



KERRY COUNTY COUNCIL DRAFT LOCAL AUTHORITY

CLIMATE ACTION PLAN 2024-2029

OCTOBER 2023

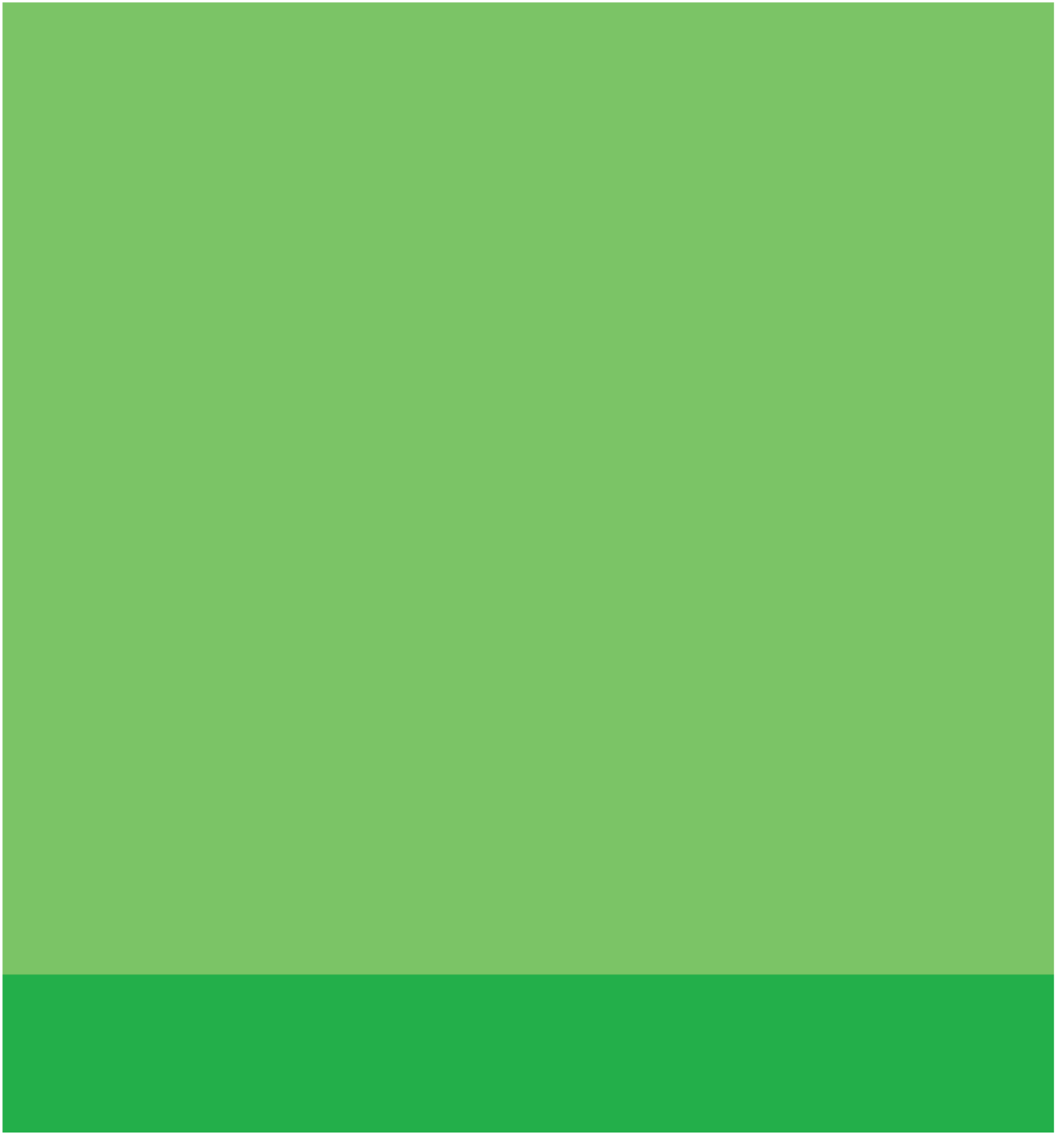


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Glossary of Acronyms

Acronym	Description
AD	Anaerobic Digestion (Digester)
ACRES	Agri-Climate Renewable Energy Scheme (General or Co-operation)
ASSAP	Agricultural Sustainability Support and Advisory Programme
BEI	Baseline Emissions Inventory
CAP 2023	National Climate Action Plan 2023
CCRA	Climate Change Risk Assessment
DECA SG	Delivering Effective Climate Action 2030 Strategic Goals
DZ	Decarbonising Zone
EIA	Environment Impact Assessment
EM	Elected Members
EMP	Energy Master Plan
GHG	Greenhouse Gas
GtT	Gap to Target Tool
KCC	Kerry County Council
KCDP	Kerry County Development Plan 2022-2028
KPI	Key Performance Indicator
KtCO₂-eq/tCO₂-eq	Kiloton Carbon Dioxide Equivalent/Tonne Carbon Dioxide Equivalent
LA	Local Authority
LACAP	Local Authority Climate Action Plan
LAP	Local Area Plan
LGMA	Local Government Management Agency
LPG	Liquefied Petroleum Gas
LULUCF	Land Use, Land Use Change and Forestry
ORE	Off-shore Renewable Energy
OREDP	Offshore Renewable Energy Development Plan
PA	Planning Authority
RE	Renewable Energy
RED II	Renewable Energy Directive II
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SEAI	Sustainable Energy Authority of Ireland
SEAI M&R	Sustainable Energy Authority of Ireland Monitoring and Reporting
SEC	Sustainable Energy Community
SDG	Sustainable Development Goals
SMT	Senior Management Team
SPA	Special Protection Area
SPC	Strategic Policy Committee
ZEVI	Zero Emissions Vehicles Ireland



1 / Foreword

There is now a strong acceptance and awareness that Climate Change is the defining social, economic and environmental challenge of our time. Planning for the effects of Climate Change has become a key challenge and priority for local government.

Kerry County Council has ambitions to meet this challenge. In line with the evolving National Climate Policy, Kerry County Council will contribute towards delivering effective climate action from the ground up. We aim to be a leader in Climate Action at a local, community-based level. This leadership role will now be plan-led through this Local Authority Climate Action Plan (LACAP). We know that as a Local Authority we are responsible for enhancing climate resilience, increasing energy efficiency, and reducing greenhouse gas emissions (GHG), across our own assets, services, and infrastructure. Indeed, this plan now outlines the ambition of Kerry County Council to build on its existing work in Climate Action and meet our Local Government Sector emissions and energy efficiency targets. These are a 51% reduction in GHG emissions and a 50% improvement in energy efficiency by 2030. We are committed to achieving these ambitious and challenging targets.

Kerry County Council, through this Climate Action Plan, outlines its vision of how a climate resilient county will look and operate in 2030 and on to 2050. We intend to meet the environmental, economic, and social challenges of climate change. We believe through a Just Transition, the county will adapt to a decarbonised, climate neutral, resilient and biodiversity rich future. This will be achieved by protecting our environment and building strong partnerships and collaborations with our communities.

Kerry County Council has committed to achieving the vision. As the county continues to experience growth and ongoing development, we are committed to support local stakeholders and communities to understand and implement adaptation and mitigation measures necessary to ensure that County Kerry can work towards realising a more sustainable and climate-resilient future.



Cllr Jim Finucane
Cathaoirleach



Moira Murrell
Chief Executive

2 / Executive Summary

Climate Change is the defining social, economic and environmental challenge of our time. Planning for the effects of climate change has now become a key challenge for Local Government.

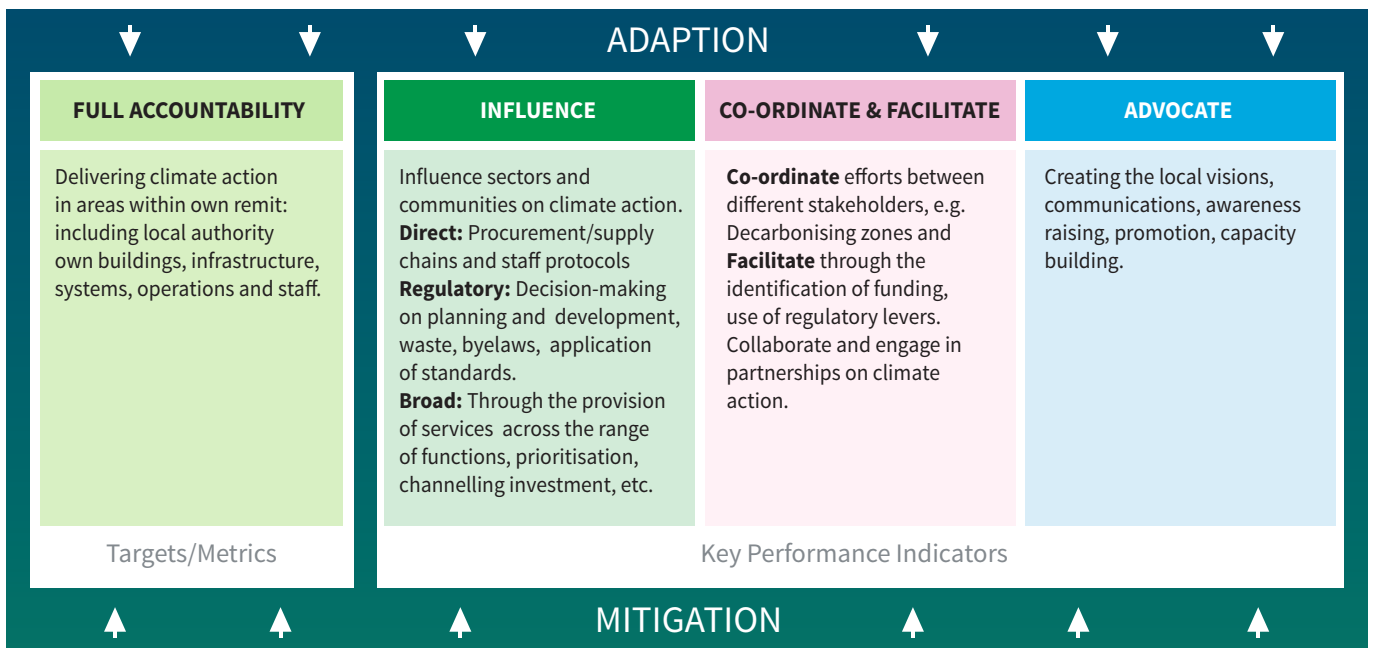
Local Government has been identified as a key player in leading climate action at a local, community-based level. Local Authorities (LAs) have been tasked with leveraging support and resources to deliver effective climate action from the ground up. This approach has been made into law requiring each Local Authority in the country to lead in Climate Action at a county level. It is envisaged that leadership will be plan-led namely through a Local Authority Climate Action Plan (LACAP).

