help deliver on the National Climate Action Plan and the Government's overall National Climate Objective, which seeks to pursue and achieve, by no later than the end of 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy.

Public Consultation

The **Dublin City Council** Draft Climate Action Plan, the Strategic Environmental Assessment Environmental Report and Appropriate Assessment Natura Impact Report, will be on display from Friday 15th September to Thursday 2nd November 2023, at the following locations:

- online at [Yoursay.dublincity.ie/Dublin-city-climate-action-plan-2024-2029](https://yoursay.dublincity.ie/Dublin-city-climate-action-plan-2024-2029)
- at Dublin City Council Civic Offices, Monday to Friday (excluding Bank Holidays) between the hours of 9.00 am to 4.30 pm
- at the following Council libraries during normal opening hours, during the consultation period:
 - Central Library (ILAC Centre)
 - Pearse St. Library
 - Kevin St. Library

- Ballymun Library
- Finglas Library

- October 17th in the Round Room of the Mansion House from 4pm to 8pm

Any further public consultation events will be advertised during the consultation period via Dublin City Council's social media channels.

Submissions/Observations

Written submissions or observations regarding the Draft Climate Action Plan, are invited from members of the public and other interested parties. You can make a submission or observation between Friday 15th September and Thursday 2nd November 2023 inclusive, through the following options only:

- A written submission can be made electronically through the Council's Public Consultation Portal [Yoursay.dublincity.ie/Dublin-city-climate-action-plan-2024-2029](https://yoursay.dublincity.ie/Dublin-city-climate-action-plan-2024-2029) up to 11.59pm on Thursday 2nd November 2023; or
- In writing to the Climate Action Coordinator / Senior Executive Officer at climateaction@dublincity.ie

All submissions are published on our website, and will be available to view in hardcopy upon request via climate.action@dublincity.ie

When making a submission, you should give careful consideration to any personal information, about yourself or others, that you disclose. This is an open and public process and all parties have a right to view submissions and personal information therein.

The closing date for receipt of submissions or observations is Thursday 2nd November 2023 at 11:59 PM.

Please make your submission or observations by **one** medium only i.e. online **or** email.

Submissions or observations should include your name and email address and, where relevant, details of any organisation, community group or company etc. which you represent.

Written submissions or observations with respect to the Draft Plan that are made within the period stated, will be taken into consideration before the making of the Plan.

Please note **LATE** submissions or observations will **not** be considered. You are strongly advised to make your submission or observation as early as possible.

Defamation

Received

Please be aware that comments involving allegations of any kind against a named or otherwise identifiable person or organisation may be viewed as defamatory by the subject of the comments. Persons making a submission may be sued directly for any defamatory allegations in any submission and should avoid making such allegations. Please note that submissions made to Dublin City Council **are made available for public inspection upon request via email climateaction@dublincity.ie**.

Data Protection

Please note that responses to this consultation are subject to the provisions of the Freedom of Information Act 2014 (FOI), Access to Information on the Environment Regulations 2007-2018 (AIE) and the Data Protection Act 2018.

Dublin City Council is committed to fulfilling its obligations imposed by the General Data Protection Regulation (GDPR). [Please see our privacy statement at https://www.dublincity.ie/privacy-policy/privacy-statement](https://www.dublincity.ie/privacy-policy/privacy-statement)

Dated: Wednesday 13th September 2023

Derek Kelly

Executive Manager

Environment and Transport Department

Appendix III: SEA Screening Conclusion and Determination and AA Screening Conclusion and Determination

Detailed Responses to Consultation Submissions relating to the Draft SEA Environmental Report and Draft NIR of Dublin City Council's Draft Local Authority Climate Action Plan

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
Cian O'Mahony SEA Section Office of Radiation Protection and Environmental Monitoring Environmental Protection Agency	The SEA should also assist in identifying ways to maximise the potential co-benefits of climate-related measures for air quality, human health, biodiversity, water quality and other interrelated areas (i.e. win-win solutions).	Noted and agreed. It is noted that the Draft SEA Environmental Report (ER) has defined Environmental Governance Principles and action amendment suggestions to ensure climate action co-benefit opportunities are maximized. Various defined mitigation measures serve to promote win-win solutions.	None.	None.
	We recommend that the findings of the SEA ER and NIS are fully reflected in the Plan, to ensure that the relevant recommendations are fully considered and integrated as appropriate.	Noted and agreed. Environmental mitigation measures in the form of Environmental Governance Principles and climate action amendment suggestions have been fully integrated into the Plan itself.	None	None
	<p>Environmental Authorities Under the SEA Regulations, you should consult with:</p> <ul style="list-style-type: none"> • Environmental Protection Agency; • Minister for Housing, Local Government and Heritage; • Minister for Environment, Climate and Communications; • Minister for Agriculture, Food and the Marine. 	Noted. All listed Environmental Authorities have been consulted with as part of the SEA process. It is recommended the Council confirm receipt of this submission with Cian O' Mahony, if this hasn't been done already.	None	None

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	<p>If you have any queries or need further information in relation to this submission, please contact me directly at c.omahony@epa.ie. I would be grateful if you could send an email confirming receipt of this submission to: sea@epa.ie.</p>			
	<p>Non-Technical Summary</p> <p>You should ensure that the Non-Technical Summary includes the relevant information as required under Schedule 2 of S.I No. 434 Of 2004, as amended.</p>	<p>It is assumed that SI No. 434 is a typo and SI No. 435 is what was intended to be addressed with this statement.</p> <p>The requirements of Schedule 2 of SI No 435 have been noted and amendments to the NTS will be made as appropriate.</p>	<p>None</p>	<p>Update the NTS to reflect the relevant information as required under Schedule 2 of SI No 435 of 2004 as amended.</p>
	<p>Relationship with other plans and programmes</p> <p>We acknowledge that the Plan has been prepared taking account of the key National plans including the National Climate Action Plan 2023. We also acknowledge that the Plan sets out the key plans, programmes and policies considered in preparing the SEA.</p> <p>The Plan should include a commitment to remain aligned with high level plans and programmes, Guidelines, and legislation over its lifetime. The Climate Action Plan 2024 is currently being prepared and work will be commencing on the review of the National Planning Framework and Regional Spatial and Economic Strategies also. Any relevant updates of</p>	<p>Noted and agreed. It is noted that this is in reference to the LACAP and not the SEA ER or AA NIR documentation.</p> <p>It is recommended the Council includes a commitment in the Plan to remain aligned with high level plans and programmes if this isn't the case already.</p> <p>It is recommended the plan includes a commitment in the Plan to consider and appropriately integrate relevant updates to the national Climate Action Plan and National Planning Framework over the lifetime of the Plan.</p>	<p>None</p>	<p>None</p>

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	<p>these plans/strategies should be integrated as appropriate into the Plan as relevant and appropriate.</p> <p>The Plan should include a commitment to consider any relevant updated actions, measures or recommendations that may arise in updates to the National Climate Action Plan (or the National Planning Framework) over the lifetime of the Plan.</p>			
	<p>Strategic Environmental Objectives</p> <p>We recommend that in considering strategic environmental objectives, they should where possible reflect the plan being prepared, rather than use more generic environmental objectives. This will help both in considering more specific monitoring and mitigation measures, when required.</p>	<p>Noted. The Strategic Environmental Objectives defined have been very specifically defined to reflect the themes, goals, objectives and climate action contained in the plan and in light of the potential environmental effects associated with Plan implementation.</p>	<p>None</p>	<p>None</p>
	<p>Alternatives</p> <p>We note the alternatives considered in the SEA and acknowledge the preferred option selected.</p>	<p>Noted.</p>	<p>None</p>	<p>None.</p>
	<p>Mitigation Measures</p>	<p>The SEA produced recommended a suite of mitigation measures in response to climate actions</p>	<p>None</p>	<p>None.</p>

