**An Roinn Iompair,
Turasóireachta agus Spóirt**
Department of Transport,
Tourism and Sport

Review of actions of Smarter Travel Policy

Smarter Travel: A Sustainable Transport Future,
A New Transport Policy for Ireland 2009–2020

Review of the current implementation status of actions

Smarter Travel: A Sustainable Transport Future, A New Transport Policy for Ireland was published in 2009. It set out national transport policy for 2009 to 2020 and contained 49 actions covering 4 themes.

In the context of its work in reviewing Sustainable Mobility policy, the Department of Transport, Tourism and Sport has undertaken a review of the implementation status of each of the actions that were put forward in the 2009 document. This information will help inform the public consultation on the Sustainable Mobility policy review.

Some actions have been implemented as envisaged. In other cases, implementation has been partial, and may be ongoing, often reflecting the continuing nature of the initial proposal. There are some actions that have not been achieved.

This report sets out, in tabular form, the 2019 status of each of the actions contained in the 2009-2020 policy. Each action is categorised using a Red-Amber-Green (RAG) status update to signify its current implementation status:

Red: Minimal or no substantive progress;
Amber   Some substantive progress; and
Green: Substantive progress or on-going implementation.

References to sustainable transport/travel include public transport, cycling and walking.

Action	Current Status
Actions to Encourage Smarter Travel	
Action 1 Continue to enhance existing legislative provisions to deliver deeper integration of travel and spatial planning and to support the full integration and alignment of transport plans with the development plan process and local area planning (see also Action 42).	▪ Regional Planning Guidelines (RPGs) were updated in 2010 and the principles of the *Smarter Travel Policy* were incorporated within them by the then Regional Authorities. Development plans and local area plans were updated as required following the making of those RPGs. ▪ More recently, *Project Ireland 2040,* incorporating both the *National Planning Framework* and the *National Development Plan 2018-2027*, introduced new spatial planning arrangements which support better integration of transport and spatial planning. ▪ The three Regional Assemblies are each required to develop a Regional Spatial and Economic Strategy (RSES) in line with the objectives of *Project Ireland 2040*. These will replace the RPGs. In developing the RSES, each of the Assemblies also puts forward a Regional Transport Strategy. ▪ As each RSES is adopted, the relevant local authorities will then begin making revised development plans and local area plans which must all be aligned with the national and regional planning frameworks already adopted. ▪ The five metropolitan areas (Cork, Dublin, Galway, Limerick, Waterford) will each develop a metropolitan area strategic plan and similarly each of those metropolitan areas has, or will, develop a metropolitan area transport strategy. ▪ For the Greater Dublin Area (GDA), there already exists a statutory framework for transport planning and with which relevant regional and local spatial plans must be consistent. ▪ The National Transport Authority (NTA) has statutory responsibility for the planning and development of public transport infrastructure and services in the GDA and the making of a transport strategy for the region is a core function of the

Action	Current Status
	Authority.
	▪ The *Transport Strategy for the Greater Dublin Area 2016-2035* was developed by the NTA and approved by the Minister of Transport, Tourism and Sport in 2016.
	▪ Outside the GDA, the NTA has assisted the local authorities in Cork and Galway to develop the *Galway Transport Strategy* and the draft *Cork Metropolitan Area Transport Strategy.* Work is underway on the *Limerick Shannon Metropolitan Area Transport Strategy* and will start soon on the *Waterford Metropolitan Area Transport Strategy*.
Ensure that Government investment in new public facilities such as schools, community/health centres and sports/amenity facilities as far as practicable takes account, within the framework of relevant policy objectives of the need to give priority to walking, cycling and public transport as the primary means of accessing these facilities.	▪ A key strategic outcome of *Project Ireland 2040* is compact growth. This aims to secure the sustainable growth of more compact urban and rural settlements supported by jobs, houses, services and amenities, rather than continued sprawl and unplanned, uneconomic growth.
	▪ *Project Ireland 2040* includes an indicative allocation of €8.6 billion between 2018 and 2027 for sustainable mobility investment. This builds on recent investment in sustainable mobility under the Government's previous Capital Plan *Building on Recovery: Infrastructure and Capital Investment 2016-2021* (See also progress under Action 25).
Action 2 Ensure better integration of land use planning and transport policies in the relevant planning guidelines as part of their ongoing review and avail of policy directives to give effect to measures needed for sustainable transport. The following will also be included in future planning guidelines: ▪ A general requirement that significant housing development in all cities and towns must have good public transport	*Existing relevant planning guidelines* ▪ The *Sustainable Residential Development in Urban Areas* planning guidelines were published by the then Department of the Environment, Heritage and Local Government in 2009. The aim of the guidelines was to set out the key planning principles which should be reflected in development plans and local area plans, including around sustainable mobility provision.
	▪ The *Spatial Planning and National Roads Guidelines for Planning Authorities* were published by the then Department of the Environment, Community and

Action	Current Status
connections and safe routes for walking and cycling to access such connections and local amenities	Local Government in 2012. The guidelines are aimed at aligning road planning and policy and development planning.
▪ Integration of cycling and public transport	▪ The *Design Manual for Urban Roads and Streets* was jointly published by the then Department of the Environment, Community and Local Government and the Department of Transport, Tourism and Sport (DTTAS) in 2013. It provides comprehensive design guidance in relation to reducing vehicular speeds and encouraging pedestrian and cycle centred streets.
▪ Promotion of targets requiring a minimum percentage of new residential and mixed-use development to take place on brownfield/existing sites to consolidate urban growth and enable organic development of urban areas from the centre out	
▪ Ensuring a general minimum housing density of between 35 and 50 dwellings per hectare in urban areas of suitable size and population and requiring substantially higher densities where local circumstances warrant, particularly in high capacity public transport corridors	▪ The *National Cycle Manual* was published by the NTA in 2013, to provide best-practice guidance for local authorities for integrating cycling infrastructure to the development plan making process.
	▪ The NTA's *Permeability Best Practice Guide* was published in 2015 to assist local authorities and other organisations on how best to facilitate demand for walking and cycling in existing built-up areas.
▪ Specification of a maximum permitted level of car parking for commercial sites, which have suitable public transport facilities and are within walking/cycling distance to amenities	▪ The *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities* were published by the Department of Housing, Planning and Local Government in 2018. They include guidance on the proximity of new apartment developments to public transport and the provision of cycle parking for residents and visitors. The *Design Standards* also require that planning authorities consider a reduced overall car parking standard and apply an appropriate maximum car parking standard for residential development. Car parking for residential development is to be minimised, substantially reduced or wholly eliminated in certain circumstances.
▪ A requirement that developments above a certain scale have viable travel plans in place	
▪ A requirement that development in urban rail corridors be high density and appropriate for public transport use (e.g. not warehousing or other activities with low employment intensity)	
▪ Guidance on the incorporation of cycling and walking policies in development plans	**Project Ireland 2040 commitments** ▪ *Project Ireland 2040* includes National Policy Objectives to deliver 50% brownfield/infill development for cities, 30% elsewhere and 40%
▪ A general restriction of the future	