Nationally, these LACAPs are to be key instruments that strengthen the links between local, regional, national and international climate policy. The plans will need to deliver effective climate action at local and community level through place-based and evidence-based climate action. The LACAPs are statutory 5-year plans and are to include mitigation and adaptation actions that ultimately provide pathways to achieve a decarbonised society. Each LACAP is to be adopted by their Elected Members in 2024 and will last for 5 years.

Over this period Kerry County Council (KCC) will be responsible for enhancing climate resilience, increasing energy efficiency and reducing greenhouse gas emissions, across its own assets, services and infrastructure, and for which it will have full accountability. KCC however will also need to proactively use its broader role of influencing, coordinating/facilitating and advocating other sectors - as envisaged in the infographic below - to meet their own sectors climate targets and ambitions.

This plan now outlines the ambition of KCC in climate action. Internally this ambition is to meet its own emissions and energy efficiency targets. They are a 51% reduction in Greenhouse gas (GHG) emissions and a 50% improvement in energy efficiency by 2030. Externally the LA seeks to influence, advocate and facilitate climate action ambitions within the local community. These ambitions and pathways to achieve targets are outlined in this report which presents KCC’s draft LACAP 2024-2029.

The plan is divided in several sections and annexes.





SECTION 3 | Local Authority Climate Action Planning

Provides an introduction to the plan-making process, placing in context the scope and ambition of the LACAP relative to national legally binding targets.

SECTION 4 | Evidence Base

Provides information on the baseline emissions data used to inform the plan and an overview of the Climate Change Risk Assessment prepared for the LACAP. Both have been used to inform the plan-making process placing in context the challenges faced by the county in meeting national emissions targets.

SECTION 5 | Framework of Climate Action

The focus of the plan, outlining a clear vision; mission statement; strategic goals and objectives. The Vision describes how a climate resilient county will look and operate in 2030 and on to 2050. The Mission Statement outlines how KCC sees itself meeting that vision. Finally, five Strategic Goals (SGs) are identified in the Plan that will bring to fruition the vision and mission statement. The SGs will guide the specific, measurable, action-focused, realistic and timebound (SMART) actions of the plan.

SECTION 6 | Dingle/Corca Dhuibhne Peninsula Decarbonising Zone

As required, the plan also includes a Decarbonising Zone (DZ). The area identified in Kerry is the Dingle/Corca Dhuibhne Peninsula Decarbonising Zone. The identification of the DZ is primarily to deliver climate action that provides pathways to meet the national emission reduction target of 51% by 2030 and net zero by end of 2050 (from the baseline year of 2018). These targets and pathways to achieve these targets are outlined in the LACAP. Learnings will be gathered in the DZ on the real-life experiences and challenges to meet these targets across all sectors. This specific place-based approach seeks to promote wider collaboration with all stakeholders to create tailored policies to deliver climate action.

SECTION 7 | Implementation

The ability of the Local Authority sector to demonstrate performance on climate action will form a crucial component in successfully illustrating if and how the sector is leading by example, and what role Local Authorities are playing in national climate action targets. This section outlines three key activities that KCC must consider once the plan is adopted: planning for Implementation; tracking progress through Key Performance Indicators (KPIs) and reporting requirements and arrangements. How KCC's LACAP will be delivered – i.e. implemented and monitored – relative to this framework is outlined.

ANNEXES

- ANNEX A: Provides the list of Actions identified for each Strategic Goal.
- ANNEX B: Provides an overview of where the LACAP sits within European and National Climate Policy.
- ANNEX C: Provides the Baseline Evidence Summary Report undertaken to inform the planmaking process.
- ANNEX D: Climate Change Risk Assessment (CCRA) undertaken to inform the plan-making process.
- ANNEX E: Provides an overview of the Engagement Process undertaken to inform the planmaking process.
- ANNEX F: Provides the Strategic Environmental Assessment Environmental Report.
- ANNEX G: Provides the Natura Impact Report.

As required the Kerry LACAP 2024-2029 has been subject to a Strategic Environment Assessment (SEA) and Appropriate Assessment (AA). How the plan was influenced by the SEA and AA is outlined in Annex F and G. Mitigation as required by environmental assessment has been incorporated into this LACAP plan, as detailed in Annex F and G.

Have your say...

Kerry County Council's

- **Draft Local Authority Climate Action Plan 2024-2029**
- **SEA Environmental Report (ER)**
- **Natura Impact Report (NIR)**

are now on public consultation for 6 weeks from Thursday 19th October, 2023 until Friday December 1st, 2023.

All feedback, views and suggestions are welcomed in order to support the development of the final plan and will be taken into consideration before the making of the plan.

FEEDBACK, VIEWS AND SUGGESTION CAN BE MADE:

Online via <https://consult.kerrycoco.ie>

or

In writing to the Climate Action Unit, Kerry County Council,
Woodland Industrial Estate, Killarney, Co. Kerry, V93XF98
and marked 'Kerry County Council Draft Local Authority Climate Action Plan'.

SUBMISSIONS CLOSE ON THE 1st OF DECEMBER, 2023

3 / Local Authority Climate Action Planning - Setting the Scene

3.1 Introduction

Climate Change is the defining social, economic and environmental challenge of our time.

Projections of future global and regional climate change indicate that continued emissions of greenhouse gases (GHGs) will cause further warming and further changes to our climate leading to increased risks to people and nature. In line with International and European visions of a climate resilient future, Ireland has now committed to transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy by 2050¹. This ‘national 2050 climate objective’ now has a statutory basis via the *Climate Action and Low Carbon Development (Amendment) Act* of 2021.

Ireland has since progressed to publish its first carbon budgets in 2021, sectoral emissions ceilings in 2022 and its latest National *Climate Action Plan* in 2023 (CAP 2023). Climate action and planning for climate change is now driving public policy across all sectors such as electricity, transport, agriculture and how we build into the future. At a local, community-based level however Local Government has been identified as a key player in leading climate action. It has been tasked with leveraging support and resources to deliver effective climate action from the ground up. This is to be plan-led through a *Local Authority Climate Action Plan* (LACAP). These LACAPs are to be developed by every Local Authority in the country. The plans are to be adopted by Elected Members in 2024 and will last for 5 years.

In March 2023 the Irish Government provided guidelines to Local Authorities (LA) on what the LACAPs should include and how they should be prepared². The guidelines acknowledge that LAs in their geographical areas account for a relatively small percentage of emissions of which they have full responsibility. However, the LA has other roles and functions in the community. LAs will need to influence, co-ordinate/facilitate and advocate for climate action across society. The plan has to address the internal actions required for the LA to meet its own ambitious targets as well as external actions that will influence, co-ordinate/facilitate and advocate for climate action. Underpinning the LACAP is the principle of a *Just Transition* - no one is to be left behind as we transition to a decarbonised society.

Within the context of the LACAP, climate action is seen as two integrated responses that society has to take to meet the challenges of climate change. **Mitigation** - where we reduce or cut GHG emissions, and **Adaptation** - where we adapt to the ‘locked-in’ future impacts of climate change (Figure 3-1).



Figure 3-1 | Climate Action - Mitigation and Adaptation

¹ Where national climate action policy sits within the International and European policy framework is outlined in greater detail in Annex B.

² <https://www.gov.ie/en/publication/f5d51-guidelines-for-local-authority-climate-action-plans/>



The LACAP is to be a key instrument that strengthens the links between local, regional, national and international climate policy. The plan will need to deliver effective climate action at local and community level through place-based and evidence-based climate action. They are to include mitigation and adaptation actions that ultimately provide pathways to achieve a decarbonised society. In addition, each plan is to identify a ‘pilot’ area in the county, known as a *decarbonised zone (DZ)*, where more specific and place-based climate actions can be ‘tested’ in consultation with a range of stakeholders. In essence the DZ will be a demonstration or ‘living lab’ of what is possible for climate action at local and community level, to achieve the national emission reduction target of 51% by 2030 and net zero by end of 2050 (from the baseline year of 2018).

Internally this ambition is to be *accountable* for and meet its own emissions and energy efficiency targets. They are a 51% reduction in GHG emissions and a 50% improvement in energy efficiency by 2030. Externally the LA seeks to *influence, facilitate* and *advocate* for climate action ambitions within the local community. These ambitions and pathways to achieve targets are outlined in this plan.

The plan also includes a DZ. The area identified in Kerry is the Dingle/Corca Dhuibhne Peninsula Decarbonising Zone (here after called the Dingle/Corca Dhuibhne DZ). Ultimately, the identification of the DZ is primarily to deliver climate action that provides pathways to meet the national emission reduction target of 51% by 2030 and net zero by end of 2050 (from the baseline year of 2018). Pathways to achieve these targets are outlined in more detail in Section 6.

3.2 The Scope and Ambition of Kerry’s Local Authority Climate Action Plan

Kerry County Council (KCC) has now developed its draft LACAP as detailed in this report. The plan outlines the ambition of KCC within the framework of the role of Local Government in climate action shown in Figure 3-2.

The next section discusses in more detail the background information gathered in support of the LACAP outlining the main sources of GHGs in the county (a baseline emissions inventory) and the specific climate change risks the county faces (a Climate Change Risk Assessment).