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	<p>Where the potential for likely significant effects has been identified, you should provide appropriate mitigation measures to avoid or minimise these. You should also ensure that the Plan includes clear commitments to implement the relevant mitigation measures.</p>	<p>considered to have potentially significant environmental effects.</p> <p>Environmental Governance Principles have been defined for the purpose of underpinning and framing the defined climate actions. All activities and development supported by the defined climate actions shall be undertaken or influenced by the local authority, as appropriate, in accordance with these Environmental Governance Principles.</p> <p>Mitigation has also been achieved by the integration of environmental considerations into the defined LACAP climate actions.</p> <p>These mitigation measures have been wholly integrated into the LACAPs.</p> <p>Section 8 of the SEA ER provides full detail of these environmental mitigation measures.</p> <p>It is recommended the Plan provides a clear commitment to implement these mitigation measures, if this isn't the case already.</p>		
	<p>Monitoring, Implementation & Reporting</p> <p>The Monitoring Programme should be flexible to take account of specific environmental issues and unforeseen adverse impacts should they arise. It should consider and deal with the possibility of</p>	<p>The SEA Monitoring Programme established for the Draft LACAP is contained in the SEA ER. This monitoring programme has been developed in accordance with EPA guidelines entitled '<i>Guidance on SEA Statements and Monitoring</i>' (2020).</p>	<p>None</p>	<p>Update the SEA monitoring programme to ensure SEOs PHH1, L1, AQN2, TR1 accommodate the monitoring of positive</p>

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	<p>cumulative effects. Monitoring of both positive and negative effects should be considered. The monitoring programme should set out the various data sources, monitoring frequencies and responsibilities</p> <p>If the monitoring identifies adverse impacts during the implementation of the Plan, then you should ensure that suitable and effective remedial action is taken.</p> <p>Guidance on SEA-related monitoring is available on the EPA website at 06695-EPA-SEA-Statements-and-Monitoring-Report.pdf</p>	<p>The monitoring programme is multi-faceted, broad in scope and has been designed to allow for a flexible and adaptive approach to SEA monitoring during Plan implementation.</p> <p>The monitoring programme has been designed to inherently measure cumulative effects that may arise due to the implementation of the Plan.</p> <p>This plan considers both positive and negative effects, as per the following statement from the SEA text:</p> <p><i>'Where monitoring identifies that the implementation of the LACAP is having a significant negative environmental effect, an in-depth review of the LACAP should take place and the LACAP should be updated in a manner that satisfactorily mitigates these environmental effects (i.e., through the adoption of additional environmental mitigation measures.). Similarly, where monitoring indicates that potential positive environmental effects associated with LACAP implementation are not being adequately realized, the LACAP should be reviewed and updated in a manner that supports the realization of all potential positive environmental effects, having regard to the overall vision and high-level objectives of the plan.'</i></p>		<p>effects arising due to plan implementation.</p> <p>Provide additional detail on monitoring programme data sources</p>

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
		<p>It is noted however that additional opportunities exist in relation to monitoring the positive environmental effects of defined climate action – in connection with SEOs PHH1, L1, AQN2, TR1. The SEA monitoring programme will be updated to ensure SEOs PHH1, L1, AQN2, TR1 accommodate the monitoring of positive effects arising due to plan implementation.</p> <p>The monitoring programme includes detail on the indicators, targets and data sources to be used to monitor and measure progress. Some additional detail on data sources has however been provided to better guide the SEA monitoring to be carried out across plan implementation.</p> <p>A commitment to remedial action in the event SEA monitoring shows the implementation of the Plan is having adverse environmental effects has been made in the SEA.</p>		
	<p>EPA State of the Environment Report</p> <p>Our State of Environment Report, Ireland's Environment - An Integrated Assessment 2020 (SOER2020) identifies thirteen 'Key Messages for Ireland'. Delivering Ireland's long-term sustainable development and environmental objectives will involve many different stakeholders to address these key actions. The report recognises the need for full</p>	<p>Noted.</p> <p>It is recommended the Council make a commitment to take account of any relevant recommendations in the SOER 2024 report, once published, in implementing the Plan over its lifetime.</p>	<p>None</p>	<p>None</p>

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	<p>implementation of existing environmental legislation and review of governance/coordination on environmental protection across public bodies.</p> <p>The EPA are currently preparing the next iteration of the SOER report, which will be published in 2024. We recommend that a commitment is made in the Plan, to take account of any relevant recommendations in the SOER 2024 report, once published, in implementing the Plan over its lifetime.</p>			
	<p>SEA Statement – “Information on the Decision”</p> <p>Once the Plan is adopted, you should prepare an SEA Statement that summarises:</p> <ul style="list-style-type: none"> • How environmental considerations have been integrated into the Plan; • How the Environmental Report, submissions, observations and consultations have been taken into account during the preparation of the Plan; • The reasons for choosing the Plan adopted in the light of other reasonable alternatives dealt with; and, • The measures decided upon to monitor the significant environmental effects of implementation of the Plan. <p>You should send a copy of the SEA Statement with the above information to any environmental authority consulted during the SEA process.</p>	<p>Noted. An SEA statement will be produced and circulated to any environmental authority consulted during the SEA process.</p>	<p>None</p>	<p>None</p>

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	<p>Future Amendments to the Plan</p> <p>You should screen any future amendments to the Plan for likely significant effects, using the same method of assessment applied in the “environmental assessment” of the Plan</p>	Noted.	None	None
<p>Edel Griffin, Development Applications Unit, Department of Housing, Local Government and Heritage</p> <p>Planning Ref: FP2023-115 (Please quote in all related correspondence)</p>	<p>In the Natura Impact Statement prepared in relation to the Draft CAP it is stated with regards to the proposed construction of the Discovery Centre “The proposed location of this Dublin Bay UNESCO Biosphere Discovery Centre is within protected habitats such as Marram Dunes. The construction phase elements of this project is likely to have significant impacts on the receiving environment if incorrectly designed and managed. There should be no external lighting around this structure. Moreover, it is well documented that bull Island and the protected habitats are under severe threat from visitor movements and associated damage. There is a clear need for improved management processes. A visitor management plan for the centre and surrounding environs is required to minimise operational phase impacts. Actions OS25 and EP32 address these issues in a robust manner.” These comments are repeated in a section of the Strategic Environmental Assessment (SEA) considering the construction of the Discovery Centre. In fact the proposed location of the centre on Bull Island is on the</p>	Noted.	None.	None.