Action	Current Status
development of out-of-town retail centres except in exceptional circumstances and consideration of a similar requirement that parking charges be introduced for most existing centres ▪ Encouragement of the use of local area plans and strategic development zones (SDZs) within major urban areas as a way of improving the land use-transport interface, particularly to ensure that employment and residential centres are co-located.	overall (NPO 3a, 3b 3c). ▪ It also includes explicit National Policy Objectives (NPO 27, 64) to support public transport, walking and cycling as more sustainable modes of transport and promoting urban development along existing public transport corridors. ***Role of the Office of the Planning Regulator*** ▪ The new Office of the Planning Regulator now has a statutory role in the area of planning guidelines. ***Car parking*** ▪ The *Transport Strategy for the GDA* and the draft *Cork Metropolitan Area Transport Strategy* both include proposals to introduce parking charges at out-of town retail centres. ▪ The 2017 *National Mitigation Plan* includes a long term measure to develop a National Policy on Parking. ***Travel Plans*** ▪ DTTAS funds the development of workforce travel plans through the Smarter Travel Workplaces and Smarter Travel Campus programmes administered by the NTA (See also progress under Action 8).
Action 3 Promote a wider rollout of Land Use and Transportation Strategies (LUTS), support through a technical assistance programme at national level. The emphasis in the first place will be on the Gateways follow by LUTS-type studies for the Hub locations in the National Spatial Strategy.	▪ Land Use and Transportation Studies (LUTS) have been implemented in several counties (Cork, Offaly, Dun Laoghaire Rathdown, Wicklow). More recently, the NTA/Transport Infrastructure Ireland have evolved a new approach to the integration of Land use and transportation planning - Area Based Transport Assessment – which is being piloted in a number of counties.
Action 4 Require local authorities to prepare plans to retrofit areas towards creating sustainable neighbourhoods so that walking and cycling can be the best options for local trips, for example to reach local facilities such as shops and schools.	▪ DTTAS provides annual funding to the NTA for the 'Sustainable Urban Transport' programme and the 'Cycling and Walking' programme for the GDA, Cork, Galway, Limerick and Waterford. Under these programmes, the NTA works in conjunction with the local authorities to deliver infrastructure development and retrofitting, where appropriate, to

Action	Current Status
	support sustainable mobility.
	▪ There is also additional funding available through *Project Ireland 2040's* Urban Regeneration and Development Fund and Rural Regeneration and Development Fund for sustainable mobility retrofitting projects.
	▪ Cycle network plans are in place for the 5 cities and will be incorporated into relevant metropolitan area transport strategies.
Action 5 Ensure that the public sector is an exemplar in the area of e-working and require all organisations in the public sector to set targets to encourage e-working where appropriate. Encourage similar ambition in the private sector and support e-working through, for example better broadband provision.	▪ An inter-departmental working group was established in 2009 to look at e-working policy and a seminar was held in 2010 to consider the potential of e-working in the civil and public service. An e-working policy was not progressed. ▪ *Project Ireland 2040* includes a National Policy Objective (NPO 24) to support and facilitate delivery of the National Broadband Plan. ▪ *Future Jobs Ireland 2019: Preparing now for tomorrow's economy* was launched in March 2019 and sets out a framework of ambitions for Ireland's future economic agenda. Ambition 4.2 seeks to foster participation in the labour force through flexible working solutions.
Action 6 Carry out research to determine if e-working centres can be established on a regional basis to provide opportunities for people in rural areas and satellite towns to work from a location closer to home. Examine the potential for partnership with the private sectors so that such centres can be available to a large proportion of employees availing of e-working.	
Action 7 Ensure that every school and college in Ireland has a school travel plan to encourage students to take alternatives to the car. As part of the [Green Schools] programme, ensure that local authorities identify and implement safe walking and cycling routes	▪ Following a 2-year pilot, the *Green Schools* programme has operated nationally since 2007. Funded by DTTAS, the Green Schools Travel Flag has reached over 2,000 schools, 465,000 students and 36,000 teachers in its sustainable travel education programme. ▪ As part of the Green Schools programme, audits are

Action	Current Status
to and from schools and other educational institutions as well as providing better access for people with disabilities.	carried out in participating schools and infrastructure improvements works have been carried out on approaches to various educational centres across the country. In a number of cities and larger towns, audits have been conducted by local authorities. ▪ Legislation was introduced in 2010 and 2016 which now allow for 20 km/hr, 30 km/hr and 40 km/hr limits in respect of certain roads. Implementation is a matter for local authorities and many now stipulate special speed limit zones around schools.
Establish an advisory group of the relevant stakeholders to achieve better cooperation in delivering these. Where safe routes cannot be provided, consider an extension of the existing school transport scheme (see also Action 14).	▪ The commitment to establish an advisory group of relevant stakeholders was not significantly advanced.
Action 8 Focus on encouraging alternative ways of traveling to work: ▪ Work towards a requirement on organisations with over 100 staff to develop and implement workplace travel plans ▪ Provide support and guidelines for the development and implementation of workplace travel plans ▪ Seek a plan from the Office of Public Works to reduce car-parking spaces at Government offices where alternatives travel options are possible and require other public sector organisations to do likewise as part of their workplace travel plans.	▪ The *Smarter Travel Workplaces and Campus* programme, which is administered by the NTA, was set up to promote smarter and sustainable travel and to set up workplace and campus travel plans. - The Smarter Travel Workplaces was established in 2009, and is now engaged with 97 large employers, with a potential reach of over 105,000 employees. - The Smarter Travel Campus was established in 2012 and is engaged with 23 third level institutions with a potential reach of over 26,000 employees and over 209,000 students. ▪ The Office of Public Works no longer provides "stand-alone" car parking spaces for Government Departments and Offices (i.e. spaces which are not provided by a landlord as part of the building itself).

Action	Current Status
Action 9 Implement a programme to promote Personalised Travel Plans aimed at citizens in areas served by public transport.	▪ This action was not advanced.

Action 10
▪ Ensure that the Department of Transport deals with freight policy issues in a more integrated manner and prepares a specific strategy for the freight sector.
 	
▪ Set a target aimed at reducing the environmental impact of freight while at the same time improving efficiency in the movement of goods and promoting economic competitiveness
 	
▪ Organise a forum to bring all interested parties together, including industrial development agencies and industry representative bodies to explore in greater depth the issues relating to the movement of goods, including:
 	
  - The realistic potential for rail freight
  - Priority freight routes allowing access to vehicles with greater load factors and capacity
  - Developing key logistics centres to transfer goods to more sustainable forms of transport for final delivery in urban areas
  - Scheduling of deliveries from the ports and in urban areas to avoid peak use of networks as far as possible
  - The incentives and disincentives needed to move to more fuel-efficient vehicles
  - The need to have more rigorous testing of goods vehicles to reduce
	▪ A Rail Freight Strategy Review is underway in Iarnród Éireann as part of a wider Strategic Review.
	
	▪ The *Climate Action Plan 2019* indicates a commitment to consider the introduction of an emissions-based Vehicle Registration Tax and motor tax for light goods vehicles and heavy goods vehicles (Action 83).
	
	▪ A key element of the decarbonisation of the freight sector is the transition to alternative fuels. This will be supported through Phase 2 of the *Low Emission Vehicle (LEV) Taskforce's* work programme. (See also progress under Action 32 in relation to the LEV Taskforce).
	
	▪ The Low *Emission Vehicle Taskforce* recently concluded its deliberations on the potential role of alternative fuels, including compressed natural gas (CNG) as a pathway to biomethane, biofuels, and hydrogen in the freight sector. The *Taskforce* has made recommendations to help accelerate the uptake of alternative fuels and technologies, which are being presented to the Government. It is expected that the *Taskforce* will publish their report on the work of Phase 2 by the end of 2019.
	
	▪ At present there are a number of incentives in place to encourage the uptake of lower emitting alternatives, namely:
	
	  - a low excise rate for natural gas and biogas for a period of eight years;
	  - an accelerated capital allowance scheme for gas-propelled vehicles and related equipment; and
	  - support for the roll-out of refueling infrastructure for alternative fuels and technologies.