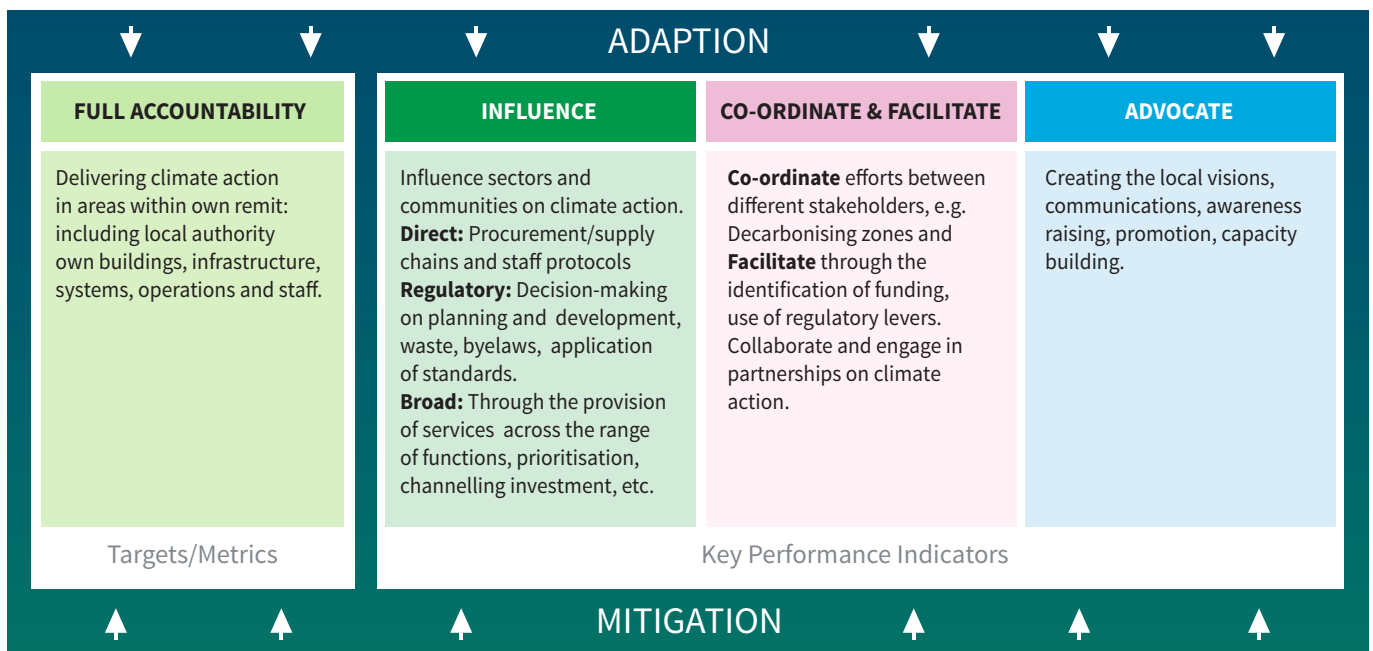


Figure 3-2 | Role of Local Government within Climate Action – from full accountability of its own GHG emissions through to influencing, co-ordinating/facilitating and advocating across its range of functions and responsibilities

4 / Evidence Base

4.1 Kerry - A County Profile

County Kerry is located in the southwest of Ireland. The administrative area of the county covers an area of over 4,807km² and is the second largest county in Munster.

It adjoins Cork to the east and Limerick to the north. Kerry has a population of 155,258 spread across five administrative Municipal Districts. The population is accommodated in a network of towns, villages and across its rural area. Many of these settlements have a high degree of selfcontainment, operating as significant local employment and service centres for large rural hinterlands.

Kerry through its geographical location has strong economic, educational, cultural and access links to both Limerick (Mid-West) and Cork (South-West), and this has been evident through Kerry's association with Limerick and Cork at various times through regional planning, tourism, and economic development bodies. Links to Cork have recently been strengthened with the merger of Tralee and Cork Institutes of Technology to form the Munster Technological University.

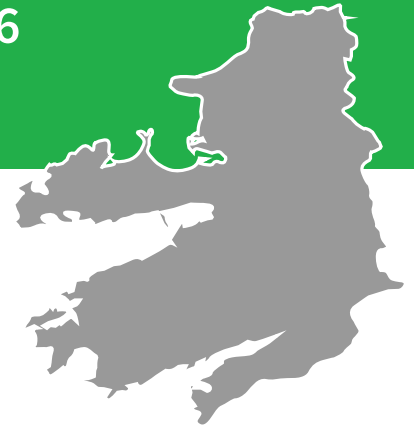
Notwithstanding the county's proximity to the major adjacent urban metropolitan areas of Limerick and Cork, research undertaken as part of the recent adoption of the County Development Plan (2022) shows commuting workflow patterns indicate that Kerry residents remain largely dependent on economic activity within the county to generate employment opportunities. Indeed, the county has a strong internal economic core comprising of the linked hub towns of Tralee, Killarney and by extension Killorglin. All three form a knowledge triangle (Kerry Hub & Knowledge Triangle). Both Tralee, Killarney and by extension Killorglin offer a higher range of functions than similarly sized towns nationally, including the new third level Munster Technological University.

The county is also located within the *Atlantic Economic Corridor* region and on the *Wild Atlantic Way* tourism route. Both are drivers of economic growth and investment and build on the county's diverse range of landscapes, including extensive coastlines and uplands. Coastal areas contain culturally distinctive communities, Gaeltacht areas and Island communities, all forming an integral part of the State's heritage - natural and cultural. Kerry, including the Dingle Peninsula, is internationally known as one of Ireland's premier tourist destinations.

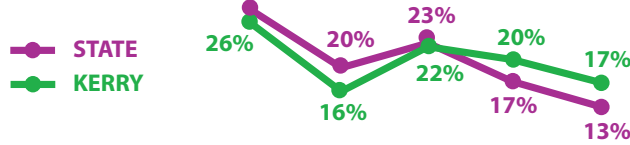
Kerry has a number of International, European, National and local sites of ecological significance with corresponding environmental designations. The Natura 2000 network is a European nature conservation designation that aims to protect habitats and species that are rare or threatened across Europe. They are more commonly known as Special Areas of Conservation (SAC) and Special Protection Areas (SPA). Large areas of County Kerry are covered by these European designations as well as National designations known as National Heritage Areas (NHAs). Much of Kerry's biodiversity is found in farmland, be it within High Nature Value (HNV) farmland or within hedgerows and watercourses located in our farmed landscapes. Many sites of local ecological value occur across the county. Hedgerows, wetlands, watercourses, patches of woodland or semi-natural grasslands all act as steppingstones within broader ecological systems and form an integral part of Kerry's famous landscape.



KERRY | Census Data 2022 & 2016



AGE PROFILE

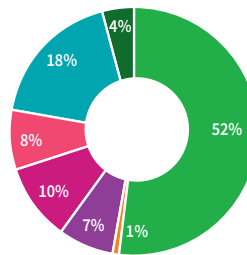


POPULATION



	KERRY	STATE
Female	(156,458)	(5,123,536)
Male	79,071	2,604,590
Total	77,387	2,544,549

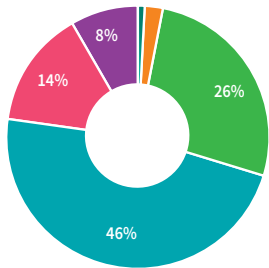
EMPLOYMENT



- 52%** at work
- 1%** Looking for first regular job
- 7%** Unemployed having lost or given up previous job
- 10%** Student
- 8%** Looking after family home
- 18%** Retired
- 4%** Unable to work due to permanent sickness or disability



HOUSING

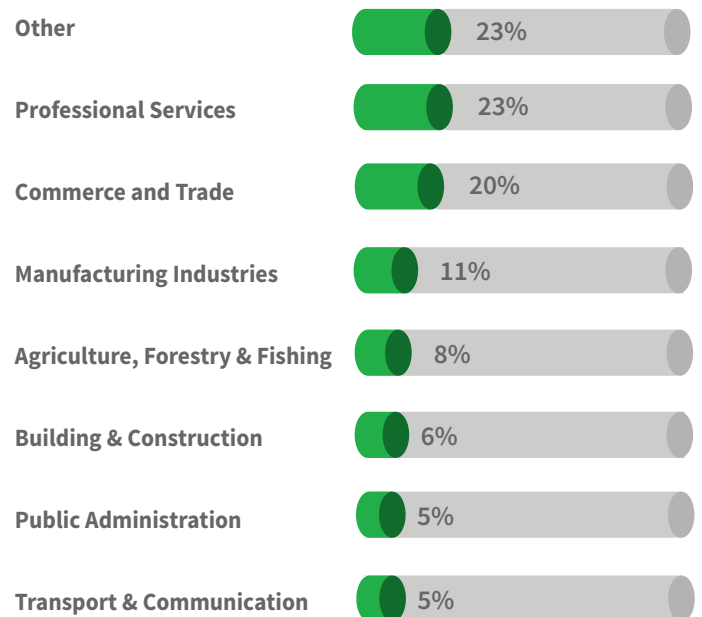


- 46%** owner occupied no mortgage
- 26%** owner occupied with mortgage
- 14%** rented from private landlord
- 8%** rented from Local Authority
- 1%** rented from Voluntary Body
- 2%** occupied free of rent

MEANS OF TRAVEL | TO WORK

	STATE	KERRY
BY CAR	58%	64%
ON FOOT	14%	10%
BY BIKE	3%	1%
PUBLIC TRANSPORT	13%	7%

WORKING PERSONS | BY SECTOR



4.2 Gathering the Evidence for Kerry

To inform this LACAP, three parcels of work have already been undertaken. They are a:

1. **Baseline Emissions Inventory** (BEI) that details the current source of GHGs in the county,
2. **Climate Change Risk Assessment** (CCRA) that evaluates the current and future climate related impacts and risks faced by Kerry County Council and the wider community, and
3. Specific baseline emissions inventory (BEI) of the **Decarbonising Zone** (DZ). This is discussed in more detail in Section 6.

4.3 Sources of GHG Emissions in the County

Before national emission targets can be met, baseline information on existing emissions are required. A baseline is needed in order to set targets for reductions. KCC therefore has to develop an understanding of the sources of GHG emissions in its area.

This process has been completed by KCC for the county. Baseline data on emissions has been gathered for:

1. services/infrastructure directly under the control and remit of KCC,
2. other sectors in the county, and
3. within our identified decarbonised zone of Corca Dhuibhne/Dingle Peninsula.

Having this information will allow a focus on mitigation/adaptation efforts and application of best practice actions to directly reduce emissions from specific sectors. Monitoring progress in reaching targets will also need to be tracked. This will be an important aspect of the plan at implementation phase.

4.3.1 Kerry County Council’s Direct Emissions

As required KCC has developed its own baseline GHG emission based on 2016-2018 data as shown in Figure 4-1. Figure 4-1 indicates that direct KCC GHG emissions predominately arise from the council’s physical infrastructure (via heating) and from the provision of various services (via transport).

It is important to re-iterate that these are the only GHG emissions in the county that KCC will have full responsibility and will be fully accountable, as previously discussed in Section 3.2 and Figure 3-2.

In line with national policy for the public sector³, and based on the 2018 baseline, the targets for KCC in the LACAP by 2030 are:

- 51% reduction in GHG emissions (namely from thermal (heating) and transport), and
- 50% improvement in energy efficiency.

Figure 4-2 provides a simple infographic of what the options to meet these targets within the public sector might look like - essentially the decarbonisation pathways that can be actively pursued and implemented.