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	<p>site of an old dump, but these document's remarks with regards to visitor movements are well founded.</p>			
	<p>CAP Action OS25 states "Implement the North Bull Island Management Plan" and Action EP 32 "Promote and encourage community involvement in the retrofit of SuDS in existing developments; having due regard to environmental sensitivities such as Archaeology, European sites, biodiversity and amenity value etc." It is not clear what relevance the latter action has with regards to Discovery Centre. With regards to Action OS25 it is not clear either whether the North Bull Island Management Plan referred to is the Draft Management of North Bull Island Nature Reserve plan published by Dublin city Council in 2020 or the Visitor Access Management Plan for North Bull Island published by the Council in April of this year.</p>	<p>Noted</p> <p>It is recommended the local authority consider clarifying these matters, as appropriate.</p>		<p>Update NIR to reflect the comments made.</p> <p>Omit reference to EP32 in reference to the Dublin Bay UNESCO Biosphere Discovery Centre.</p>
	<p>In any case, even if both these plans were implemented in full, the Department is not confident that if the provision of the Discovery Centre were to attract more visitors to Bull Island that there might not be increased adverse effects on QI habitats on the island as a result of higher human footfalls and possibly increased disturbance of QI or Special Conservation Interest birds species for the North Bull Island SPA as well. Undoubtedly much more detailed survey work on the existing on-going effects of visitors on the QI habitats and species on Bull Island, and analysis of the</p>	<p>The high-level environmental implications of Action 1.2 have been adequately assessed and mitigated against under SEA and AA processes to date.</p> <p>The following Integrated Environmental Consideration defined in the Plan will, at policy level, serve to support the carrying out of Dublin Bay UNESCO Biosphere Discovery Centre project in a manner that does not result in adverse effects on biodiversity or European sites:</p>		

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	<p>potential numbers of visitors likely to be attracted there by the Discovery Centre and their possible effects on QIs, would have to be undertaken to allow full Appropriate Assessment (AA) of the potential effects of the construction and operation of the Centre on the integrity of the North Dublin Bay SAC and North Bull Island SPA, before any approval for the Discovery Centre’s construction could be granted. AA would have to be carried out for such a proposed project, as recognised by the documentation prepared in relation to the Draft CAP, whether the Action RF1.2 to provide the Biosphere Discovery Centre is included in this draft plan or not. But given the doubts as to the viability of providing the proposed Discovery Centre on account of the possibility of it having adverse effects on the European sites in which the North Bull is located, as outlined above, and the failure of Action RF1.2 in relation to the provision of the Discovery Centre to directly address any causes of or adaptations to climate change, the Department recommends the latter action should be omitted from the finalised Dublin City CAP 2024-2029 to be adopted by the City Council.</p>	<p><i>‘Natural heritage education will focus on challenging environmental perceptions to foster environmental stewardship through appropriately managed engagement with nature. All infrastructure projects under this action will have due regard to environmental sensitivities such as Archaeology, European sites, biodiversity and amenity value etc. Furthermore, works ensure appropriate bat roost investigation surveys and appropriate measures taken to ensure no significant impacts occur to any Annex IV species.’</i></p> <p>Furthermore, there are several Environmental Governance Principles (EGPs) defined in the Plan which will serve to prevent adverse effects associated with the centre, if adhered to. EGP3 for examples states the following:</p> <p><i>‘Ensure all development underpinned or supported by climate action is planned and implemented in a manner that appropriately considers the potential for environmental co-benefits, potential environmental impacts and environmental protection requirements. No climate action related development project that is likely to have a significant negative effects on the receiving environment shall be supported.’</i></p> <p>At policy level, the Plan supports the environmentally appropriate and sustainable</p>		

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
		<p>development of the Dublin Bay UNESCO Biosphere Discovery Centre at North Bull Island.</p> <p>It is more appropriate to assess and appraise the specific environmental effects of the Dublin Bay UNESCO Biosphere Discovery Centre as a development project during the relevant planning consent process.</p> <p>It is recommended the local authority consider this commentary further, as necessary.</p>		
	<p>In the Department's submission to Dublin City Council in August of this year in relation to the Scoping of the SEA for the Draft Dublin City CAP, corrections were suggested as to the occurrence of species of protected plants within the Dublin City Council administrative area as set out in Table 3.1 'Designated Ecological sites and Protected Species' included in Section 3.3 Biodiversity, Flora and Fauna of the SEA Scoping Report. It is noted the inaccuracies in the above table have not been corrected in the corresponding table in the SEA Environmental Report prepared in relation to the Draft CAP. This submission of the Department's is not included in Appendix 2 Consultation Feedback to the SEA Report published by the Council, which only includes a submission from the Environmental Protection Agency in relation to the Scoping of the SEA. The Department recommends that Table 3.1 of the SEA Environmental Report should be modified to include</p>	<p>Noted. The SEA Environmental Report will be updated appropriately.</p>	<p>No</p>	<p>Update Section 4.3.1/Table 4-1 of the SEA ER to include appropriate detail on species of protected plants within the Dublin City Council administrative area.</p> <p>Update Appendix 2 to include the referenced submission by the Department.</p>

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	<p>the corrections previously suggested by the Department and that the Department's original submission concerning the Scoping of the SEA of the CAP should be published by Dublin City Council in an expanded Appendix 2 to the SEA Environmental Report.</p>			
	<p>Archaeology The Department of Housing, Local Government and Heritage welcomes the publication of local authority draft Climate Change Adaptation Strategy. The Department draws your attention to the Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage (2019) prepared as part of the National Adaptation Framework. The Climate Change Sectoral Adaptation Plan (CCSAP) identifies the priority impacts for the built and archaeological heritage based on current climate change projections.</p>	<p>Noted.</p>	<p>Reference should be made to the Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage (2019) in Section 3.4 - <i>In-combination effects with Other Plans and Programmes</i>, and Appendix 2 - <i>Relationship with other plans and programmes</i>, as appropriate.</p>	<p>Reference should be made to the Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage (2019) in Section 7.3 - <i>Potential Cumulative Effect of the Draft LACAP in combination with other Plans and Projects</i>, and Appendix 1 - <i>Relationship of the Plan with other relevant Plans and Programmes</i>, as appropriate.</p>
	<p>The Heritage Division of the Department (National Monuments Service and National Built Heritage Service) is engaged with the local authorities through the departmental Climate Change Advisory Group and established Working Groups to ensure a consistent approach to protection and adaptation of heritage assets across the country and an alignment of policies, plans and actions across national, regional and local climate action. The Department anticipates ongoing engagement with the local authorities throughout the</p>	<p>Noted.</p>	<p>None.</p>	<p>None.</p>

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	implementation of current and future sectoral adaptation plans.			
	In the preparation and implementation of the local authority adaptation strategy, there are a number of issues regarding protection of built and archaeological heritage that the Department recommends be taken into account to identify the heritage assets at risk in its area, assess their vulnerability to climate change, increase their resilience and develop disaster risk reduction policies for direct and indirect risks. For example, it is recommended that the strategies should consider:	Noted	None.	None.
	<ul style="list-style-type: none"> Identifying the built and archaeological heritage assets in the local authority area including, but not restricted to, structures and sites subject to statutory protection under the National Monuments Acts 1930 to 2014, or the Planning and Development Acts. 	The SEA scoping report and SEA Environmental Report identify the built and archaeological heritage assets in the LA including structures and sites subject to statutory protection under the National Monuments Acts 1930 to 2014, and the Planning and Development Act (as amended). Exhaustive detail on built and archaeological heritage is held on record by the local authority and provided in the Country Development Plan already.	None.	None.
	<ul style="list-style-type: none"> Including objectives to carry out climate change risk assessments, including condition assessments, for the historic structures and sites in its area 	Noted. It is recommended the local authority consider this commentary.	None.	None.