Action	Current Status
emissions - The potential of Intelligent Transport Systems and Services to improve efficiency.	▪ DTTAS is co-funding three research projects that will consider emission mitigation measures specific to the Irish freight sector which will help to develop a strategy for a low-carbon transition. In addition, two freight projects are also approved for funding under the Climate Action Fund. ▪ DTTAS hosted Brexit Freight Forums with stakeholders from the freight and maritime sectors in 2018 and 2019. ▪ New EU Regulations have set maximum fleet emission averages for new heavy duty vehicles. New vehicles must emit 15% and 30% less CO_2 by 2025 and 2030 respectively relative to average emissions over the period July 2019 to June 2020. Similar legislation has proved to be a very effective approach in other jurisdictions (e.g. Japan, the USA and Canada) and has already been demonstrated to deliver marked emission reductions with cars/vans in Europe.
Action 11 Consider the application of fiscal measures aimed at reducing car use and achieving a shift to alternative modes of transport, which will ease congestion, reduce further transport emissions and take into account economic competitiveness and social inclusion. Where necessary, carry out research to ensure effectiveness of this action.	▪ The *Taxsaver* scheme was introduced in 1999. It allows employees to purchase seasonal public transport tickets from their gross salary, which provides income tax and PRSI savings. ▪ The *Cycle to Work Scheme* was introduced in 2009. It allows employers to purchase bikes and related safety equipment for employees. Items purchased under the scheme are not a taxable benefit-in-kind, up to a value of €1,000. ▪ A Carbon Tax was introduced in Budget 2010 and increased in Budget 2012 and Budget 2020. It applies to both petrol and diesel. ▪ Vehicle registration and motor taxation systems were changed in July 2008 to be based upon CO_2 emissions. A revised banding structure was introduced in January 2013. ▪ Budget 2020 introduced a nitrogen oxide (NO_x) emissions based charge. This surcharge will apply to

Action	Current Status
	all passenger cars registering for the first time in the State from 1 January 2020.
Actions to Deliver Alternative Ways of Travelling	
Action 12 ▪ Implement more radical bus priority and traffic management measures to improve the punctuality and reliability of bus services and to support more efficient use of bus fleets. This may involve making some urban streets car-free, creating tram-like priorities in others and making greater use of roads/hard shoulders by buses	▪ DTTAS provides ongoing annual funding to the NTA under the 'Sustainable Urban Transport' programme for traffic management, bus priority and other smarter travel measures in the five cities (Cork, Dublin Galway, Limerick and Waterford). ▪ *Project Ireland 2040* commits to the rollout of the *BusConnects* programme in the cities. The components of BusConnects are to: - Build a new network of improved bus and cycle lanes; - Redesign and expand the network of bus services; - Introduce simpler fare structures and new ticketing technology; - Transition the entire urban Public Service Obligation (PSO) bus fleet to low emission technologies; - Implement a new bus livery; - Provide new and improved bus stops and shelters and new park and ride sites.
▪ Ensure bus services are redesigned to provide for: - Optimum use of the bus fleet - Bus networks that better meet demand and better respond to the needs of people with reduced mobility - Greater use of feeder buses to/from Luas/Metro/Rail stations - Extension of Rural/School Transport type schemes in more rural areas - More orbital bus services in urban areas - Good public transport interchange	***Bus fleet/network*** ▪ See comments above on BusConnects programme. ***Reduced mobility*** ▪ Accessibility features are built into all new public transport infrastructure projects and vehicles from the design stage. ▪ Work remains to be done in terms of the retro-fitting of older infrastructure to make it accessible for people with a disability and/or reduced mobility. To address these legacy issues, DTTAS funds an ongoing programme of accessibility improvement grants to upgrade older public transport infrastructure and facilities. This programme is managed by the NTA.

Action	Current Status
facilities for multi operators - Carriage of bicycles on buses	***Feeder buses/public transport interchange*** ▪ Luas Cross City opened in December 2017 and created an interchange between the Luas Green and Red lines. ▪ The Phoenix Park Rail Tunnel opened in November 2016 and allows commuters on the Kildare to Dublin Heuston line the option of direct trains to Connolly, Tara Street, Pearse and Grand Canal Dock stations. ▪ *Project Ireland 2040* provides funding for the delivery of the DART Expansion Programme and the BusConnects Programme in the cities. The DART Expansion will include new stations to provide interchange with bus, Luas and Metro networks and the BusConnects programme in Dublin will provide improved interchange between bus, Luas, Metro and rail services. ▪ See also progress under Action 22 in relation to Park and Ride facilities which allow interchange with public transport services. ***Extension of Rural/School Transport Scheme*** ▪ See comments under Action 14 (Rural Transport Programme). ***Carriage of bicycles on buses*** ▪ There is availability for bicycles on Bus Éireann intercity buses, subject to room and there is a charge - capacity is very limited. Folding bicycles are generally permitted on Dublin Bus.
▪ Provide better bus parking in smaller towns and villages and bus shelters in rural areas	▪ The NTA has statutory responsibility for the development of bus stops, bus shelters, bus stations etc. in the State and works closely with local authorities in this regard. ▪ The NTA has developed a prioritisation framework to determine appropriate numbers and locations for the installation of bus shelters in metropolitan areas and in towns and rural areas.

Action	Current Status
▪ Complete studies into the feasibility of Bus Rapid Transit (BRT) systems and/or Light Rail Transit (LRT) systems in Cork, Galway, Limerick and Waterford and act on the results.	▪ Public Transport Feasibility Studies were carried out for Cork, Galway, Limerick and Waterford in 2008/2009 which examined the feasibility of BRT and/or LRT systems for each city. ▪ The development of the *Galway Transport Strategy* and the draft *Cork Metropolitan Area Transport Strategy* included up to date evaluations of the most appropriate public transport system for the cities. Work is underway on the *Limerick Shannon Metropolitan Area Transport Strategy* and will start soon on the *Waterford Metropolitan Area Transport Strategy*.
▪ Implement Real Time Passenger Information on bus services in Dublin first and on a phased basis in other cities and rural areas. Ensure the provision of good map and schedule information at shelters.	▪ DTTAS allocates funding to the NTA on an ongoing basis for the Real-Time Passenger Information (RTPI) programme which was launched in 2011. ▪ RTPI services are provided: at on-street bus signs in the GDA/other cities and in key locations; through a mobile App; online on the *Transport for Ireland* website; and using SMS messaging. ▪ Over 150 million RTPI service requests were placed in 2018.
▪ Complete migration to smart card technology for public transport ticketing in the Greater Dublin Area and nationwide. To support greater integration, make integrated ticket products more widely available on the smart card and significantly reduce the use of cash based tickets	▪ The *Leap Card* was launched in 2011. Further rollout of the scheme introduced the Student Travel Card, visitor cards, family cards and Taxsaver personalised Leap Cards. ▪ Over 4 million Leap Cards have been issued since the launch of the scheme in 2011. The Card can be used on subsidised public transport services including Bus Éireann, Dublin Bus, Go-Ahead, Luas and Iarnród Éireann DART and commuter rail services. It is also available on some commercial licensed bus services. ▪ Leap Card offers smart ticketing measures such as fare capping, discounting for through journeys and instant auto top-up. Mobile topping up, which was introduced in 2016 has proven popular with over

Action	Current Status
	20% of all top-ups taking place on mobile phones.
	▪ The NTA has launched a major project called "Next Generation Ticketing" which will provide new equipment to support the use of other means of payments in addition to Leap Cards, free travel passes and cash. This will include contactless bank cards and mobile phones.
▪ Implement integrated network planning and delivery function in the Greater Dublin Area through the Dublin Transport Authority and ensure that mechanisms are in place to ensure such integration outside the Greater Dublin Area.	▪ The remit of the Dublin Transport Authority was expanded under the Public Transport Regulation Act 2009 and it was renamed as the NTA.
	▪ The NTA's purpose is to bring a more focused and integrated approach to the planning and delivery of transport infrastructure and services both on a national basis generally and especially in the GDA where the NTA has a more detailed remit.
	▪ A core function of the NTA is the making of a transport strategy for the GDA and the present *Transport Strategy for the Greater Dublin Area 2016-2035* provides a framework for the development of transport infrastructure in the region over the next two decades.
	▪ While the NTA does not have a statutory remit for transport planning outside of the GDA, the Authority has assisted the local authorities in Cork and Galway to develop the *Galway Transport Strategy* and the draft *Cork Metropolitan Area Transport Strategy*. Work is underway on the *Limerick Shannon Metropolitan Area Transport Strategy* and will start soon on the *Waterford Metropolitan Area Transport Strategy*.
	▪ *Project Ireland 2040* includes a National Policy Objective (NPO 69) to extend the NTA's statutory responsibility for transport planning to the other cities.
▪ Introduce competitive tendering for PSO services over and above those	▪ The regulation of PSO bus and rail services is governed by European Union (EU) legislation which