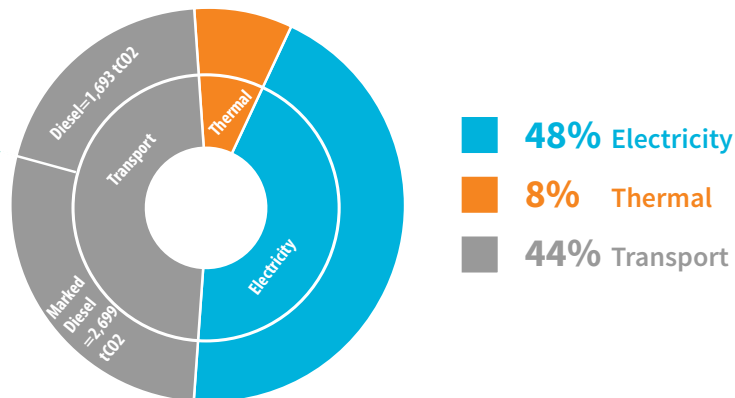


Figure 4-1 | BEI for Kerry County Council based on 2018 baseline data

³ <https://www.seai.ie/business-and-public-sector/public-sector/public-sector-energyprogramme/obligations-and-targets//>

Pathways to decarbonisation

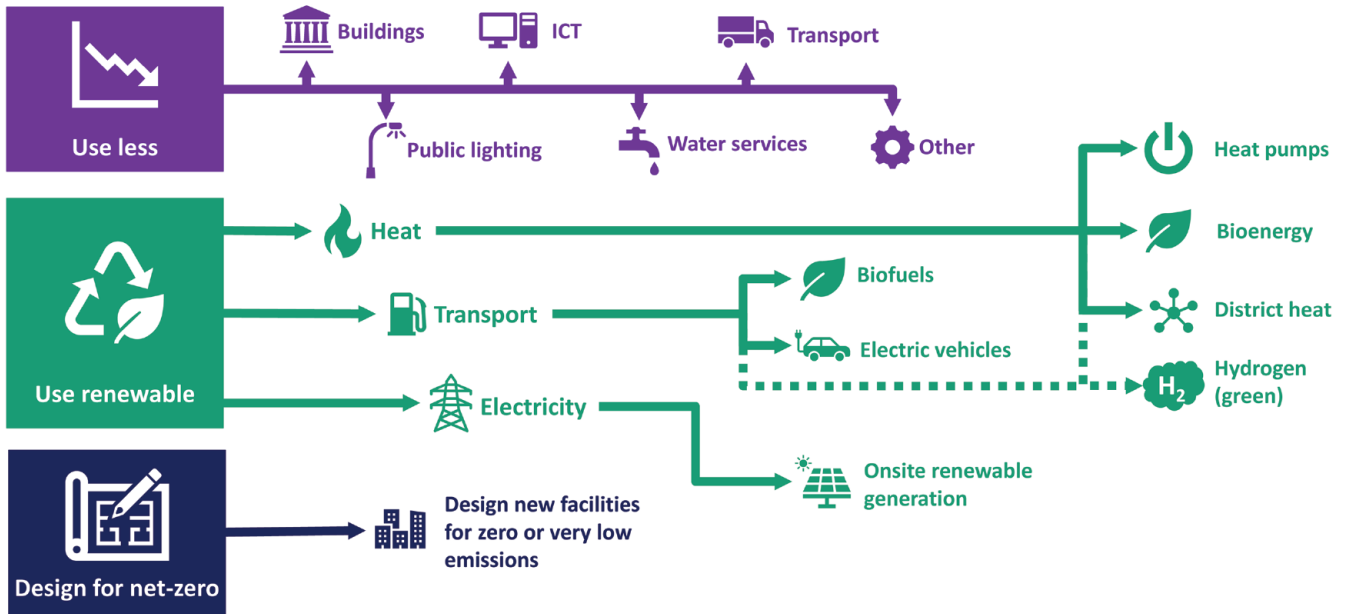


Figure 4-2 | Simple infographic showing possible options and pathways to decarbonisation for the public sector, including Local Government.

Identifying how the public sector is likely to meet reduction targets is aided by the Sustainable Energy Authority of Ireland (SEAI)'s Gap to Target (GtT) modelling tool. For KCC the GtT shows KCC needs to achieve a reduction of 2.529 KtCO₂-eq (2,529tCO₂-eq) (ie 51%) by 2030. This is shown graphically in Figure 4-3.

Additional, modelling provided by the SEAI GtT tool and illustrated in Figure 4-4 indicates this gap (reduction in emissions) can be achieved and surpassed, albeit it will be extremely challenging. Reaching this reduction target/gap of 51% / 2.529 KtCO₂-eq (2,529tCO₂-eq) will predominately involve pathways to decarbonise transport and thermal (i.e. heating) emissions. This is where KCC actions will concentrate.

In summary to meet its emissions reductions targets KCC needs to:

1. Change the efficiency of its fleet and overall transport policy on how it carries out its services; functions and responsibilities, and
2. Adapt the way its existing owned/leased and new building stock are heated whilst improving energy efficiency.

Section 4.3.2 and 4.3.3 details how the reductions itemised in Figure 4-4 will be achieved.

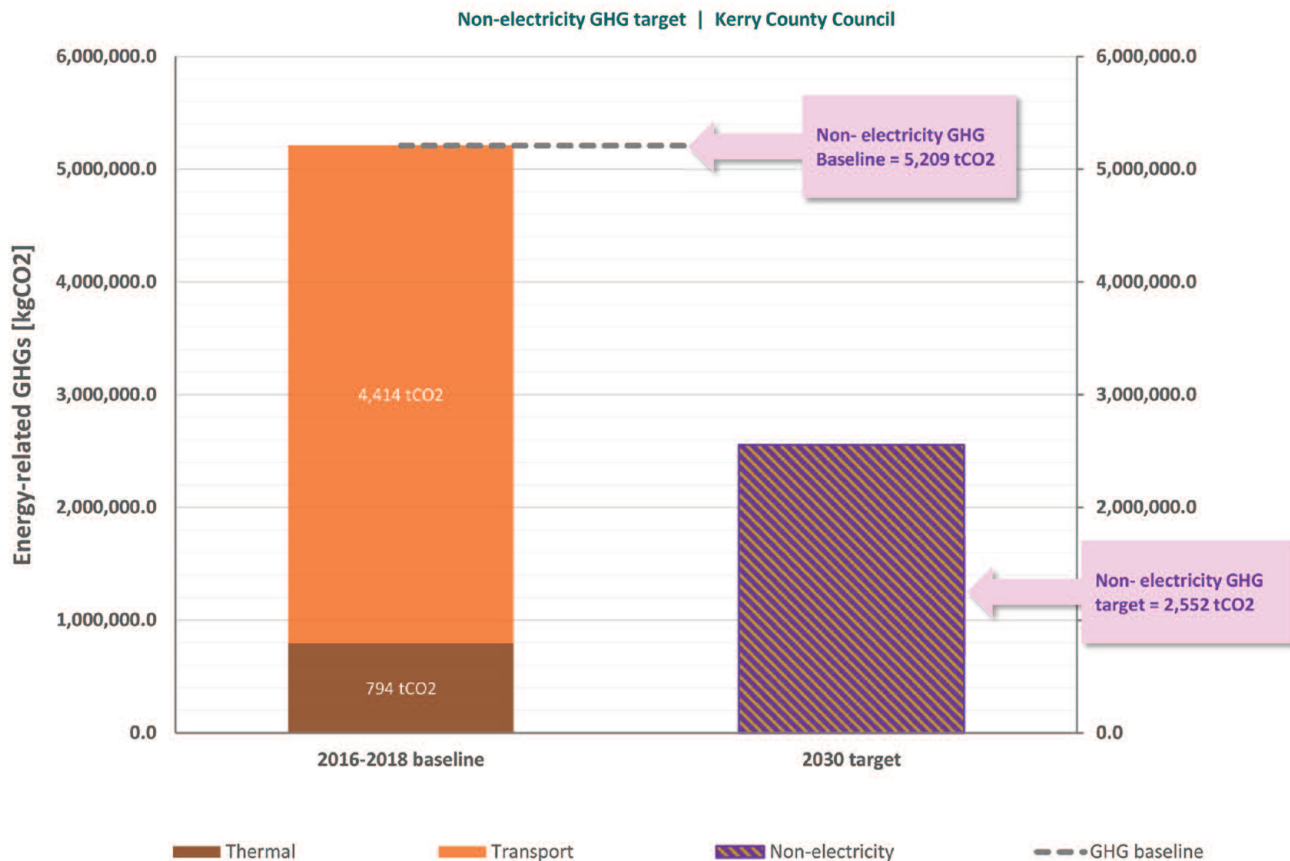


Figure 4-3 | The GtT analysis showing the reductions (51%) required by Kerry County Council to meet its 2030 target of 2,552tCO₂-eq

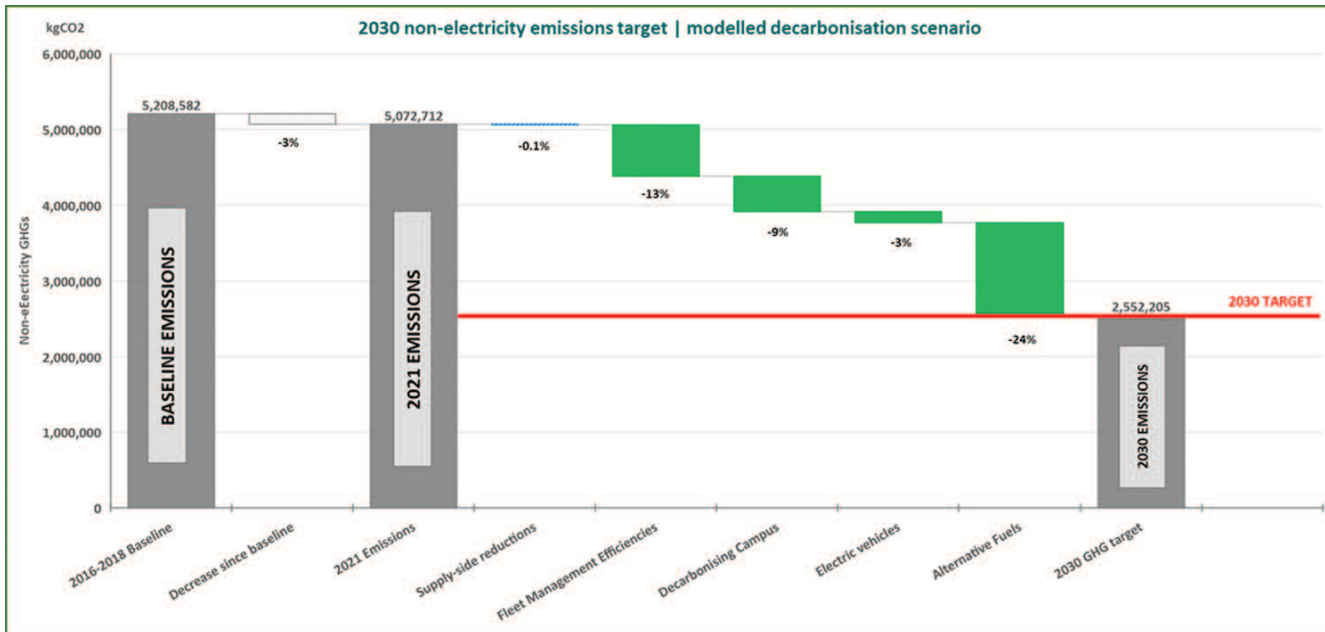


Figure 4-4 | Modelling from the GtT tool that itemises the actions required by KCC to reach its 2030 GHG emissions reduction targets shown in Figure 4.3 of 51%. The actions, if undertaken, will see KCC reach and surpass its 2030 target



4.3.2 Transport

Nationally the reduction in emissions from transport (50% by 2030) as laid out in CAP23 are predicated on the 2022 National Sustainable Mobility Policy⁴ (SMP) summarised along a avoid-shift-improve (ASI) model as illustrated below in Figure 45.