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	<ul style="list-style-type: none"> Including objectives to develop disaster-risk reduction policies addressing direct and indirect risks to the built and archaeological heritage in its area 	Noted. It is recommended the local authority consider this commentary.	None.	None.
	<ul style="list-style-type: none"> Including objectives to develop resilience and adaptation strategies for the built and archaeological heritage in its area. 	Noted. The Plan defines action that will improve the climate resilience of architectural and archaeological heritage within the local authorities remit.	None.	None.
	<ul style="list-style-type: none"> Developing the skills capacity within the local authority to address adaptation/mitigation/emergency management issues affecting heritage assets in order to avoid inadvertent loss or damage in the course of climate change adaptation or mitigation works. 	Noted. It's recommended that the local authority consider this as appropriate.	None.	None.
	<p>The Department will shortly be publishing a new guidance document Improving Energy Efficiency in Traditional Buildings. This guidance will assist retrofitting installers and specifiers in how best to choose and apply energy efficiency measures to the historic building stock. The guidance is also intended to assist building owners and occupants in making decisions about upgrading their buildings, many of which are of architectural heritage significance. It is recommended that all proposed retrofitting projects undertaken or supported by the local authority to buildings of traditional construction should follow the principles and practice set out in that guidance</p>	Noted. It's recommended that the local authority consider this as appropriate. The SEA Environmental Report has defined mitigation measures within the plan to ensure that any retrofitting of buildings including protected structures is carried out in a manner that doesn't impinge on built heritage or protected structures.	None.	None

Consultee	Submission Text	Detailed Response	Changes to NIR	Changes to SEA ER
	Finally, it is recommended that, where such officers are employed, the Architectural Conservation Officer, Heritage Officer and Archaeologist should be included on the local authority's Adaptation Steering Group.	Noted. It's recommended that the LA consider this as appropriate.	None.	None.
	You are requested to send any further communications to this Department's Development Applications Unit (DAU) at: referrals@npws.gov.ie	Noted. It's recommended that the LA consider this as appropriate.	None.	None.
Andrew Sulley Senior Environmental Health Officer Environment/Climate Change Network Support Unit	Be wary of Maladaptation. Some adaptation measures can be harmful (unintended and negative impact) and the plan must assess the potential harmful effect on population health. For example some efforts to enhance biodiversity may support the proliferation of disease transmitting vectors or take away informal play spaces for children.	Environmental mitigation measures and Environmental Governance Principles have been defined in the Plan to prevent and minimize the environmental effects of Plan action, including adaptation measures.	None	None

SEA Screening Conclusion and Determination

AA Screening Conclusion and Determination

DRAFT

Appendix IV: Detailed Responses

Labour Party

We are a Resilient City

For actions 1 and 2, we believe that the time for pilots is over and that this retrofitting needs to happen quickly. It is unacceptable that on one road, some homes will be retrofitted by the council, some by SEAI grants, and some by the warmer homes scheme. Further, there is no incentive for landlords to retrofit homes, but these homes are costing renters money and emitting unnecessary carbon. We must show real leadership and retrofit our city, street by street, all at once to reduce costs and do the works more efficiently.

Considering DCC is the biggest landlord in the country, and considering the number of public buildings we own, we should commit to a mix of solar and heat pumps on every building to create a network of microgeneration across the city.

Action 3. Thanks to the Labour group, the Central Area Committee passed a motion calling for a quarterly written report on flooding in the area and a yearly briefing on flood issues. We believe this should be offered to all area committees, as it is important that councillors are briefed on flooding in the area and empowered to drive change on this important issue.

Action 4. Edible Dublin: Food Strategy: We believe that limiting the distance from farm to fork is an important part of climate action. We welcome the Food Strategy, but would like to see an urgent review of casual trading bye-laws as we believe that more opportunities to meet food producers would be of benefit.

DCC Response:

For our social housing we recognise the importance of our leadership; however, we are dependent on the DHLGH. We are seeking to increase the proliferation of renewable energy sources across our social housing stock where feasible. In relation to Action 4, this is covered in the food strategy.

We are a Resource-Full City

Action 3. Re-Use of Buildings: Dereliction is a real problem in our city and is unacceptable in the middle of a housing crisis. This should be pursued as an emergency with extra funding and more resources to bring derelict buildings into youth in the most climate-friendly way possible.

Action 4. Ecosystem of Social and Circular SMEs: We believe that community groups should be empowered to run volunteer-led repair events and that these events should not be burdened by restrictive insurance policies. We should offer insurance and venues to these

groups and help save things from landfill. We should run more clothes swaps, something DCC already successfully supports, and we should look to partner with other organisations, such as the Rediscovery Centre in Ballymun.

DCC Response:

DCC's project with Belfast City Council is being progressed and a further investigation of the options presented may include an examination of the barriers such as insurance to enable communities.

We are a Social City

Action 1. A Connected Active Travel Network: We believe that encouraging people to use more public transport is important. We believe Dublin should have the power to set our own public transport policy and this includes a 9 euro per month transport ticket. We also think that reduced price tickets should be made available to sports clubs and other youth groups.

Action 3. Our Parks are Playful Places for All Ages: We should expand the hugely successful BoxUp scheme to more parks. This can allow more people to become physically active and can reduce waste by sharing more things.

Action 4. A Re-Imagined Public Realm: Communities should be empowered to compost their own waste. We should start by increasing the number of leaf mould projects. This is a win-win as communities can take some leaves off the streets and can benefit from nice compost. DCC should identify appropriate places on public and private land for these facilities.

DCC Response:

The Climate Action Team liaises with the Active Cities team and Sports Partnership and will seek to investigate how to expand BoxUp. Work is ongoing to identify infrastructure to support leaf composting.

Green Party

Green Party on Dublin City Council welcome the new draft Climate Action Plan for Dublin City. We would like to thank the staff for all the work on this more concise, accessible and clear pathway to reaching our emissions reduction targets and protecting the city and its citizens from the impacts of climate change.

Below are some thoughts and suggestions on the plan which we hope will be taken into consideration for the final plan.

Resilient City

Indicators

- It is not currently clear from the plan how actions will be measured and monitored to indicate the impacts of each measures
- The Sub Indicators here should include specific targets for:
 - The number of social housing units and homes that will need to be retrofitted by 2030 to reach the emission reductions targets set out in the plan
 - The number of public building that will need to be retrofitted by 2030 to reach the targets
 - The number of edible plants and trees planted the city, additional allotments, community gardens, and green roofs and walls required to meet the targets
 - The number of EVs and EV charging units required in the city to reach targets
 - Public lighting and the transition to LED's while taking into consideration their impacts on city flora and fauna

Actions:

- A full Climate Risk Assessment should be carried out for the city
- Social Housing Regeneration should include the regeneration and retrofitting of Pearse House and Glovers Court in the list of flagship projects
- Should include specific solar targets for public housing (particularly flat complexes) and public buildings as an interim measure while waiting for deep retrofits so that Dublin City can lead out on the solar revolution
- 'Climate Proofing' criteria should be developed for assessing planning applications
- Should include a reference to the proposed mobility hubs under the Pathfinders Programme
- Flood defence projects should be referenced as key adaptation measures with a strong focus on nature based solutions for both coastal and river flood risk management
- More specific details on targets for number of edible plants and trees planted the city, an increase in allotments and community gardens, green roofs and green walls.
- Each individual action needs more specific timelines and deadlines for completion
- More specific timelines for each action are required

DCC Response:

Decision criteria for inclusion in the plan were based on the time frame of the plan; if projects start in the life time of the plan they will be added. A full Climate Risk Assessment

was undertaken as part of the plan by KPMG. Detailed data on the biodiversity of flora in the city is a challenge as this data improves, targets will be possible to set.

A Resource-Full City:

Indicators:

- Circular Economy indicators should be included
- Should include specific targets for:
 - Waste reduction, re-use and recycling
 - Food waste targets for both domestic and commercial
 - Public recycling infrastructure including commercial and domestic food waste
 - Specific water quality improvement for Dublin Bay, The Liffey and the wider city river network
 - Specific targets for tree canopy in the city and reference to the objectives outlined in the Dublin City Tree Strategy
 - More specific plans to increase reuse, repurposing and repair in the City and the use of our libraries and other public buildings as hubs for the sharing economy.