Action	Current Status
currently provided by Dublin Bus and Bus Éireann ▪ Link increased PSO subvention to growth in patronage	provides a framework for how Member States award contracts and pay compensation (i.e. subvention) for the provision of PSO services. The Dublin Transport Authority Act 2008, as amended, integrates the principles of the EU framework into an Irish legal context. ▪ The subsidised funding of PSO bus and rail services is governed by 'Public Services Contracts' between the NTA and relevant operators. The annual funding allocations for the operators are decided by the NTA in exercise of its statutory mandate and in accordance with the various contract arrangements that it has in place with the PSO service providers. ▪ Under the Dublin Transport Authority Act 2008, it is a statutory function of the NTA to determine the appropriate mix of directly awarded and competitively tendered bus services. Arising from this, the NTA undertook a number of competitive procurement processes in 2017.
▪ Develop, in conjunction with agencies and key stakeholders, an Intelligent Transport Systems and Services Action Plan which will lay the groundwork for improved efficiency and effectiveness of bus fleet management and service punctuality.	▪ Existing Intelligent Transport Systems (ITS) in operation in Ireland include Real-Time Passenger Information, Variable Message Signs and Incident Detection Systems. ▪ The use of Intelligent Transport Systems has been identified in the *M50 Demand Management Study (2014)*, the *Transport Strategy for the GDA 2016-2035*, the *Galway Transport Strategy* and the draft *Cork Metropolitan Area Transport Strategy*. ▪ DTTAS engages on an ongoing basis with national and international ITS organisations and platforms such as ITS Ireland, ERTICO – ITS Europe, the EU ITS Platform (EU EIP) and the C-Roads Platform.
Action 13 Offer a reliable urban bus service in significant urban areas, which provides the following standard, taking into account particular local factors:	▪ There has been an expansion of urban bus services since 2015 with the total operated vehicle kilometres increasing each year. ▪ The *BusConnects* programme (See also progress under Action 12) plans to increase bus services

Action	Current Status
▪ A bus route/stop within 800 metres of a house in an urban area ▪ A schedule which commences at 6 a.m. and finishes at 1.am., 7 days a week depending on demand ▪ A frequency of at least 10 minutes at peak hours and 20 minutes at non-peak hours ▪ A pre-pay cashless transaction, to minimise delays at stops ▪ A defined level of comfort and cleanliness on vehicles ▪ The service proposal will require a major overhaul of existing bus routes in urban areas, a transparent contract system for allocating public service subsidy and the provision of additional buses once the use of the existing fleet has been optimised.	across Dublin by 22% and also increase by 25% the number of people living within 400 metres of a bus service operating every 15 minutes or less. BusConnects will also be rolled out in Galway and Cork and as the other cities develop transport strategies, investment will also be available for rollout of BusConnects. **Pre-pay cashless transaction** ▪ See progress under Action 12 in relation to the Leap Card. **Comfort and cleanliness** ▪ From end 2016 and in 2017, the NTA rolled out new service quality performance indicators in respect of its contracts with Dublin Bus and Bus Éireann and commissioned independent monitoring of operator performance. Service quality performance is now monitored on an on-going basis by independent mystery shopping surveys commissioned by the NTA. These assess issues such as bus cleanliness, driver performance, customer service, provision of customer information and operation of correct bus route.
Action 14 For other areas: ▪ Offer a regular 7-day a week transport service for rural communities and those in smaller urban areas ▪ Examine the potential for the expanded use of school and other publicly funded buses as a "local transport bus" to bring people to a range of services, with (in the case of the school buses) the primary emphasis continuing to be on transporting children to and from school at the necessary times ▪ Build on the good work at local level in developing the Rural Transport Programme to expand the network in	**Rural Transport Programme (RTP)** ▪ Since 2016, 66 new regular commuter services have been introduced into the *Local Link* network under the RTP that operate 5/6/7 days per week, as well as demand-responsive services. ▪ In 2018, new evening/night time services were piloted - 59 of these services are continuing in 2019. ▪ The National Integrated Rural Transport (NIRT) Committee was established in 2012 to oversee and manage a partnership approach to implementing integrated local and rural transport in order to achieve greater synergies, better meet identified transport needs and deliver increased value for money. ▪ Work in 2012-2014 by the NIRT committee examined the potential scope for better integration

Action	Current Status
other ways, such as demand responsive services ▪ Examine, as part of the current review of the school transport service, the current distance eligibility criteria, where it is not feasible to provide safe walkways and/or cycle paths ▪ Provide park and ride facilities at the edge of major and intermediate urban centres and at important public transport nodes, with efficient transport connections to the urban centre.	of local and rural transport and identified various difficulties or limitations in making this happen. ▪ The NTA *Local Link Rural Transport Programme Strategic Plan 2018-2022* commits to integrate non-emergency transport services provided by the HSE with those provided by the RTP by 2022. **School Transport** ▪ *A Value for Money Review of the School Transport Scheme* was published by the Department of Education and Skills in 2011. Having regard to the smarter travel agenda and international comparison, the review recommended that the existing distance criteria should be maintained. **Park and Ride** ▪ See progress under Action 22 in relation to Park and Ride facilities.
Action 15 Publish and implement a National Cycle Policy Framework to address: ▪ The creation of traffic-free urban centres to facilitate cycling ▪ Investment in a national cycle network with urban networks given priority ▪ Cycle training for school children ▪ Integration of cycling with other transport modes, e.g. carriage of bicycles on public transport.	▪ The *National Cycle Policy Framework* was published in 2009. The implementation status of the NCPF actions is included in *Background Paper 1 – Active Travel*.
Action 16 Ensure that urban walking networks are strengthened by increasing opportunities for walking and removing constraints as part of planning for more attractive public realms, including: ▪ Providing safe pedestrian routes ▪ Providing routes, which serve employment and education trips and that link with public transport	▪ The NTA supports the delivery of improved walking infrastructure in the cities through two principal programmes which are funded by DTTAS – the 'Cycling and Walking' programme and the 'Sustainable Urban Transport' programme. ▪ Under these programmes, the NTA provides funding to the local authorities in the GDA and other cities for smarter travel measures such as footpaths, traffic calming, traffic junctions and pedestrian improvements.

Action	Current Status
▪ Reprioritising traffic signals to favour pedestrians instead of vehicles, reducing waiting times and crossing distances at junctions ▪ Creating level grade crossings for pedestrians across junctions ▪ Creating larger traffic-free areas in urban centres ▪ Unless it is inappropriate, ensuring that 30km/h zones are designated in central urban areas which will continue to accommodate motorised traffic ▪ Widening footpaths where there are high pedestrian flows, particularly close to public transport nodes ▪ Clearing footpaths of unnecessary street furniture, e.g. rationalisation of signage poles etc. ▪ Improving the surface quality of footpaths ▪ Providing appropriately designed safe, well-lit direct, continuous facilities ▪ Signposting pedestrian routes to important intra-urban destinations such as public buildings and public transport nodes ▪ Enforcing the law relating to encroachment on pedestrian spaces by motor vehicles, cyclists, skips and other obstructions. Publish a National Walking Policy, which will draw on the lessons and principles already developed in the context of tourism and recreational trails development. Ensure that the policy combines the development of the national trails system with local recreational trails and include links to urban centres. As in the case of cycling, carry out research on international best practice for walking. This will enable a target to be established for the	▪ Legislation introduced in 2010 and 2016 allows for 20 km/hr, 30 km/hr and 40 km/hr limits in respect of certain roads. Implementation is a matter for the local authorities. ▪ As part of the 2016 *National Physical Activity Plan*, Sport Ireland (a State body operating under the aegis of DTTAS), supported by Healthy Ireland and Mountaineering Ireland, has developed the *Get Ireland Walking* initiative, the ambition of which is to create "*a vibrant culture of walking throughout Ireland*" and looks to support people to choose to walk more often for recreation, health and transport as part of their everyday life.