‘Avoid’ strategies are directed towards avoiding or reducing the number of trips or trip length journeys by changing the design and delivery of public services, avoiding or reducing unnecessary journeys and optimising routes. **‘Shift’** seeks to achieve a ‘modal shift’ with less people travelling via private vehicles and more people using public transport or active travel (cycling/walking) as illustrated in Figure 46. Within the LA this implies using strategies aimed at a shift towards alternative or lower emission modes of transport. Finally, ‘improve’ seeks increased vehicle efficiency through improved vehicle and fuel technologies including alternative fuels.

Local Authorities, like all other sectors are now required to adhere to this ASI model to achieve its own emission reduction targets. Indeed, this approach is central to the LGMA’s recently published (2023) Local Authority Fleet - Strategy to Decarbonisation as shown in Figure 45. The strategy notes that decarbonisation options under ‘improve’ should ultimately be considered last with ‘avoid’ or ‘shift’ strategies actively encouraged.

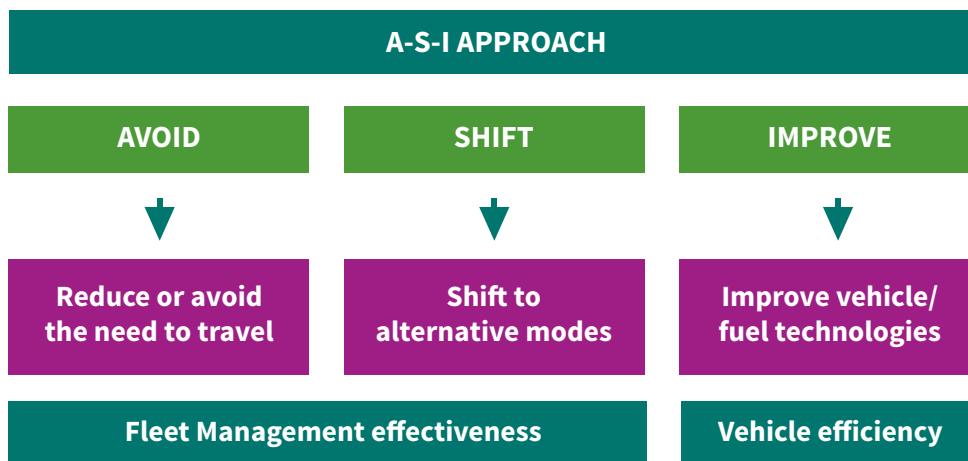


FIGURE 4-5 | National Sustainable Mobility Policy of avoid-shift-improve as envisaged in CAP23 with a specific application for the decarbonisation of the public sector fleet⁵

⁴ <https://www.gov.ie/en/publication/848df-national-sustainable-mobility-policy/>

⁵ <https://www.lgma.ie/en/news/ccma-la-fleet-strategy-to-decarbonisation.pdf>



FIGURE 4-6 | Sustainable Transport Hierarchy indicating the modal shift envisaged as part of National Sustainable Mobility Policy

As shown in Figure 41 transport is a significant emitter within KCC’s overall GHG emissions. This is reflected nationally across local government as evidenced in the aforementioned LGMA’s 2023 *Local Authority Fleet - Strategy to Decarbonisation* report.

Within these transport operations the biggest emitter of GHG is CO2 from the burning of fossil fuels. Thus, KCC similar to all Local Authorities needs to focus efforts on reducing the burning of diesel and petrol fuels as a priority. However, as noted actions within avoid and shift also need to be considered particularly into the long-term. A *Decarbonisation Fleet Road Map* is considered fundamental to achieving this aim moving towards 2030 targets but ultimately to net-zero by 2050.

Actions to achieve this ASI model within the KCC’s own transport related emissions are listed in Annex A. The need for a Decarbonisation Fleet Road Map is identified as a key action - in line with the LGMA’s strategy. Regarding *improve* the aforementioned GtT tool as illustrated in Figure 44 itemises the actions⁶ required by KCC to meet emissions reductions linked to total transport fuel consumption as reported to SEAI Monitoring and Reporting (M&R) system.

As envisaged the DZ will provide a ‘pilot’ or ‘living lab’ on how emissions under transport can be achieved in the wider community across the ASI model.

⁶ Actions are predicated on a range of scenarios/assumptions which are detailed in the GtT tool, as permitted under SEAI’s M&R reporting.

4.3.3 Thermal Energy Across KCC Assets

In accordance with European and National Policy being pursued prior to the enactment of the *Climate Action and Low Carbon Development (Amendment) Act of 2021*, KCC had already achieved significant energy efficiency across its portfolio of assets. Table 41, for example, shows improvements in Display Energy Certificate (DEC) ratings for several KCC assets since 2019.

Building on this work KCC has already produced an *Energy Works Upgrade Plan* for its corporate facilities. The plan itemises the 75 KCC owned properties. It identifies projects that seek to increase the energy performance thereby bringing the assets to nationally required standards, as managed by KCC's Energy Management System accredited to ISO 50001.

Of note, within this portfolio of 75 buildings there are a number of Significant Energy Users (SEU) - including the County Buildings Campus in Tralee and the Killarney Leisure Centre, Killarney. Both these SEUs are presently heated by LPG and upgrades works will be prioritised in these two assets. The works proposed over the lifetime of this plan will, along with the proposed energy upgrades, effectively convert LPG consumption in both buildings to electric heat pumps. This will result in significant emissions reductions and energy efficiency as required by KCC to meet its Local Government sector targets.

In relation to KCC's overall portfolio the aforementioned GtT tool illustrated in Figure 44 itemises the specific actions⁷ required to meet emissions reductions gap as reported to SEAI M&R system.

Of note, any future buildings proposed to be occupied, owned or constructed by KCC for its own use will need to be *Net Zero Emission Building* (NZEB) standard.

4.3.3.1 Other Assets

In addition, to the assets owned by KCC KCC has an active role and associated statutory obligations as a Housing Authority, specifically as they relate to *Housing for All - A New Housing Plan for Ireland*. As the Housing Authority KCC must actively:

- Upgrade its existing social housing stock to a B2 standard, and
- Ensure all new builds are in full compliance with the Part L of the Building Regulations, as amended and any future amendments to the regulations likely over the lifetime of this plan.

4.3.3.2 Public Lighting Energy Efficiency Programme (PLEEP)

Another SEU for KCC is public lightening. However, working on a coordinated basis, all LAs across the country are upgrading their public lighting stock through the *National Public Lighting Energy Efficiency Project* (PLEEP). This involves converting public lighting to LED luminaires. Nationally, this change in technology will improve energy efficiency, cut costs and reduce CO2 emissions⁸.

PLEEP is being rolled out on a regional basis. KCC is an active partner in the Southern Region along with Cork, Clare, Limerick and Waterford. The roll out of the project are now well underway. As of September 2023, lights across Kerry's have been surveyed and retrofitting is expected to commence the end of Q2, 2024.

⁷ Actions are predicated on a range of scenarios/assumptions which are detailed in the GtT tool, as permitted under SEAI's M&R reporting.

⁸ <https://publiclighting.ie/2023/06/15/south-west-region-public-lighting-project-update-5/>

Building	Location	2019 / 2020	2020 / 2021	2021 / 2022	2022 / 2023
County Building, Rathass	Rathass, Tralee	D1	C3	C3	C3
Library HQ, Tralee	Moyderwell, Tralee	B1	B1	A3	B1
Housing Administration Building, Rathass	Rathass, Tralee	C3	C1	C2	C1
Killorglin Area Service Centre	Library Place, Killorglin	C2	C1	C1	C1
Castleisland Area Service Centre	Station Road, Castleisland	D2	D2	D2	D2
Ashe Memorial Hall, Tralee	Denny Street, Tralee	B2	B2	B3	B3
Killarney Sport & Leisure Centre	The Park, Killarney	C2	B3	B1	B3
Killarney Courthouse	Killarney	D1	D2	D2	D2
Tralee MD Office	Princes Street, Tralee	B3	D2	D1	D1
Tralee Bay Wetlands Centre	Ballyard Road, Tralee	D2	C1	B2	B1
Cahersiveen Area Office/Court House	Cahersiveen	C1	C2	C2	C2
Town Hall Killarney	Main Street, Killarney	C2	B3	B2	B2
Listowel Library	Charles Street, Listowel	C3	C2	B3	B3
Killarney Library	Rock Road, Killarney	B2	B2	B1	B1
Listowel Area Office	Charles Street, Listowel	D1	C3	C3	C3
Castleisland Carnegie Building	Main Street, Castleisland	A3	A3	A3	A3
Blennerville Windmill	Windmill Lane, Blennerville	A2	A1	A1	A2
Caherciveen Library	Market Street, Caherciveen	B2	B2	A3	B1
Kenmare Area Service Centre	Shelbourne Street, Kenmare	A2	A2	A2	A2
Tralee Fire Station	Balloonagh, Tralee	C2	C2	C2	C2

FIGURE 4.3 | The GtT analysis showing the reductions (51%) required by Kerry County Council to meet its 2030 target of 2,552tCO2-eq

4.3.4 County Wide Emission Sources

Using a range of data sources prescribed by national guidelines, Kerry’s overall county emissions have been measured and are identified below in Figure 47. Further information on the BEI for the county is provided in Annex C. Pathways to influence, co-ordinate/facilitate and advocate for climate action across these sectors will be further explored and actioned in Annex A.