Actions:

- The plans for the River Dodder and the River Poddle should be listed here
- Nature Pontoons on the River Liffey should be included as key greening / biodiversity objective
- Identify a list of DCC owned vacant buildings and prepare reuse plans for each building
- Reference to re-use plans for the Fruit and Veg Market, Iveagh Market, Filmbase and Eden building should be included here
- Initiatives such as 'Living Above the Shop' would play a key role in regeneration
- Strategies and policies to encourage the meanwhile use of buildings
- More specific timelines for each action are required

DCC Response:

Decision criteria for inclusion in the plan were based on the time frame of the plan; if projects start in the life time of the plan they will be added. Rate of circularity can be added.

Creative City:

Indicators / Sub Indicators:

The following should be included:

- The number of artist works spaces and creative spaces in the city should be included as an indicator

Received

- A specific target for the use of our libraries as reuse hubs should be listed as an indicator
- The number of SME's related to the green, smart and circular economy should be a key indicator
- The expansion of the Decarbonisation Zones to one in every electoral ward as per the City Development Plan

Actions:

The following actions should be included:

- Reference to creative re-use plans for the Fruit and Veg Market, the Iveagh Market, Filmbase, Eden Building, Merchants Quay, Chatham Row and Werburgh St Church should be included here
- A specific plan and targets for our libraries as re-use and sharing hubs beyond books should be included
- More specific Smart Dublin Projects related to Climate Smart Cities would be beneficial and a reference their role in the 100 Climate Neutral Cities programme.
- The Docklands area and the Smart Docklands programme should be referenced as a key innovation district here
- More specific timelines for each action are required

DCC Response:

Decision criteria for inclusion in the plan were based on the time frame of the plan; if projects start in the life time of the plan they will be added. Reference can be made to specific smart districts in the text of the plan.

A Social City:**Indicators / Sub Indicators:**

These should include specific targets for:

- Pedestrianisation projects in the city centre and what the expected emissions reduction would be from such projects like College Green
- Cycling and walking targets required to reach net zero by 2030
- Parks, green space and urban forests required to reach targets

Actions:

- More details on specific behaviour change plans would be helpful here
- A Reimagined Public Realm should include public realm improvement plans outside of the city centre in our urban neighbourhoods
- Specific plans for new parks and green areas should be listed
- Reference to the City Traffic Management Plan and its potential impact on emissions should be included here

DCC Response:

Recognising that limiting the success of an action to a singular target, would not allow for a meaningful understanding of why an action succeeds or fails, actions are not limited to only considering their impact on greenhouse gas emissions, but to other aspects.

We are also working to ensure harmonisation with national monitoring.

Public Realm is all public spaces, including those in social housing estates, it is not limited to the city centre;

Implementation:

- A specific timeline for the establishment of the Oversight Steering Group should be provided
- Collaboration with external agencies and stakeholders
- This should include reference to the new annual climate budget and the annual Special Council Meeting on Climate Action
- More specific detail on how emissions reduction and overall success will be monitored and reported is required in this section
- There needs to be a greater sense of urgency about the implementation and delivery of the key projects in the plan as we are running out of time
- The new climate budget that will form part of the annual council budget should be referenced
- While the projected finances in the actions are welcome, a full financial strategy for the full 5 years of the CAP should be developed with a clear plan on how to raise additional funding for key infrastructural and capital projects
- Emergency planning and responses to climate impacts need to be factored in, including training for key staff and a financial plan for dealing with the known and potential impacts
- A clearer plan on how the actions will be measured and monitored to assess the impacts of each measure would be helpful

DCC Response:

The Steering group is in the process of being established, and their role will be to engage with external agencies, and oversee implementation of the plan. Building on the learnings of the monitoring approach applied in the first plan, the revised plan has included the Climate Readiness Toolkit, as one mechanism to monitor actions at different stages and form the basis of discussion on the effectiveness, coherence and relevance of actions.

Communications:

- More well publicised events and engagement programmes for the climate action plan
- 'Pop Up Shops' for key projects such as retrofitting and circular hubs
- Annual reports should include progress, financials and emissions reductions
- More engagement with the business community on the plan and their critical role they play in the climate fight

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DCC Response:

A communication plan is being developed to support the delivery of the CAP. The above recommendations will be considered in this.

DRAFT

Cllr. Alison Gilliland
My vision for Dublin in 2030

My vision for Dublin in 2030 is a clean, healthy sustainable city that recognises the interconnectedness of human activity and behaviours and environmental well-being. A smart city successfully addressing the triple planetary challenges of climate change, environmental pollution and biodiversity loss. A city leading a strong multi-level and cross-sectoral public and private consortium of Dublin stakeholders acting in consort to realise our Climate-Neutral and Smart Mission City status.

Mobility

Recognising their contribution to carbon emissions the city has targeted transport and buildings. From a planning, land use and service provision perspective most essential retail, public services and a significant level of employment opportunities are now available within a 15-minute active travel or net zero emission 24/7 public transport commute. Therefore, most walk, cycle or use public transport to move around. The new underground metro is almost complete with new tributary connecting lines already being planned.

The installation of traffic enforcement camera technology on traffic lights across the city in 2024 and an innovative citizen contract for sharing mobility space initiated a change in driver behaviour which allowed the installation of zebra crossings across many residential neighbourhoods, giving real priority to pedestrians.

First piloted in the city's decarbonisation zones of Ballymun and Ringsend and realised through a deliberative democracy approach, low traffic neighbourhoods are widespread. Most citizens who require private car transport use local 'park and walk/cycle/scoot/bus/metro' hubs located in suburban retail carparks. These hubs also provide a car sharing service and an off-loading service for local and city centre shop and business deliveries most of which are now mostly done using eargo-bikes and eargo tuc-tucs.

This transformational reallocation of mobility space is based on the principle of avoid-shift-improve Equally influential was the overwhelming support for the Dublin City Centre Transport Plan resulting in a city centre that is highly pedestrianised and dynamic enjoying a thriving and varied nighttime economy. These mobility changes have resulted in a significant increase in ambient air quality towards the WHOS global air quality guidelines.

DCC Response:

DCC is actively engaging with key stakeholders in the transport sector to implement traffic enforcement, as we recognise that enforcement is essential to safety at all times of the day and night. Cameras are acknowledged by DCC to be a part of the toolkit of enforcement.

DCC is in the process of working with communities in Ballymun and Ringsend/Poolbeg to develop their decarbonisation zone plans. Emerging is a desire for traffic calmed streets and public realm that supports social cohesions and community activities.

Flooding

The city is greener and bluer with a quadrupling of tree canopy, green spaces, community gardens, allotments, pocket parks and riverscapes bringing a new vibrancy to every neighbourhood. Combined with imaginative seating areas and play spaces these green and blue areas now afford a more biodiverse city and greater intergenerational social connectedness. New flood defenses have responded to the city's recognized exposure to both river and coastal flooding while the River Liffey has been transformed into a flood-safe sports and recreation resource that includes a public lido at George's Dock.

DCC Response:

DCC is actively implementing nature based solutions to reduce our exposure and risk to flooding and increased temperatures that may result in drought.

Energy

Energy inefficiency and energy poverty is being eradicated through a co-ordinated city-wide retrofitting and clean/reused energy conversion programme of both public and private buildings - residential, recreational and commercial. Many of these are powered by the successful installation of a new district heating scheme, geo-thermal systems and solar panelling.