Action	Current Status
modal share of walking.	
Action 17 Ensure that, where feasible, areas of State-owned lands such as canal towpaths, former rail lines, Coillte estates, etc. are made available for the development of walking and cycling trails.	▪ The *Outdoor Recreation Plan for Public Lands and Waters in Ireland 2017-2021* was developed by a number of State Agencies and published in 2017. The *Plan* seeks to achieve a step-change in investment in the provision and maintenance of outdoor recreation facilities and opportunities on public-owned land and waterways. ▪ The *Strategy for the Future Development of National and Regional Greenways* was published in 2018.
Action 18 Establish a car-sharing website which will help employers to encourage such initiatives in the workforce. Work with our counterparts in Northern Ireland to develop a website applicable to the whole island.	▪ The NTA has published information to assist individuals and organisations with an interest in developing car-sharing arrangements and directly promotes the development of car-sharing arrangements through its Smarter Travel Workplaces and Smarter Travel Campus Programmes.

Action 19
Support private and public sector initiatives to establish car club schemes in Ireland. Legislate to enable on-road parking spaces to be designated for car clubs through appropriate signage. Establish car club schemes in Ireland
	▪ Proposals relating to car clubs are included in:
	  - NTA *Transport Strategy for the Greater Dublin Area*
	  - Draft *Cork Metropolitan Area Transport Strategy*
	
	▪ Car club type sharing schemes are in place in Dublin with parking support from Dublin City Council.

Action 20 Look at ways of affording traffic priority to motorised transport such as mopeds and segways in congested areas.	▪ The RSA commissioned a report on the current practise and safety implications of electric personal mobility devices in 2019. ▪ Based on this report, DTTAS launched a public consultation on Personal Powered Transport to seek submissions about changing existing legislation.
Action 21 Irish Rail will introduce smart cards in mid-2009 in advance of the commencement of the rollout of the integrated ticketing system in the Greater Dublin Area later that	▪ The Leap Card can be used on all DART and Commuter Rail services within the Dublin area "Short-Hop zone" and on Cork commuter rail services. ▪ The Leap Card can be used on subsidised bus

Action	Current Status
year. The Dublin integrated ticketing scheme will be extended to Irish Rail DART and commuter rail services within a further 12 months and by Bus Éireann on a pilot basis on a number of its commuter routes. It is also envisaged that other private bus operators will join the scheme over this timeframe. Rollout integrated ticketing so that it will be national in scope and support all-island travel. An all-island travel ticket would also complement the work of Tourism Ireland, which promotes the island of Ireland to overseas visitors. Examine the potential for using the smartcard to pay for other transport related activities, for example taxis and other options such as web-based arrangements and mobile phones for ticketing.	services including Bus Éireann, Dublin Bus and Go-Ahead and also on Luas services. It is also available on some commercial licensed bus services. ▪ Leap Card is not available to use in Northern Ireland. The iLink Card is available to use in Northern Ireland. ▪ Leap Card can be used with the *Dublin Bikes* scheme. ▪ See comments under Action 12 in relation to the NTA's "Next Generation Ticketing" project.
Action 22 Prepare a plan to fast track the establishment of park and ride facilities along major public transport nodes, at the periphery of major urban areas and at key public transport locations and nodes. Broaden the scope of park and ride to include facilities for other modes such as taxis and bicycles (including cycle hire and repairs) so that these options are available to commuters.	▪ Existing Park and Ride facilities operate at a number of Luas and rail stations which allow interchange with public transport services. There are commitments for further Park and Ride facilities under *Project Ireland 2040*, the *Transport Strategy for the GDA 2016-2035*, the *Galway Transport Strategy*, the draft *Cork Metropolitan Area Transport Strategy* and under the *BusConnects programme.* ▪ The *Climate Action Plan* includes an action (No 89) to establish a "Park and Ride Development Office" within the NTA and develop an overall Park and Ride Implementation Plan, including the provision of multimodal facilities (e.g. electric vehicle charging/bicycle parking).
Action 23 Ensure improved road priority for walking	▪ Improved cycling and walking infrastructure and interchange is provided under the 'Cycling and

Action	Current Status
and cycling access to key public transport interchanges and ports and, in the case of airports, for cycling.	Walking' programme and the 'Sustainable Urban Transport' programme. ▪ The *BusConnects Dublin* programme will include the delivery of around 200 kilometres of segregated cycling lanes, where possible.
Action 24 Create a national travel information portal offering an on-line integrated journey planner involving passenger information in real time, as appropriate, for all public transport services. Work through the Dublin Transport Authority and local authorities outside the GDA to achieve better integration of public transport timetables.	▪ The *Journey Planner* was launched by the NTA in 2012. It is available both through an App and as a web service and allows passengers to plan their journey across all sustainable mobility modes. ▪ See progress under Action 12 in relation to Real Time Passenger Information and the Leap Card.
Action 25 Commence the planning of the successor to *Transport 21* so as to complete the drafting of a new programme. This will ensure that the new investment programme will fully reflect the policy framework in this Policy whereby investment is prioritised for: ▪ Walking ▪ Cycling ▪ Public transport ▪ Efficient freight movements ▪ Soft measures such as mobility management ▪ Integration measures ▪ Roads schemes which provide environmental, social and economic benefits ▪ Aviation and maritime transport facilities focused on better access to and from the island. In assessing this new programme, ensure that external factors, such as the	▪ The *Smarter Travel Policy* was published at the effective mid-point of the then capital investment programme known as *Transport 21*. Implementation of the policy was estimated to cost a total of €4.5 billion with funding subject to "prevailing economic and Budgetary parameters". ▪ These parameters became extremely restrictive due to the economic and financial crisis which occurred at that time. The total voted expenditure of DTTAS decreased by 46% between 2009 and 2013, while the total voted capital expenditure over the same period went from €2.4 billion to €944 million. ▪ Funding remained extremely constrained in the years that followed and significant increases have only been possible in the most recent Budgets. The funding available over most of the period of Smarter Travel's lifecycle was much more restricted than envisaged at the time of its development. ▪ Sustainable mobility investment in recent years under the Government's previous Capital Plan *'Building on Recovery: Infrastructure and Capital*

Action	Current Status
environmental and social impacts, are includes in any cost benefit analysis and that, where there are competing modes on a route corridor, a greater weighting is given to the more sustainable mode of travel. The Department of Finance's impending recommendations on internalisation of GHG emissions in cost-benefit analysis will be used in the revision of the Department of Transport's Common Appraisal Framework Guidelines. Consider the concept of energy costing future projects to determine what emissions will be saved over the life cycle of a particular project.	*Investment 2016-2021* focused on expanding passenger journey capacity and improving the range, quality and availability of alternatives to private car travel. Along with significant ongoing investment to maintain the existing extensive bus and rail networks, notable new projects delivered in recent years include: - Luas Cross City - Reopening of the Phoenix Park Tunnel to passenger trains - Substantial replacement of bus fleet - Sustainable mobility projects in the five cities including: junction upgrades; bus, cycle and pedestrian infrastructure; traffic management measures; and improvements to rail and bus station facilities - Integration projects to increase public transport use and improve customer experiences (e.g. smarter technologies) - Accessibility upgrades and retro-fit of existing public transport infrastructure. ▪ As part of *Project Ireland 2040*, the *National Development Plan 2018-2027* sets out a ten-year infrastructure investment programme to underpin implementation of the *National Planning Framework*. There is a commitment to provide €8.6 billion in capital investment in sustainable mobility over the period 2018 to 2027. ▪ Strategic Environmental Assessments are carried out as part of the development of transport strategies including the *Transport Strategy for the Greater Dublin Area*, *Galway Transport Strategy* and the draft *Cork Metropolitan Area Transport Strategy*. ▪ The *Common Appraisal Framework for Transport Projects and Programmes* was revised in 2016 and sets out that any transport appraisal should take account of contribution to greenhouse gas reductions. DTTAS has begun work on a new Framework and publication is planned for Quarter 2,