4.4 Climate Change Risk Assessment

In order to understand the current and future risks posed by climate change to all the public infrastructure and services provided by KCC, a Climate Change Risk Assessment (CCRA) was undertaken on behalf of the council by KPMG. A copy of the CCRA is provided in Annex D.

The CCRA enables Kerry County Council to understand the likelihood of current and future climate hazards, the potential impacts of these hazards at local and community level and support the development of adaptation actions to avoid or reduce the impacts of climate risks.

The first step was to identify observed changes in Kerry’s Climate. These are shown in Figure 48.

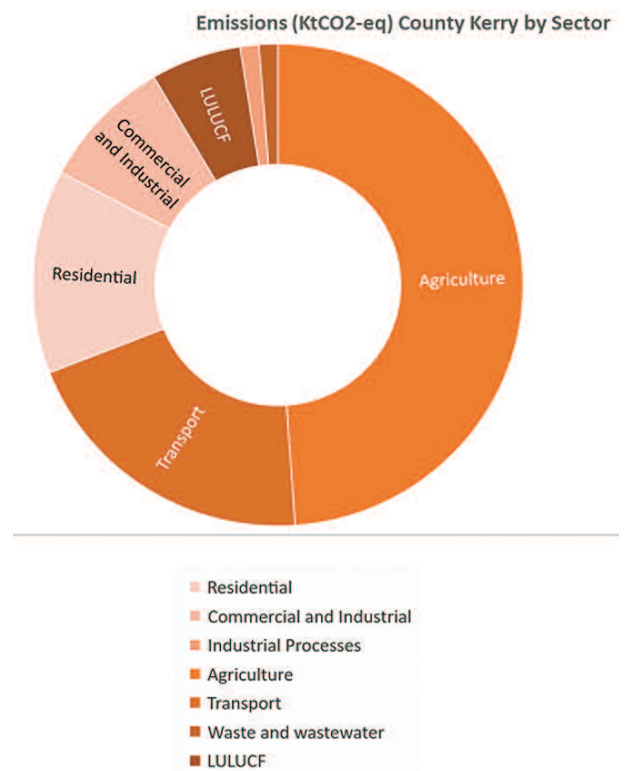
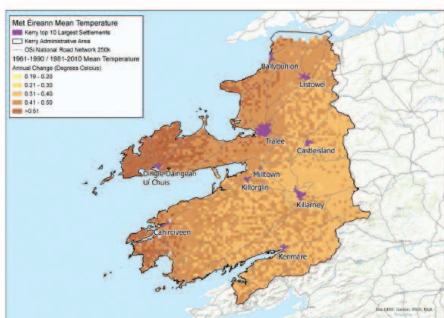


FIGURE 4-7 | Sectoral emissions in County Kerry

Observed Changes in Kerry's Climate



In line with global trends, the climate of Ireland and Kerry is changing, temperatures are increasing and patterns of precipitation are changing. These changes are projected to continue and intensify with a wide range of impacts for Kerry and Kerry County Council. A summary of key climate and weather-related changes already observed for County Kerry are detailed below.

Highlights of Observed Climate Change for Ireland and Kerry

Sea Level Rise

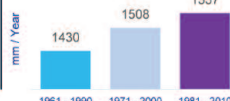
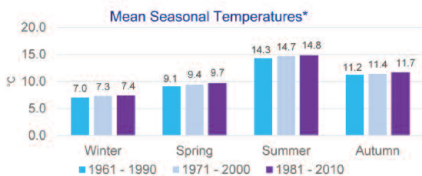
Sea Levels in the south of Ireland are rising at an approximate rate of 2-3mm per year**

Rainfall

Average annual rainfall at Valentia Increased by 8.9% for the most recent period (1981-2010) compared to the 1961-1990 baseline of the station.*

0.5°C

Average temperature increase for the period 1981-2010 when compared to the 1961-1990 baseline.*



5 of the top 10 wettest years on record since 1941 have occurred since the year 2000*



The longest running heatwave in Kerry was recorded at the Listowel Weather station during the summer of 2021, lasting a total of 10 days with maximum temperatures over 25°C****

*Source: Met Eireann Long term weather station - Valentia
**Source: EPA, Climate Status Report for Ireland 2020 (2021)
***Source: Met Eireann weather stations: Listowel (Bunaghara), Listowel (Gurtodhane)

FIGURE 4-8 | Observed Change in Kerry's Climate as identified in the CCRA (see Annex D for the full report)

Using these predicted future changes in climate and weather patterns, a climate risk matrix was developed. The matrix forms an assessment of future risks and vulnerabilities across the County to the full range of the Local Authority's remit. This includes infrastructure provisions and maintenance through to services provided - social, economic and environmental. The risk matrix is shown in Figure 49 while the full CCRA report is provided in Annex D.

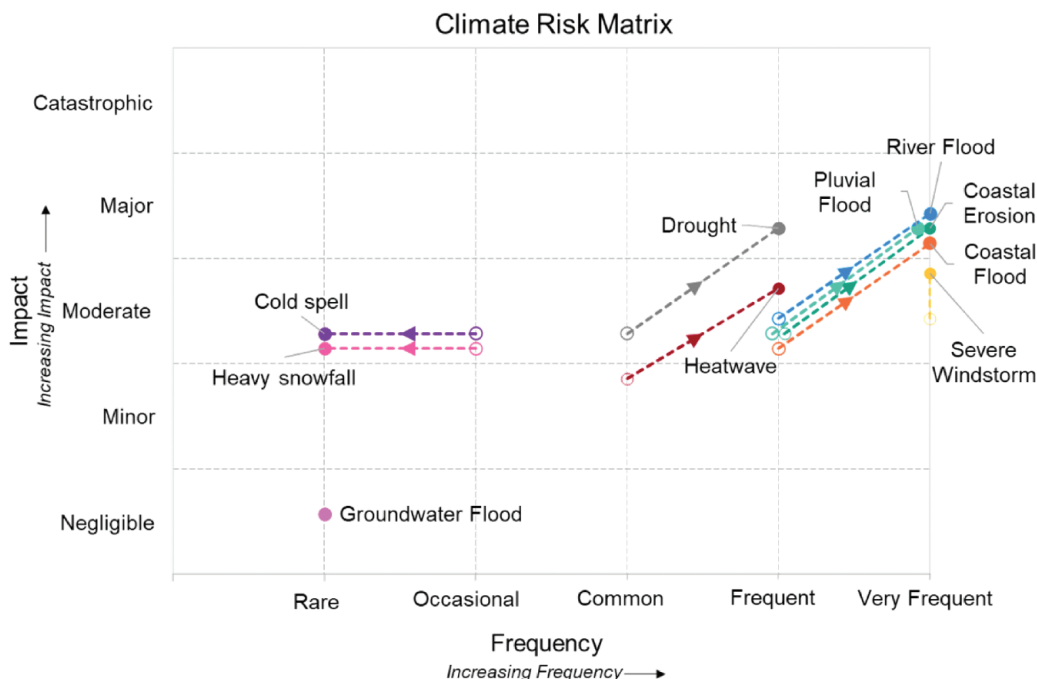


FIGURE 4-9 | Climate Risk Matrix for Kerry: on the right shows the future change in risk with the hollow marker showing the current risk and the solid marker the future risk. The dotted line shows the change between the current and future risk

The CCRA assessment for Kerry is summarised below in Figure 4.10 and a full copy of the report is provided in Annex D.



FIGURE 4-10 | Summary of Kerry’s CCRA (see Annex D for full report)

A key consideration for the county is future rainfall predictions; flooding (coastal and fluvial) and storm events. How these weather events will impact on the services KCC provides requires specific actions. While Kerry adopted a specific 5-year *Climate Adaptation Strategy* in 2019, this strategy will now be aligned with this CAP. Adaptation actions will also overlap with several natural environment and biodiversity actions building on the concept of cobenefits. Indeed, the CAP will also need to align with the KCC’s 5-year Biodiversity Action Plan (BAP) as adopted in 2022. Actions required for adaptation to climate change, inclusive of natural environment, are further explored and described throughout Annex A.

4.5 Stakeholder Engagement and Consultation on the LACAP

The LACAP is informed by several phases of engagement and statutory public consultation with stakeholders.

4.5.1 Phase 1 Pre-Plan Engagement

This occurred at the commencement of the plan making process and ran from May to August 2023. The aim of this early stakeholder engagement was to engage all stakeholders and invite people to shape the plan by identifying their local interests and concerns.

The engagement phase involved **external engagement** with county-wide stakeholders but also with specific DZ stakeholders. In addition, **internal engagement** within Kerry County Council also occurred. This included Elected Members (EM), the Senior Management Team (SMT), Strategic Policy Committees (SPC) and KCC staff.

Engagement was informed by a *Baseline Evidence Summary Report* drafted by the KCC Climate Action Unit (see Annex C). This report summarised evidence from the BEI and CCRA. The report was made available for review during the engagement phase and was available on-line through KCC's consult.ie platform. In total 67 submissions were made. The outcomes of this early engagement phase and how these outcomes have informed and shaped the plan are outlined in more detail in Annex E of this report.

The pre-plan engagement also resulted in a screening determination under the Strategic Environment Assessment (SEA) Directive that the LACAP was subject to a SEA. This SEA screening determination and scoping report was issued to statutory consultees in June 2023 for their comments. More information on the SEA (and Appropriate Assessment under the Habitats Directive) is provided in Annex F and G of this report.

4.5.2 Phase 2 Public Consultation

Climate legislation also requires that the draft LACAP, before it can be adopted must be published and placed on public consultation. The aim is to enable the public and any interested party to engage further with the plan-making process prior to the development of the final LACAP.

Kerry's draft LACAP 2024-2029, SEA Environmental Report (ER) and Natura Impact Report are now on public consultation for 6 weeks from Thursday 19th of October, 2023 until Friday 1st of December, 2023. Further information on this step, including how to make submissions, is outlined in Section 8.

5 / Framework of Climate Actions

Kerry County Council, through its Climate Action Plan has a Vision of how a climate resilient county will look and operate in 2030 and on to 2050.

In line with national guidelines, the CAP has a *Mission Statement* outlining how Kerry County Council sees itself meeting that vision. Finally, five Strategic Goals (SGs) are identified that will bring to fruition the vision and mission statement. The SGs will guide the specific, measurable, action-focused, realistic and timebound (SMART) actions of the plan.

5.1 Vision

Kerry will meet the environmental, economic and social challenges of climate change. Through Just Transition, the county will adapt to a decarbonised, climate neutral, resilient and biodiversity rich future. This will be achieved by protecting our environment and building strong partnerships and collaborations with our communities.