Waste

This vision also sees a significant positive change in behaviour towards littering and waste management. All commercial businesses are subject to strict segregated waste and recycling requirements. Already successfully installed in the city center, a new carbon minimising underground refuse management system is being rolled out beyond the canals while all streets have segregated solar-powered compressor litter bins. Widespread public drinking fountains have enabled a significant drop off in the purchase of plastic bottled drinks.

Circular economy

Following on from its previous voluntary status Green Public Procurement is now mandatory and supports a robust circular economy across all DCC operations, particularly in housing and infrastructure construction and maintenance. Inspired by how Amsterdam adapted the concept of Doughnut Economics into their Circular Strategy the city's new Development Plan (2029 - 2034) embraces the concept.

DCC Response:

DCC is actively using life cycle costing and green public procurement, and is seeking to ensure that this is standard practice across the organisation in all projects, and ensuring that we are a leader in circularity

Buildings

The use of digital twinning has enabled evidence-based green decisions to be made with regard to the regeneration of DCC's flat complexes. Demolish and rebuild is no longer the default option but rather a range of energy, environmental and additionally focused enhancement works. Building vacancy, particularly above-shop vacancy, has significantly reduced, replaced by creatively designed living spaces. This change has been enabled by extensive use of the URDF to fund adaptive use projects and a special scheme of planning regulations for upper floors in city-centre buildings. The resulting increase in footfall in the wider city-centre area has contributed to the viability of smaller local enterprises and the independent food sector including fresh in-season food shops.

Food

The city's two historic market buildings, the Iveagh Market in the Liberties and the Smithfield Fruit and Vegetable Market, have both been regenerated and are the flagships of a vibrant and diverse local market culture. The Eat the Streets Programme has expanded with many local neighbourhoods proactively hosting events during the now week-long programme.

DCC Response

The Edible Dublin Food Strategy is intended to support the development of a resilient food system in the city; this includes markets that support access to local products and the expansion of Eat the Streets!

Engagement and monitoring

Enhancing engagement through the city's library network, each of the five DCC administrative areas hosts a dedicated sustainability hub providing education and support in-reach and out-reach services in local communities. Providing information, training and community engagement, a space for emerging climate technology, innovation and co-creation, the office for monitoring and data collaboration, the flagship sustainability hub is located in the former Debenhams building on Henry Street, bought by DCC with support from a European Investment Bank climate loan in 2024.

Well-being

Overall well-being levels in the city have risen, loneliness, chronic illnesses, crime and anti-social behaviour have all decreased. More people are volunteering, material consumption levels have decreased as domestic spend on social, recreational and cultural activities has

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increased. This is evidenced by increases in all 4 elements in the national Well-being Framework

DCC Response:

DCC acknowledges that there are significant challenges with increasing climate literacy and translating this into action. A communication plan is being developed to support the implementation of the plan.

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Cllr. Nial Ring**OVERALL:**

Dublin City Council ("DCC") has, to date, shown leadership in tackling the Climate Crisis and the previous plan achieved much of its objectives. I believe that DCC has produced a Draft CAP which will complement and advance our climate action goals.

The overall goal of a Climate Neutral Dublin by 2023 is a most welcome objective and the sustainable development of the city as a mission is also laudable.

I would like to make the following comments/observations/suggestions in relation to the CAP which, I hope, may be informative and/or useful.

SECTORAL TARGETS:

The potential conflict between DCC's target to "strive to reduce our emissions by over 51% ...ahead of the 2030 target" which is in line with national targets and the "ambitious" goal that DCC "...will strive for climate neutrality..." is difficult for me to reconcile, especially in light of the EPA report in June this year reports that Ireland, as a whole, will not meet the National Climate Objective of 51% by 2023. We cannot expect DCC to achieve its stated goals and targets without direct assistance, support and encouragement of Government and, unfortunately, I am not hopeful that central Government will provide such assistance in any meaningful way.

I note that there are sectoral ceilings but not a public sector target as previously. However, there is an issue within the sectoral reduction targets which is highly prejudiced against cities such as Dublin, achieving reduction targets. This is the little reported (to the extent of being ignored), fact that Agriculture, which is responsible for c35% of emissions has a 2030 reduction target of only 25% whereas Electricity, Transport, Buildings, Industry etc., accounting for the remaining c65% emissions will have to effectively reduce emissions, not by 50% but by 64% as those sectors are expected to "subsidise" agriculture and the its soft reduction target. Has this anomaly been taken into account in the draft CAP i.e should we state that, in order to be in line with Government emission reduction targets of 51% by 2023 Dublin City, as a whole, will have to reduce its emissions by c64%?

DCC Response:

The CAP has taken into account the sectoral approach and recognised that emissions are not exclusively related to electricity, agriculture, transport etc. The generation of emissions is interdependent and as such their reduction requires an interdisciplinary and systems approach. While the city may not have agricultural land, we have people who depend on agriculture for food, and need food transported.

BUILDINGS/HOUSING STOCK:

The statement that "DCC will lead by decarbonising our building stock and changing the way we work..." is a strong commitment which I have no doubt DCC will achieve as we have already seen DCC's major engagement with tenants in relation to building adaptability/change. DCC has, as we know, upgraded nearly 10,000 of its c25,000 social

houses under the Energy Efficiency Retrofitting Programme, resulting in an estimated 677,184 MWh of energy savings, worth an estimated €73.6 million saved in energy bills for our tenants. The continuation of this scheme must be committed to in the CAP ensuring that citizens can see, both in physical and financial terms, the benefits of the scheme.

TRANSPORT:

Transport is targeted for 75% reduction in emissions and the CAP should reflect that, in line with international best practice, our recently completed Development Plan includes ambitious shifts in transport mode shares with active travel targeted to rise by 52% (Walking and Cycling up from 17% to 26%) and Public Transport targeted to rise to 57% over the lifetime of the plan. With Private Vehicle use targeted to reduce by 40% over the period of the plan (from 29% to 17%) the plan itself includes policies and objectives designed to achieve these targets. The CAP should reflect this.

To achieve these ambitious targets the CAP as well as DCC's transportation policies and plans must be closely aligned to the National Transport Authority ("NTA") Greater Dublin Area Transport Strategy 2022-2042. With schemes planned such as Metrolink, Dart + (West, South West and Coastal North), Luas Finglas, BusConnects for public transport users, the delivery of these schemes will be vital to the achievement of our transport emissions reduction budget. It is incumbent on DCC to follow the international best practice transport modelling approach set up by the NTA which includes agreement on projected land use, division of the city into zones and, having worked out the number of inter and intra zone trips and the mode share for the trips, the trips are then assigned to the future transport network. This best practice approach not only influences future transport requirements (as outlined above) but is also cognisant of the planned investment in the city cycle network, safe route to school programme, Dodder and Royal Canal Greenways which are amongst the 387 project in the Greater Dublin area as part of a €290m active travel budget announced for cycling and walking projects, nearly half of which has been designated for the greater Dublin area.

We have seen in Dublin that bus fares have been reduced and this has resulted in a small increase in public transport usage. So what more can be done to get people to shift from private cars to public transport? The argument for free buses/Luas/DART etc. are regularly put forward but the evidence to date is somewhat mixed as to the effectiveness of such an initiative. Is this something for inclusion/debate/discussion in the CAP?

In its own actions on transport DCC is doing very well and the CAP should reflect this, but of course it is only by absolute collaboration and cooperation with national plans, NTA plans and international best practice that Dublin will attain the goal of affordable, accessible and sustainable local public transport systems in our great city.

DCC Response:

DCC recognises that collaboration with external transport stakeholders is essential to ensuring that people - of all ages, gender, and race - can move through the city safely, with ease and in a manner that improves their health and well-being. DCC will continue to work closely with the NTA, An Garda Síochána, and others to ensure this is realised.