21

Action	Current Status
	2020.
	▪ The *National Development Plan 2018-2027* sets out a range of investments that will strongly support the continued development and improvement in Ireland's ports and State airports by the relevant commercial State bodies, consistent with sectoral priorities already defined through National Ports Policy and National Aviation Policy, in addition to continued Exchequer support for the small regional airports.
Actions to Improve the Efficiency of Motorised Transport	
Action 26 Work positively with our EU partners to strengthen the treatment of aviation in the emissions trading system. Continue to work within the EU to progress the Single European Sky initiative, which seeks to restructure the air navigation system in Europe in order to enhance capacity and promote efficiency.	▪ The National Aviation Policy's main objective is to maximise (air) connectivity to support economic activity and also recognises that air transport must develop in a sustainable manner. Ireland continues to support measures such as ETS and crucially the United Nation's International Civil Aviation Organisation's global scheme for aviation emissions reductions, known as CORSIA. ▪ Single European Sky II was developed by the European Commission in 2014. ▪ Ireland supports the continued development of the Single European Sky initiative, including the progressive achievement of airspace management integration throughout Europe in accordance with performance quality and efficiency principles and appropriate organisation of regulatory oversight.
Action 27 Review the public service obligation (PSO) subsidies for regional air service which are due for renewal in 2011 having regard to progress being made on expanding bus and rail services so as to ensure that the most sustainable travel option receives priority support. Ensure good connectivity between airports	▪ A 2010 Value for Money review on the Regional Airports Programme resulted in the withdrawal of support for PSO air service routes; Galway/Dublin and Sligo/Dublin. The improved road network, particularly the completion of the M6 in 2009, facilitated faster journey times and more efficient bus services between the West and Dublin. Only two PSO air routes remain; Donegal/Dublin and Kerry/Dublin.

Action	Current Status
and public transport services.	▪ *Project Ireland 2040* recognises the construction of MetroLink as a key transport investment priority. MetroLink will provide a light rail system from Swords, via Dublin Airport, to the city centre.
Action 28 Engage positively at international level to ensure that less polluting fuels, such as low-sulphur distillates, are used in maritime transport and work positively in the development of instruments or mechanisms to reduce emissions from maritime transport sector.	▪ Ireland was active in the adoption of the *Initial International Maritime Organisation (IMO) Strategy on Reduction of GHG Emissions from Ships* in April 2018. ▪ In October 2018, IMO Member States approved a programme of follow-up actions of the *Initial Strategy* up to 2023. ▪ In May 2019, the IMO's Marine Environment Protection Committee's (MEPC) 74th Session progressed in the implementation of the *Initial Strategy* and its programme of follow-up action ▪ At EU level, work is ongoing on the updating of the MRV (monitoring, reporting and verification) Directive in order to take appropriate account of the global data collection system for ship fuel oil consumption data.
Action 29 Review ports policy and the 2005 Ports Policy Statement with a view to maximising efficiency in the movement of goods and in the light of the review of the freight sector referred to in Action 10.	▪ *National Ports Policy* was published in March 2013. ▪ The *NPF* includes a National Policy Objective (No 40) to ensure that the strategic development requirements of Tier 1 and Tier 2 Ports, ports of regional significance and smaller harbours are addressed as part of the *Regional Spatial and Economic Strategies*, metropolitan area and city/county development plans, to ensure the effective growth and sustainable development of the city regions and regional and rural areas.
Action 30 Address the twin objectives of road safety and emission reductions through the enhanced enforcement of appropriate speed limits on our roads. Invest in modern technology for the road system aimed at improving information for	***Road safety and emission reductions*** ▪ See comments under Actions 2, 7, 12. ***Modern technology*** ▪ See comments under Actions 12, 32, 33, 34.

Action	Current Status
road users, prioritising road space for public transport, reducing fuel consumption and emissions and optimising capacity for goods transport and business travel. This is likely to include the deployment of incident management technologies on key road arteries with a view to limiting the development of traffic jams with their associated negative consequences for fuel consumption and emissions. The development of an Intelligent Transport Systems and Services Action Plan will lay the foundation for progress on this item (see also Action 12).	
Action 31 In meeting the 10% target for renewable energy in transport by 2020, maximise the contribution from second-generation biofuels, and ensure that both imported and indigenous biofuels meet EU sustainability criteria. Continue to support efforts to develop indigenous energy crop and biofuel production.	▪ The *Biofuels Obligation Scheme*, administered by the National Oil Reserves Agency, was introduced in 2010 and requires suppliers of motor fuel to ensure that biofuels make up a certain percentage of national annual fuel sales. Since the start of 2019 the obligation has been set at 10% by volume. From the start of 2020, the obligation will increase to 11% by volume. ▪ The Department of Communications, Climate Action and Environment has sought views in relation to the development of the Biofuels Obligation Scheme for the period 2021 to 2030, including the level of renewable energy in the transport sector in 2030, the introduction of an additional obligation for advanced biofuels, technical challenges and cost impacts. ▪ This consultation will help inform changes that will be made to the Biofuels Obligation Scheme and the implementation of the biofuel elements of the recast Renewable Energy Directive. ▪ The *Low Emission Vehicle Taskforce* recommended that support be prioritised for indigenous biomethane (for use in CNG and liquid natural gas vehicles) and renewable hydrogen in the transport sector as a core element of the development of *the*

Action	Current Status
	Biofuels Obligation Scheme for the period 2021-2030 - thus ensuring indigenous biomethane grid injection will make a contribution to the overall national renewable target set as part of the *National Energy and Climate Plan.*

Action 32
Promote alternative technologies for motor vehicles as they become commercially feasible and develop market penetration.
 	
Provide further incentives to encourage a switch to electric vehicle technology with the aim of achieving 10% market penetration by 2020.
	▪ The *National Policy Framework on Alternative Fuels Infrastructure for Transport in Ireland, 2017-2030* aims to support a transition away from fossil fuels and set a target that from 2030, all new cars and vans sold in Ireland will be zero emission capable. In addition, Ireland has a national target of 20,000 electric vehicles on Irish roads by 2020 and an ambitious longer term target of 950,000 by 2030.
	
	Low Emission Vehicle Taskforce
	▪ The *Low Emission Vehicle (LEV) Taskforce* is an inter-departmental group established in December 2016 to consider the take-up of low-carbon technologies in the road transport sector.
	
	▪ Phase one of the *LEV's Taskforce's* Work Programme focused exclusively on Electric Vehicles and their recommendations informed Budgets 2018 and 2019. A *Progress Report* has been published on the DTTAS website.
	
	▪ A suite of continued and new EV supports is now in place and include:
	
	    - purchase grant scheme;
	    - VRT relief;
	    - domestic charger grant;
	    - lower motor tax;
	    - toll reductions;
	    - public and on-street charging network;
	    - 0% benefit-in-kind;
	    - accelerated capital allowances.
	