5.2 Mission Statement

Kerry County Council will lead by example in meeting the challenges of climate action. It will meet its own ambitious targets and work with the community to ensure a Just Transition for all to a carbon neutral and climate resilient future. The Local Authority will influence, encourage, and advocate for all sectors to reach their climate targets as we aim to become a decarbonised climate resilient and biodiversity rich society by 2050.

5.3 Strategic Goals

Five SGs are set out in this plan. These SGs are supported by the baseline evidence gathered in Section 4 and engagement with stakeholders as outlined in Annex E.



5.4 Objectives

Flowing from the SGs are overarching objectives. The objectives define specific areas that climate actions are seeking to deliver on. They are outlined in Table 5-1 below. A list of actions under each objective is provided in Annex A. It should be noted that this LACAP, including actions, underwent environmental assessment in compliance with the SEA and Habitats Directive. Further to both environmental assessments the following strategic Environmental Governance (EG) principles are incorporated into the LACAP. Implementation of all actions will be led by and grounded in these EG principles.

REF	MEASURE
EG1	Promote climate action projects that support and maximize environmental cobenefits, such as biodiversity protection and enhancement; improved air, water or soil quality; or enhanced recreation, amenity and cultural heritage value, to ensure win-win benefits are gained.
EG2	Support or facilitate climate action related projects and initiatives which seek to make improvements in soil structure, management and health by increasing soil organic carbon - which will create the environmental co-benefits of improving flood resilience by enhancing water holding capacity of soils and increasing the level of GHG sequestration associated with land use functions.
EG3	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 significant negative effects on the receiving environment shall be supported.
EG4	Flood projects, or related maintenance works, shall be carried out in a manner that promotes climate action-biodiversity related co-benefits, and shall have due regard for the protection and enhancement of rare, protected or important habitats and species.
EG5	Ensure climate action related projects are carried out in a manner that promotes climate action-cultural heritage co-benefits, and do not result in unauthorized physical damage to cultural, archaeological or architectural features, or unauthorized or inappropriate alteration of the context of sensitive cultural heritage features.
EG6	Ensure climate action related projects are carried out in a manner that promotes climate action water quality co-benefits, and align with the provisions of the Water Framework Directive and relevant River Basin Management Plan.
EG7	Promote climate action projects that support protected trees, hedgerows and other habitats such as wetlands, flood zones which contribute to green infrastructure.
EG8	Support opportunities to improve ecological connectivity of non-designated habitats and sites to improve overall ecosystem resilience and functioning while supporting climate action within the county.
EG9	Ensure all projects supported by the council have taken the necessary precautions to identify and manage invasives species, particularly with regard to Schedule III species. No climate action related development project that is likely to cause the spread of invasives species listed in Schedule III shall be supported.



TABLE 5-1 | Strategic Goals and Corresponding Objectives for this LACAP

STRATEGIC GOAL	OBJECTIVES
<p>1. Built Environment and Transport</p> <p><i>The built environment and infrastructure are climate-proofed to ensure emissions and energy efficiency targets are met towards reaching a decarbonised society and to implement a sustainable mobility policy of ‘avoid-shift-improve’ in order to cut emissions from the transport sector.</i></p>	<ul style="list-style-type: none"> 1.1 Meet energy efficiency and emissions targets across KCC assets. 1.2 Reduce thermal energy usage across KCC building stock. 1.3 Reduce transport emissions and support decarbonisation of KCC fleet. 1.4 Support decarbonisation of transport in the county. 1.5 Increase the availability and utilisation of sustainable transport infrastructure. 1.6 Ensure the Planning Authority integrates climate action into Land Use Planning and Development Management. 1.7 Improve understanding of our built and cultural heritage and its vulnerability to climate change impacts.
<p>2. Natural Environment and Green Infrastructure</p> <p><i>Responses to the challenges of climate change will be underpinned by conserving, protecting, and enhancing biodiversity and ecosystem services in the county.</i></p>	<ul style="list-style-type: none"> 2.1 Align with relevant actions adopted in Kerry's County Council Biodiversity Action Plan 2022-2028. 2.2 To lead by example in the use of nature-based solutions in responding to the challenges of climate change. 2.3 Protect the coastal environment in order to adapt to climate change. 2.4 Support climate action, particularly carbon sequestration, in Agriculture/Land Use Land Use Change and Forestry.
<p>3. Sustainability and Resource Management</p> <p><i>Promote the principles of the circular economy and lever green and bio-economies to provide sustainable enterprises and business opportunities in the county.</i></p>	<ul style="list-style-type: none"> 3.1 Continue to promote initiatives to reduce, reuse, recycle. 3.2 Continue to promote initiatives/measures to conserve, protect and sustainably manage environmental resources. 3.3 Facilitate a local circular economy.
<p>4. Communities, Resilience and Transition</p> <p>Ensure a Just Transition to a climate resilient future for communities across the county.</p>	<ul style="list-style-type: none"> 4.1 Implement and deliver the Community Climate Action Programme. 4.2 Give communities a capacity to act and engage with climate action. 4.3 Pursue funding for research, training and education in climate action. 4.4 Ensure a Just Transition for all members of the community. 4.5 Communicate a clear message on climate action in the county.
<p>5. Governance and Leadership</p> <p><i>Mainstreaming climate action and the climate proofing of all decision-making within the Local Authority.</i></p>	<ul style="list-style-type: none"> 5.1 Climate Action is integrated and embedded across LA Sections/Business Units. 5.2 Ensure capacity within the Local Authority to deliver on climate action targets. 5.3 Proactively plan to adapt to climate change. 5.4 Lead by example in energy efficiency and reduction of emissions across KCC assets, services and events. 5.5 Follow Green Public Procurement Guidelines and support sustainability across all sectors in the county. 5.6 Advocate for and support all sectors in the county to meet their climate action targets.

6 / Dingle/Corca Dhuibhne Decarbonising Zone (DZ)

6.1 Introduction

A key requirement of the LACAP is to identify a *decarbonising zone* (DZ) in the county. A DZ is a specific geographical area identified by each LA within its administrative boundaries.

The DZ is to act as a pilot area or ‘living lab’ demonstrating what is possible for decarbonisation and climate action at a local community level identifying what climate action learnings can be accelerated and/or ‘scaled up’ within the county. Ultimately, the identification, design and development of the DZ is motivated primarily to deliver outcomes capable of meeting the national emission reduction targets - a 51% reduction in emissions by 2030 and net zero by end of 2050 (from the baseline year of 2018). Learnings will be gathered in the DZ on the real-life experiences and challenges to meet these targets across all sectors - electricity; heat; transport and energy efficiency in the built environment. The latter will need to be across public buildings but also private residential and commercial properties. Opportunities for co-benefits in biodiversity; health, well-being and a just transition can also be tested and measured. Through a feedback loop of experimentation and evaluation, the DZ aims to foster a flexible, incremental and community-driven bottom-up collaborative approach to climate action.

Fundamental to the delivery of emissions targets is the deliberate focus on a place-based approach to climate action as offered by the DZ. This specific place-based approach seeks to bring together the findings of a robust evidence base, context specific conditions, and the promotion of wider collaboration by stakeholders to create tailored policies to deliver the actions required. The DZ approach aims to stimulate a systems-thinking approach that promotes exploration, co-creativity, innovation and new learnings in the transition to climate neutrality.

The DZ area identified in Kerry is the Dingle/Corca Dhuibhne Peninsula Decarbonising Zone (hereafter called the Dingle/Corca Dhuibhne DZ). It is defined by the territory to the west of a line connecting Blennerville to Castlemaine and with an area of 583 sq. km. The peninsula extends to the west extending 48 km into the Atlantic (Figure 61).

In choosing the Dingle/Corca Dhuibhne area, the LACAP is building on a significant body of work already undertaken on the peninsula via this systems-thinking approach. This is through the *Corca Dhuibhne/Dingle Peninsula 2030*⁹ project. Commenced in 2018 by four organisations: Dingle Creativity and Innovation Hub (hereafter called the Dingle Hub), ESB Networks, North East West Kerry Development (NEWKD), and MaREI (the Science Foundation Ireland Institute Centre for Energy, Climate and Marine), *Corca Dhuibhne/Dingle Peninsula 2030* is a multi-partner community driven initiative aimed at transitioning the peninsula to a low carbon and resilient community by 2030.

The Dingle/Corca Dhuibhne DZ therefore offers potential and a broad range of opportunities to pursue and deliver effective climate action at a grass root level. It will however need the ongoing support and engagement from a range of key stakeholders and sectors. Notably it needs to be driven by and in consultation with the local community. While the process has already commenced, this chapter discusses in more detail what opportunities and actions are proposed over the lifetime of the LACAP for the Dingle/Corca Dhuibhne DZ. This chapter follows the five steps required for the creation of the DZ:

Commencing with a brief overview of the peninsula - its geographical and physical setting; administrative and planning context and socio-economic overview - the section aims to place in context the GHG emissions figures that are presented and discussed later in the chapter. In addition, the overview will identify the specific place-based challenges but also the opportunities within the Dingle/Corca Dhuibhne DZ for climate action.

⁹<https://dinglepeninsula2030.com//>



FIGURE 6.1 | Dingle/Corca Dhuibhne DZ

1	IDENTIFY	<ul style="list-style-type: none"> • Identify and define the Decarbonisation Zone area. • Identify a clear overarching Vision and Objectives
2	BASELINE & SCOPING	<ul style="list-style-type: none"> • Establish the Baseline Emissions Inventory. • Explore a policy context and alignment. • Identify and map stakeholders.
3	REGISTER OF OPPORTUNITIES	<ul style="list-style-type: none"> • Compile a portfolio of actions, projects, technologies and intervention.
4	ACTION	<ul style="list-style-type: none"> • Set out actions to be delivered over the lifetime of the plan.
5	IMPLEMENT	<ul style="list-style-type: none"> • Devise a strategy of implementation.

6.2 Dingle/Corca Dhuibhne DZ - Geographical, Socio-Economic and Planning Policy Context

The Dingle/Corca Dhuibhne DZ covers a 583sq.km area consisting of lands to the west of a north-south line connecting Blennerville to Castlemaine. The DZ has a resident population of 12,958 with 1,671 living in Dingle Town (CSO, Census, 2022¹⁰). However, the area sees in excess of 1 million visitors annually. Second (or holiday) homes account for c. 26% of all houses on the Peninsula and tourism accounts for c. 30% of the local economy¹¹. Economically, tourism and the associated service industries, fishing and agriculture dominate.