CITIZEN EDUCATION, ENGAGEMENT AND “BUY IN”

I believe that one of the main challenges of climate action in the DCC administrative area is climate education and citizen engagement. An ERSI Report concluded that “providing good information on climate change to the public has the potential to generate support for policies that experts agree are likely to be effective”. (ESRI Research Report – Public Understanding of Climate Change and support for Mitigation – Timmins and Lunn January 2022)

Thus, climate education and citizen engagement is one the most significant challenge to be faced by DCC in the CAP and the previous CAP (2019-2024) specifically identified “one of the biggest challenges to tackling climate change is public acceptance of the risks and the associated demand for solutions to reduce these risks through policy and services” (DCC Climate Change Action Plan 2019-2024 p23). In addition a EU commissioned report (Eurobarometer 2018 report) surveyed each member state and found that 94% of Irish respondents considered climate change to be entirely or partly due to human activity”. This acceptance of responsibility is encouraging and is a good starting point and should be highlighted in the CAP.

Further encouragement can be drawn from the Citizen's Assembly discussions how the state could make Ireland a leader in tackling climate change. At the end of the process, the Assembly proposed and agreed 13 recommendations, most of which acknowledged the vital role of climate education and citizen engagement. (The Citizens' Assembly Third Report). This should be referenced.).

The CAP should detail that DCC itself has a Climate Action Coordinator and has many initiatives in place to educate and engage with citizens. DCC produces a Climate Newsletter, shares climate action initiatives being undertaken by the four Dublin Local Authorities, CARO (the Dublin Metropolitan Climate Action Regional Office) and Codema (Dublin's Energy Agency) It is part of DCC and CARO's remit to engage and support the National Dialogue on Climate Action on a local and regional basis and also to develop education and awareness initiatives for the public.

DCC has a network of libraries throughout the city which are a wonderful resource for awareness and education events/programs/displays etc. DCC also has local parks throughout the city which are heavily utilised by the public. Again, parks can be used to educate and engage through events, talks, walks, signage etc. These facilities can and must be used to educate, inform and engage with citizens on climate change and this should, I believe, be specified and expanded upon in the CAP.

The CAP should highlight the fact that most citizens are aware of the hugely positive benefits of greening strategies, in particular tree planting. DCC's Development Plan and Tree Strategy have tree planting targets. These need to be regularly updated and improved and local input sought as to where new trees should be planted etc. The greening and canopy effect of trees cannot be overemphasised and citizens must be encouraged to participate in this process. The CAP should lead on this and show the ways in which citizen engagement can be encouraged and utilised.

DCC Response:

DCC acknowledges that there are significant challenge with increasing climate literacy and translating this into action. A communication plan is being developed to support the implementation of the plan.

JUST TRANSITION:

The CAP rightly emphasises the importance of Just Transition and how DCC can ensure that a just transition towards a climate neutral society and economy in the city is inclusive, fair and sustainable. The International Labour Organization defines Just Transition as “greening the economy in a way that is as fair and inclusive as possible to everyone concerned, creating decent work opportunities and leaving no one behind”). A recent IPCC Report (IPCC sixth assessment report – summary C.5. p33) emphasises prioritisation of “equity, climate justice, social justice, inclusion and just transition processes...” Furthermore, the Parties to the Paris Agreement are committed to taking into account “the imperatives of a just transition of the workforce and the creation of decent work” (Paris Agreement – P1) . Recognised at a global level, it is imperative that the concept and principles are recognised and implemented at a local authority level, and the CAP should emphasise how this can be done in DCC?

DCC will only be achieve just transition if it commits to following the widely recognised and accepted Just Transition principles. Firstly, DCC is pursuing an integrated, structured and evidence-based approach to identify and plan its response to just climate transition requirements. DCC has identified its significant energy users - Public Lighting (24%), Housing (17%), Sports Facilities (13%), Fire Stations (10%) etc. By responding with, for example, initiatives on replacement lighting which improved its energy performance by 26%, and with a housing retrofit programme which has improved energy performance by 33%, DCC continues to plan and implement many energy saving initiatives. (DCC Energy Review 2019).

Equipping people with the right skills is also vital, and DCC has actively engaged with staff and the public through a huge range of activities which show its commitment to ensuring this principle of Just Transition is met. Many workshops, talks, sustainable days, presentations festivals etc., all informing and educating the public are being held. To its credit, DCC lists over 70 sample events held in 2021 and this breadth of events has continued to date and a commitment to continue with these initiatives should be emphasised in the CAP.

Just Transition will be costly, not only at a global level, where COP27 included an agreement to provide “loss and damage” funding for vulnerable countries but also at a local level and this should be detailed insofar as possible in the CAP. The European Investment Bank (EIB) through its Just Transition Mechanism supports the EU Green Deal by “providing financial tools to target the needs of EU regions most affected by the transition challenge”. DCC has already been awarded funding for sustainability projects under the Horizon and EU Missions programmes and has many funding proposals in the system. The CAP should refer to the excellent work of and facility/asset that is DCC’s European Support Programme Office.

DCC Response:

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DCC welcomes recognition of the importance of the transition being just, and that achieving a just transition requires an integrated approach. We will continue to take this approach and build our capacity.

I have no doubt that DCC will, as it always does, lead in its preparation of, approach to and implementation of the 2024-2029 climate action plan. With the commitment of management, supported by councillors, citizens and all stakeholders of our great city I am sure DCC will lead the way and that its mission, vision, goals and targets necessary to tackle our climate crisis will be achieved in our capital city.

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MEP Ciaran Cuffe

Thank you for the opportunity to participate in the consultation for Dublin City Council's Climate Action Plan. I support this plan to increase the climate ambition of Dublin City Council, in particular, the three targets mentioned, and the need for a Just Transition. I suggest the following measures and considerations to improve this action plan and ensure its optimal success.

- On the use of indicators I feel it may be best to establish ten headline indicators that are clearly understood by the general public, and that can be measured on at least an annual basis. This would encourage public debate, media discussion, and may hasten improvements in the lifetime of the Plan.
 - On Foundation One, I suggest that the 15 minute crosscutting indicator should read "Citizens are within a 15 minute walk of repair services and fresh food." in order to encourage increased availability of services closer to where people live.
 - On Foundation Two, I would encourage the use of specific dates and percentage improvements under "improved air quality and water quality and biodiversity".
 - On Foundation Three, I would recommend the words "by under-represented age groups and ethnicities" be added after the words "Increased use of libraries." as a crosscutting indicator.
 - On Foundation Four, I would encourage the use of specific dates and percentage improvements under the crosscutting indicator "Modal shift that demonstrates measures have been inclusive and network is accessible to all ages and abilities". I also feel the the crosscutting indicator "Improved noise levels on streets." should make reference to noise reductions using the dBA scale.

DCC Response:

DCC welcomes the recommendation and will take into consideration the headline indicators and the addition of dates where possible. In relation to noise reductions, DCC is developing a new noise action plan and alignment will be ensured.

- With 60% of young people surveyed expressing high levels of climate anxiety, there is a need to introduce local initiatives to tackle this, the most important of which is a bottom-up approach to climate action at local level. One way to implement this would be by introducing a Climate Ambassador Programme, wherein locals who have undergone climate renovations in their homes would be connected with other members of the community to talk about the process from a non-expert perspective.
- Along the same lines, the promotion of repair cafes would introduce more sustainable lifestyle choices and build communities. Local communities would

benefit from a set monthly day where they can access services provided by repair cafes, for example the first Sunday of every month.