	Green Public Transport Fund
	▪ The Green Public Transport Fund was established by DTTAS in 2017 to support the uptake of low carbon, energy efficient technologies within the

Action	Current Status
	public transport sector.
	▪ The Fund has supported an up-to-date and comprehensive set of vehicle trials to help further inform purchasing decisions for new buses over the coming years.
	▪ The Fund has also been used to support the transition of the national Small Public Service Vehicle fleet to alternative technologies through a new Electric Vehicle SPSV Grant Scheme. This provides a grant of up to €7,000 towards the purchase of a battery electric vehicle or €3,500 towards a plug-in-hybrid electric vehicle respectively in the taxi/hackney/limousine sector.
Action 33 Provide leadership through the use of alternative technologies in the public vehicle fleets. Require every public sector organisation and public transport provider to prepare a plan for fleet replacement based on the most sustainable vehicle and fuel type. Encourage the conversion of the taxi fleet and private bus/coach fleets to alternative vehicles/fuels. Change existing corporate tax schemes to discourage the purchase of less fuel-efficient vehicles and to encourage a change to more sustainable fleets.	▪ *Project Ireland 2040* committed to cease purchasing diesel-only buses from July 2019. ▪ To help inform a longer-term bus procurement strategy, DTTAS, together with the NTA, Dublin Bus and Bus Éireann, has undertaken a comprehensive series of low-emission bus trials. Findings from these trials will help inform the NTA's approach to its bus purchase programme in the years ahead. Approximately half of the public urban bus fleet will have moved to lower-emitting alternatives by 2023 with full conversion by 2030.
Action 34 Keep the labelling system and the VRT and Motor Tax systems under review to ensure that they meet their twin objectives of encouraging a move to lower emission vehicles while protecting central and local government revenues. Consider the likely impact of the labelling	▪ A revised banding structure was introduced in 2013 for both motor tax and VRT. ▪ A zero emissions band for Electric Vehicles was introduced for motor tax only. ▪ Examination of emissions based taxation system for goods vehicles has been completed. ▪ In 2017, the average emissions level of the new cars registered in the EU was 118g CO_2/km (European

Action	Current Status
system on flexi-fuel vehicles, which can operate on bioethanol, and the possibility of extending emissions based taxation to vehicles not currently covered in the system e.g. buses and goods vehicles etc. Support the EU proposals to reduce average CO_2 emissions for cars to 120g/km for all new vehicles by 2012 through an integrated approach of improved engine technology/fuel economy and other technological improvements, e.g. more efficient air conditioning, gear shift indicators, etc. Other elements of this strategy include a separate target for vans, support for research aimed at further reductions in emissions from new cars to an average of 95g/km and measures to support the purchase of fuel-efficient vehicles.	Environment Agency). In 2017, Ireland was ahead of the EU average at 111.6g/km. ▪ Action 83 of the *Climate Action Plan 2019* commits to the introduction of an emissions-based VRT and motor tax for light goods vehicles and heavy goods vehicles.

Action 35
The Government has supported the role of Sustainable Energy Authority of Ireland in relation to the development of a world-class research programme in strategic areas and this has recently been extended to include sustainable energy and energy efficient technologies in the transport sector.
 	
Require SEAI and the Department of Communications, Energy and Natural Resources to bring forward specific proposals, arising from their extended remit, in respect of the transport sector.
	▪ In 2011, the Sustainable Energy Authority of Ireland (SEAI) launched a grant scheme offering up to €5,000 for a new Battery Electric Vehicle (BEV) or a Plug-in Hybrid Electric Vehicle (PHEV) purchased and registered in Ireland. This scheme is continuing in 2019.
	
	▪ In 2017, SEAI established a dedicated Behavioural Economics Unit which is tasked with researching and communicating methods to encourage people to make better energy use decisions across a range of areas including the transport sector.
	
	▪ DTTAS and SEAI collaborate on funding innovative transport research projects; in 2018 they co-supported three research projects: –
	
	  o DiSTRaCT: modal ShifT Reduce Carbon in Transport;
	  o Mitigation of Air Pollution Impacts of Irish Heavy Duty Vehicles (MAP-HDV); and
	  o Desktop study to assess potential mitigation measures that would reduce CO_2 and/or air

Action	Current Status
	pollutant emissions from the existing Irish heavy duty vehicle fleet.
Action 36 Include a module on efficient driving as part of the rules of the road and national driver test. Require that all public authorities ensure that their drivers are trained in efficient driving and that this is part of their job specification. Ensure that, as part of the Climate Change Awareness Campaign, there is a sustained focus on the issue of drive behaviour. Commission research to determine the on-board technology that can be introduced in public vehicles to reinforce eco-driving behaviour and promote efficient driving in the haulage industry.	▪ Eco-driving is an area of knowledge tested in the Driver Theory Test and the driving test. ▪ Actions 57 and 76 of the *National Mitigation Plan* relate to energy efficiency in the area of public transport and eco-driving. ▪ Public Transport Public Service Operators currently employ eco-driving principles through driver training and the use of on-board telemetry systems. ▪ Driver CPC is a certificate of Professional Competence for professional bus and truck drivers and focuses on eco driving. ▪ DTTAS and the Environmental Protection Agency collaborate on funding innovative transport research projects; in 2018 they co-supported a research project entitled 'Examining the Extent to Which Eco-Driving Techniques Can Limit Greenhouse Gas Emissions from Heavy Duty Vehicles (HDVs)'.
Actions to Ensure Integrated Delivery of the Plan	
Action 37 Introduce a Sustainable Travel and Transport Bill. This will consider a possible legal basis for a hierarchy of travel modes based on sustainability; deal with legal anomalies in relation to provision for walking, cycling, accommodate new concepts such as car-clubs and provide the new institutional responsibilities necessary. It will complement the proposed Public Transport Regulation Bill, which will establish a modern regulatory regime for public transport services.	▪ A Sustainable Travel and Transport Bill was not introduced. It is considered that sustainable travel and transport should be an integral part of all transport policy and should not be seen as a separate entity. ▪ Appropriate institutional responsibilities have been put in place through the establishment of the NTA and the expansion of its mandate under a number of Acts (Public Transport Regulation Act 2009, Taxi Regulation Act 2013, Public Transport Act 2016). ▪ Additional provisions around cycling and walking have also been included in these Acts. ▪ See also progress under Action 1 in relation to the integration of transport and spatial planning.

Action	Current Status
Action 38 Retain the interdepartmental working group, which assisted in the preparation of this Policy. Its task will be to advise Government on the progress in implementing the Policy and to propose any changes in the overall strategy if the targets are not being achieved.	▪ The working group was disbanded in 2012.
Action 39 Establish a National Sustainable Travel Office as a Division within the Department of Transport to oversee the delivery of many of the initiatives in this Policy, in consultation, as necessary, with the Dublin Transportation Agency and other bodies. Specifically the Department of Transport will: ▪ Advise on sustainable travel issues in relation to development planning guidelines ▪ Draft national guidance on local travel plans and provide expert advice to the Minister for Transport on such plans prepared by local authorities ▪ Provide funding and monitor the implementation of mobility management plans ▪ Develop national policies for cycling and walking and oversee their implementation ▪ Set up national schemes for car-sharing and car clubs ▪ Administer demonstration schemes such as the Sustainable Travel Towns project ▪ Support appropriate transport-related training in local authorities and networking arrangements ▪ Advise on the development of a	▪ A National Sustainable Travel Office was established in 2007 and was later subsumed as a Division in DTTAS (Sustainable Transport Division) as sustainable travel is considered an integral part of overall transport policy. ▪ The NTA now has a statutory role in relation to the delivery of many of the elements of the *Smarter Travel Policy*. DTTAS works closely with both the NTA and the local authorities in the delivery of sustainable mobility policy and initiatives. ▪ See comment under Action 48 in relation to the National Transport Model.

Action	Current Status
National Transport Model ▪ Provide support to the Interdepartmental Working Group monitoring this Policy.	
Action 40 Establishment of the Dublin Transportation Authority to incorporate the Dublin Transportation Office, the Commission for Taxi Regulation and the public transport licensing functions of the Department of Transport. This will also encompass functions relation to a National Transport Regulator in respect of public transport services. Require other public sector transport agencies to identify the need to recast their mission to align to the new policy framework set out in this Policy.	▪ The Dublin Transport Authority was established under the Dublin Transport Authority Act 2008. The remit of the Authority was expanded under the Public Transport Regulation Act 2009 and it was renamed as the National Transport Authority (NTA). ▪ In 2011, the NTA assumed responsibility for the regulation for the Small Public Service Vehicle Sector taking over the functions of the Commission for Taxi Regulation. ▪ Among its statutory functions, the NTA is responsible for: regulating and contracting subsidised Public Service Obligation (PSO) bus and rail services; allocating PSO funding to the operators; licensing and regulating commercial bus services; and regulating the small public service vehicle sector (taxis, hackneys, limousine services).
Action 41 The Dublin Transport Authority Act creates a framework to ensure consistency between the regional planning guidelines, development plans and local area plans on the one hand and the Greater Dublin Area transport strategy on the other. The Dublin Transport Authority will become the key delivery agency for this Policy in the GDA.	▪ See comments under Action 1 in relation to the establishment of the NTA and the statutory requirement for the Regional Spatial and Economic Strategy, development plans and local area plans for the Greater Dublin Area to be aligned with the NTA's *Transport Strategy for the Greater Dublin Area 2016-2035*.
Action 42 Building on the LUTS approach (see Action 3), empower local authorities to prepare transport plans to complement their development plans. The transport plans will set targets for achieving sustainable travel and transport services in their areas. The Minister for Transport will be given powers	▪ See progress under Action 1.

Action	Current Status
in relation to these plans similar to the powers of the Minister for the Environment, Heritage and Local Government in relation to development plans. Require regional authorities to incorporate targets for shifts to sustainable travel modes in the next statutory review of the Regional Planning Guidelines.	
Action 43 Continue to work with our colleagues in the Northern Ireland Executive to develop practical solutions aimed at making travel on the island more sustainable and, in particular to co-ordinate and integrate sustainable transport initiatives in both jurisdictions (e.g. car-sharing website). Co-operation could also extend to other demonstration initiatives such as sustainable travel towns and branding and awareness.	▪ A number of cross-border sustainable mobility projects have been awarded funding under the EU's current *INTERREG* programme (INTERREG V 2014-2020). The projects supported are the Multi-Modal Hub in Derry along with the North West, Carlingford Lough and the Ulster Canal greenways. ▪ Funding was previously provided under the INTERREG IV programme for the refurbishment of the Enterprise cross-border rolling stock, in co-operation with Northern Ireland Railways. ▪ Iarnród Éireann and Northern Ireland Railways are working together to ensure that the Enterprise train service will continue to run post Brexit.
Action 44 Establish and support a national competition to deliver outstanding examples of sustainable travel towns and rural areas. At national level we envisage a partnership between the Departments of Transport, Health and Children (through the Health Service Executive (HSE)) and Environment, Heritage and Local Government to support this initiative. Funding will be routed through local authorities, which will co-ordinate proposals. As part of this initiative, explore, through the North South Ministerial Council, the possibility of linkages to any proposed scheme for Northern Ireland.	▪ The Smarter Travel Areas Pilot Programme was launched by DTTAS in 2012. The objective of the programme was to pilot a range of sustainable mobility travel measures aimed at achieving modal shift from private car to sustainable mobility modes such as walking and cycling. ▪ Following a competitive bidding process, funding of over €21 million was awarded to three successful demonstration towns - Limerick, Dungarvan and Westport. ▪ A package of both infrastructural and behavioural change measures was delivered in each of these areas between 2012 and 2016. ▪ An evaluation of the Smarter Travel Areas programme is being published as part of the public

Action	Current Status
	consultation on the Sustainable Mobility Policy Review.
Action 45 Ensure that all relevant staff in local authorities and State agencies are trained in best practice sot that the principles of sustainable travel are embedded in these organisations. Engage with third level institutions to ensure that sustainable travel is a core component in relevant course leading to qualifications in areas such as civil engineering, regional and urban planning and public administration.	▪ Transport engineering qualifications include modules addressing sustainable mobility.
Action 46 Require the Department of Transport to develop a branding to support the concept of smarter travel and to liaise with their counterparts in Northern Ireland to explore the potential of using a brand similar to the known Travelwise identify on an all-island basis. Ensure that the "Power of One" Energy Awareness Campaign is broadened to address the changes needed in personal behaviour to underpin this Policy. Endeavour to use the brand to co-ordinate cross border awareness initiatives such as a national cycle week or European Mobility Week.	▪ A Smarter Travel logo was created and has been used for initiatives carried out under the policy. ▪ *Bike Week* was established in 2009 as an inclusive all-island event and takes place annually with events organised across the country. DTTAS also works with the local authorities for the annual European Mobility Week.
Action 47 Establish a fund to support innovative sustainable travel projects, which can help in changing travel behaviour or reduce environmental impacts.	▪ See comments under Action 25 in relation to restricted funding during the economic and financial crisis. ▪ Budget 2018 provided an increased multi-annual capital envelope of €2.7 billion for sustainable mobility investment between 2018 and 2021.

Action	Current Status
	- Funding has also been allocated for sustainable mobility projects through both the Urban and Rural Regeneration and Development Funds under *Project Ireland 2040*.
Action 48 Establish a National Travel, Transport and Mobility Household Survey to support the goals and targets of this Policy. The preferred option for developing this would be through co-operation with the Central Statistics Office (CSO). The outputs of this survey will allow us to monitor progress and implementation of the Policy. Establish a National Transport Model. This will make use of existing data and data gathered from the National Survey. The development of a comprehensive national model will require data, inputs and assistance from transport providers and agencies.	- The CSO's *National Travel Survey* is a household survey on the travel behaviour of respondents. It has been conducted as a module of the Quarterly National Household Survey in the fourth quarters of 2012, 2013, 2014 and 2016, with the next survey scheduled to take place in the fourth quarter of 2019. - The NTA carries out a *Household Travel Survey* every 5 years to support the development of its Regional Models. The survey is designed to provide a comprehensive picture of the daily travel patterns of Irish residents, with the most recent survey conducted in 2017. - The NTA maintains a number of *Regional Transport Models* to support its transport planning remit. - The *National Demand Forecasting Model* provides inputs to each of the regional models and interacts with a number of key regional model components.
Progress over the Short, Medium and Long Term	
Action 49 The interdepartmental working group will report on the progress of this Policy. Require a biennial report on progress with the first report submitted to Government in 2010.	- This present document reports on the current implementation status of each of the Actions

Acronyms

BEV	Battery Electric Vehicle
BRT	Bus Rapid Transit
CNG	Compressed Natural Gas
CSO	Central Statistics Office
FAB	Functional Airspace Block
DTTAS	Department of Transport, Tourism and Sport
EU	European Union
EV	Electric Vehicle
GDA	Greater Dublin Area
HDV	Heavy Duty Vehicle
HSE	Health Service Executive
IMO	International Maritime Organisation
LEV	Low Emission Vehicle
LRT	Light Rail Transit
LUTS	Land Use and Transportation Studies
NDP	National Development Plan 2018-2027
NIRT	National Integrated Rural Transport
NPF	National Planning Framework
NPO	National Policy Objective
NTA	National Transport Authority
PHEV	Plug-in Hybrid Electric Vehicle
PSO	Public Service Obligation
RPG	Regional Planning Guidelines
RSES	Regional Spatial and Economic Strategy
RTP	Rural Transport Programme
RTPI	Real Time Passenger Information
SEAI	Sustainable Energy Authority of Ireland
VRT	Vehicle Registration Tax