- Incentives for climate-friendly businesses and local entrepreneurs with green business models would achieve similar results. One-stop-shops in Dublin City council offices could help businesses identify opportunities available to them.
- The institutionalisation of free electrical recycling days would also be a welcome addition to this 2024-2029 CAP, perhaps once annually.
- While I welcome the initiative to introduce district heating for residential buildings, more ambition would be welcomed here, and plans to use district heating to heat public buildings too.
- This CAP should require Development Plans to promote inner city mixed-use developments, to reduce the number of car commuters coming into the city from other areas.
- Biodiversity-inclusive designs for social housing could leverage the city's response to the housing crisis to promote ecological sustainability
- While I welcome the action to use eco-friendly cleaning agents "where possible"e Dublin City Council should take steps towards a ban on the use of the dangerous herbicide glyphosate. This herbicide is a threat to biodiversity and a danger to human health and alternatives are becoming more advanced every year:
<https://bit.ly/GreensGLY>
- European funding for home retrofits is set to increase in the years to come. DCC must prepare for this by scaling up its capacity to retrofit its own housing stock to at least a B2 energy rating
- The Council should move to redevelop underused and inappropriately used lands within its jurisdiction rapidly, and should work with the Land Development Agency to fast-track this. Twentieth century ideas of land-use zoning that fuel trip generation must be reconsidered.

DCC Response:

DCC is actively identifying opportunities to improve communication and awareness of retrofit works, both in communities and in our social housing stock. In relation to social housing we are incorporating biodiversity into retrofits. DCC no longer uses glyphosate.

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Appendix V: Planned Social Media Content

Date	Day	Content
05/10/2023	Thursday	Our draft climate action plan, Climate Neutral Dublin 2030, is open for public consultation. The Climate Action Team will be in Drumcondra Library on Friday 06/10/2023 from 11.00 - 13.00 , we'd love to see you there - come talk to us about the plan and your vision for Dublin 2030. Have your say online at: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029 #thisisclimateaction
06/10/2023	Friday	DCC's climate action plan, Climate Neutral Dublin 2030, is open for public consultation until 02/11/2023, during this time we would like to share with you the climate stories of the council. Follow DCC socials to learn about the projects and the City Council staff that are our Climate Champions. And don't forget to have your say! #thisisclimateaction
07/10/2023	Saturday	Our draft climate action plan, Climate Neutral Dublin 2030, is open for public consultation. The Climate Action Team will be in the Sean O'Casey Centre, East Wall on Monday 09/10/2023 from 11.00 - 13.00 , we'd love to see you there - come talk to us about the plan and your vision for Dublin 2030. Have your say online at: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029 #thisisclimateaction
08/10/2023	Sunday	
09/10/2023	Monday	Our draft climate action plan, Climate Neutral Dublin 2030, is open for public consultation. The Climate Action Team will be around the City libraries this week: Tuesday Rathmines Library from 14.00 - 16.00 & Wednesday Cabra Library from 14.00 - 16.00 & Thursday in Ballyfermot Community Centre from 09.30 - 13.00 - we'd love to see you there - come talk to us about the plan and your vision for Dublin 2030. Have your say online at: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029 #thisisclimateaction
10/10/2023	Tuesday	Our draft climate action plan is open for public consultation, come share your vision for Dublin 2030 with us on Tuesday October 17 from 4pm onwards. Just 7 days to go for an evening of local action! #thisisclimateaction

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11/10/2023	Wednesday	Just 6 days to go for our evening of local action! Join us in the Mansion House on Tuesday 17th October from 4pm onwards. #thisisclimateaction
11/10/2023	Wednesday	Meet Norman, one of the City Council Staff who worked on SoCircular, an initiative that celebrates the social economy and circular economy. #thisisclimateaction Don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
12/10/2023	Thursday	Just 5 days to go for our evening of climate action! Join us in the Mansion House on Tuesday 17th October from 4pm onwards. #thisisclimateaction
13/10/2023	Friday	Just 4 days to go for our evening of local action! Join us in the Mansion House on Tuesday 17th October from 4pm onwards. #thisisclimateaction
13/10/2023	Friday	Meet Deirdre, an Executive Parks and Landscape Officer, who helped create Bridgefoot St Park. #thisisclimateaction Don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
14/10/2023	Saturday	
15/10/2023	Sunday	Meet Stephen, an Executive Engineer within the Environment and Transportation Department of DCC, who is part of the innovative Dublin District Heating Project (DDHP). #thisisclimateaction And don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
16/10/2023	Monday	Meet Suzanne, an Executive Landscape Architect within DCC, who is passionate about improving our public realm. #thisisclimateaction And don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
16/10/2023	Monday	Just 1 day to go for our evening of local action! Join us in the Mansion House on Tuesday 17th October from 4pm onwards. #thisisclimateaction
17/10/2023	Tuesday	Its here! Join us in the Mansion House today from 4pm onwards for an evening of climate action, snacks and conversations for the future #thisisclimateaction

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18/10/2023	Wednesday	Meet Stephen, an Executive Engineer within the Environment and Transportation Department of DCC, who is part of the innovative Dublin District Heating Project (DDHP). #thisisclimateaction And don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
19/10/2023	Thursday	
20/10/2023	Friday	Meet Norman, one of the City Council Staff who worked on SoCircular, an initiative that celebrates the social economy and circular economy. #thisisclimateaction Don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
21/10/2023	Saturday	
22/10/2023	Sunday	Meet Suzanne, an Executive Landscape Architect within DCC, who is passionate about improving our public realm. #thisisclimateaction And don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
23/10/2023	Monday	Meet Norman, one of the City Council Staff who worked on SoCircular, an initiative that celebrates the social economy and circular economy. #thisisclimateaction Don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
24/10/2023	Tuesday	Our draft climate action plan, Climate Neutral Dublin 2030, is open for public consultation. The Climate Action Team will be around the City this week: Wednesday 25/10/23 Ringsend Library from 5-8pm and Thursday 26/10/23 Finglas Library from 11am - 1pm - we'd love to see you there - come talk to us about the plan and your vision for Dublin 2030. Have your say online at: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029 #thisisclimateaction
25/10/2023	Wednesday	Meet Mary, Acting Executive Manager in Culture, Recreation and Economic Services. #thisisclimateaction Don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
26/10/2023	Thursday	

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27/10/2023	Friday	Meet Stephen, an Executive Engineer within the Environment and Transportation Department of DCC, who is part of the innovative Dublin District Heating Project (DDHP). #thisisclimateaction And don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
28/10/2023	Saturday	
29/10/2023	Sunday	Meet Suzanne, an Executive Landscape Architect within DCC, who is passionate about improving our public realm. #thisisclimateaction And don't forget to have your say: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
30/10/2023	Monday	Meet Norman, one of the City Council Staff who worked on SoCircular, an initiative that celebrates the social economy and circular economy. #thisisclimateaction Don't forget to have your say, just 3 days left!: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
31/10/2023	Tuesday	Meet Suzanne, an Executive Landscape Architect within DCC, who is passionate about improving our public realm. #thisisclimateaction And don't forget to have your say, just 2 days left!: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
01/11/2023	Wednesday	Meet Mary, Acting Executive Manager in Culture, Recreation and Economic Services. #thisisclimateaction Don't forget to have your say, just 1 day left!: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029
02/11/2023	Thursday	Meet Suzanne, an Executive Landscape Architect within DCC, who is passionate about improving our public realm. #thisisclimateaction And don't forget to have your say, this is the last day to make a submission!: https://yoursay.dublincity.ie/dublin-city-climate-action-plan-2024-2029