The Dingle/Corca Dhuibhne DZ has significant linguistic heritage with the Gaeltacht Chorca Dhuibhne covering c.50% of the peninsula. This constitutes an important part of the linguistic, social, and cultural tradition of the county. This area is also rich in traditional ways, folklore, writing, music, and historic and archaeological sites. The Blascaod Mór, located off the Slea Head coast of Corca Dhuibhne, is the largest of seven islands collectively known as Na Blascaodaí. The island's significance lies in its historical, cultural and ecological value and has a significant influence on Ireland's cultural heritage. The island has long been associated with the essence of Irish language and culture and has a particularly strong Irish literary heritage.

Administratively, the DZ predominately overlaps with the boundaries of the *Corca Dhuibhne Electoral Local Area Plan (2021-2027)* and the *Tralee Municipal District Local Area Plan 2018-2024* whilst falling fully within the boundaries of the recently adopted *Kerry County Development Plan 2022-*

2028. All plans are part of a national systematic hierarchy of land use and spatial plans namely *Project Ireland 2040 - National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region*. These plans provide a broad canvas to steer sustainable growth and prosperity of the region and County, through the formulation of public policy integrating land-use, energy, transport, economic growth and investment. Spatial planning is now underpinned by climate policy where consolidated growth is envisaged as a mechanism to reduce emissions from unsustainable growth patterns.

Within this context, the specific purpose of the Local Area Plans (LAPs) is to set out, in the interests of the common good, a comprehensive local planning framework. Clear policies and objectives, including land use zoning, for the towns and villages are integral to the LAP. A key feature of the LAP is to support the settlement strategy of the county development plan. Of note Dingle/Daingean Uí Chúis is identified as the regional town.

The role of DZ will be pivotal in achieving sustainable development principles with significant policy overlap with consolidated growth/10 min town concepts; town centre first approach and urban regeneration; sustainable mobility including active travel initiatives. All now form part of climate policy as envisaged through the aforementioned National, Regional and local spatial planning policy.

¹⁰<https://www.cso.ie/en/releasesandpublications/ep/p-cpp1/censusofpopulation2022profile1-populationdistributionandmovements/populationdistribution/>

¹¹Research by the Dingle Hub to support the Dingle/Corca Dhuibhne DZ chapter of this plan.

6.2.1 Housing and Building Stock within the Dingle/Corca Dhuibhne DZ

A 2021 demographic and socio-economic overview of the peninsula¹² notes variations across the peninsula in terms of the age of housing stock. Dingle Town and Annascaul e.g. have experienced a higher level of home-building over the last 20 years in contrast to An Ghaeltacht areas where levels were lower. The same report also notes that the housing stock across the peninsula predominately dates from before 1980. These older houses would generally therefore have lower levels of energy efficiency. Oil, coal and turf are used for home heating with just over 3% of homes use wood as their main source of fuel. BER ratings across the peninsula from SEAI data illustrate housing stock falling predominately within C and/or D¹³ (Figure 6-2). While BER ratings are a relatively crude measure, the data would anecdotally correlate with the 2021 socio-economic report on the likelihood of low energy efficiency across an older housing stock.

Also, of note from the SEAI are the results of its 2022 *National Heat Study*¹⁴. The study provides a comprehensive assessment of the options available to decarbonise Ireland's energy used for heating and cooling homes, businesses and industry. It produced several reports including a mapping resource for the planning of potential district heating in Ireland. From an initial, modelled analysis to identify the towns/cities with the highest potential for developing district heating networks, SEAI identified Dingle town as a candidate area¹⁵ (Figure 6-3). However, the 2020 *Hotmaps Project* (an EU funded project through the Horizon 2020 Research and Innovation Programme) partnered with KCC examined the potential for such a scheme in the town and provides more nuanced research. Comparing a range of heating scenarios based on costs and carbon reductions, the report concluded in part, that for Dingle *there are ways to reach significant carbon reductions at cost neutrality or minor cost reductions. However, these are only obtained in small parts of the total heat demand, the most viable type of District Heating system that would result in a decrease in heating costs is an Air Source Heat Pump*¹⁶.

6.2.2 Transport

As discussed in Section 4.3.2, nationally an *avoid-shift-improve* (ASI) model is envisaged for the reduction of emissions from transport. Each element in the model spectrum (avoid, shift and improve) needs to be addressed in the context of cutting transport emissions. How this is likely to be achieved across transport in both the private and public sectors in the pilot DZ is considered further in this chapter. However first the existing transport infrastructure and transport trends on the peninsula are placed in context.

The DZ area is served by the N70 and N86 National Secondary routes with numerous regional roads and an extensive network of local roads. The geography of the peninsula dictates to some degree transport patterns in the locality. This along with a dispersed rural settlement pattern sees car ownership and individual trips/journeys dominate transport trends. Multi-car households are common. Research by the *Dingle Hub* notes the peninsula e.g. has 550 cars per 1,000 people compared to 450 per 1,000 nationally. Car ownership across the peninsula is c.22% above the national average. About 28% travel outside the peninsula for work but the peninsula retains relatively strong local economies around farming, fishing and tourism/service industry. All, of course rely heavily on transport where fossil fuel dominates. Traffic congestion can be a significant issue on the peninsula, particularly during the tourist season which sees considerable localised traffic congestion in Dingle town and along the Sleah Head Drive.

Potential to decarbonise the transport sector have already been investigated on the peninsula via an innovative pilot project undertaken as part of the aforementioned *Corca Dhuibhne/Dingle Peninsula 2030*. Indeed, the project is highlighted and summarised in the Department of Transport's 2023 *National Electric Vehicle Charging Infrastructure Strategy, 2022-2025*¹⁷ stating: *part of the initiative's [Corca Dhuibhne/Dingle Peninsula 2030] work was to deploy and assess a range of new technologies to develop a resilient, low-carbon electricity network. Over the course of three years, ESB Networks worked with local people to trial renewable and clean-energy enabling technologies at their properties. These included EVs and 15 smart EV charge points, five of which were replaced with bidirectional (V2G) charge points. The trial allowed the impact of V2G to be assessed as a possible tool to balance part of a rural electricity transmission grid.*

¹² Ó Caoimh B, and McGookin, C. (2021) *Leathinis Corca Dhuibhne - Próifíl Dhéimeagrafach agus Socheacnamaíocha/Dingle Peninsula - Demographic and Socio-Economic Profile*. Tralee: North, East and West Kerry Development

¹³ <https://gis.seai.ie/ber/> [accessed August 2023]

¹⁴ <https://www.seai.ie/data-and-insights/national-heat-study/>

¹⁵ <https://www.seai.ie/technologies/seai-maps/district-heating-map/> [accessed August 2023]

¹⁶ https://www.hotmaps-project.eu/wp-content/uploads/2020/10/Hotmaps_D.6.3_Kerry-HCStrategies_FINAL_reduced.pdf

¹⁷ <https://www.gov.ie/en/publication/3faf6-electric-vehicles-charging-infrastructure-strategy-2022-2025/>

Specifically, in 2021 ESB Networks launched a one-year pilot electric vehicle (EV) trial as part of the overall project. While the overall objective was to understand the impact of EV charging on the electricity network and to investigate if the optimised use of smart EV charging technologies can minimise those impacts, the data from the EV trial also provided interesting information. Data demonstrated that EVs with a range typical of modern electric vehicles, can work in rural areas for most people where charging is predominately completed at home. Briefly, the trial found that EVs with a range of 350kms proved suitable for the peninsula where 95% of the time vehicles travelled less than 200kms in a single day¹⁸:

At the time of writing, further pilot projects around sustainable transport on the peninsula are being rolled with a particular focus on transport linked to the tourism and agricultural sectors. The former includes a *pathfinder* project which in-partnership with Failte Ireland seeks to assess the feasibility of e-mobility hubs across the peninsula (along with other pilot sites in Cork and Waterford). Improvements in public transport to and across the peninsula are also being pursued in collaboration with a range of stakeholders. These projects and others are discussed in more detail in the *register of opportunities* in Section 6.8.2.

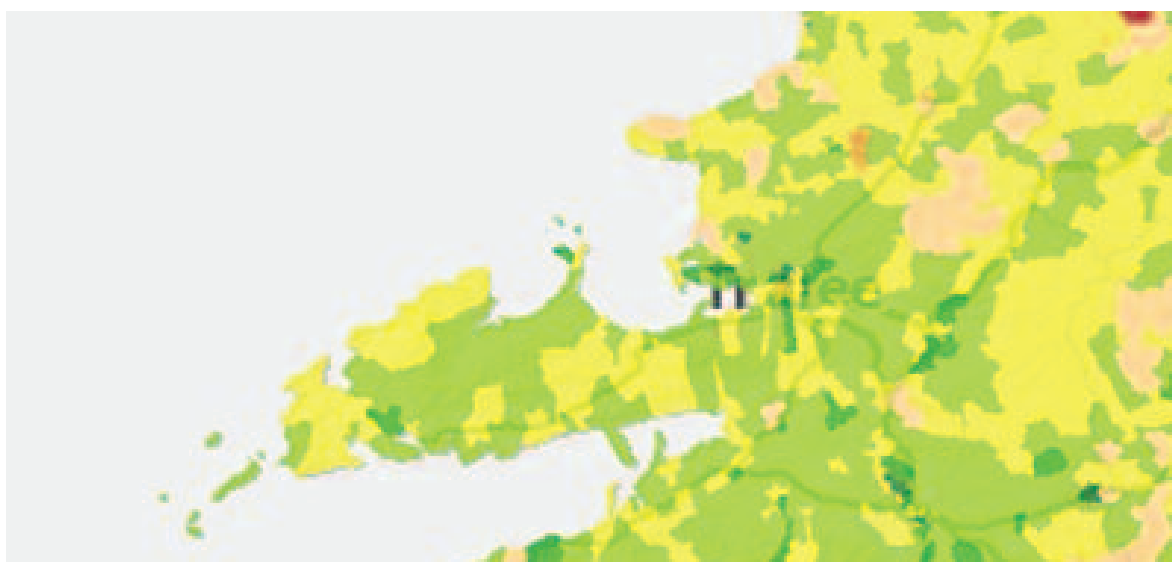


FIGURE 6-2 | SEAI map showing BER ratings across the peninsula - BER C (Green) and BER D (yellow)¹⁹

¹⁸ *The Dingle Electrification Project: Customer Flexibility Trial*, Geaney C., ICT Project Lead, *The Dingle Electrification Project*, July 2022, https://www.esbnetworks.ie/docs/defaultsource/publications/the-dingle-electrification-project-customer-flexibility-trial.pdf?sfvrsn=3ee2c0b0_15

¹⁹ <https://gis.seai.ie/ber/> [accessed August 2023]

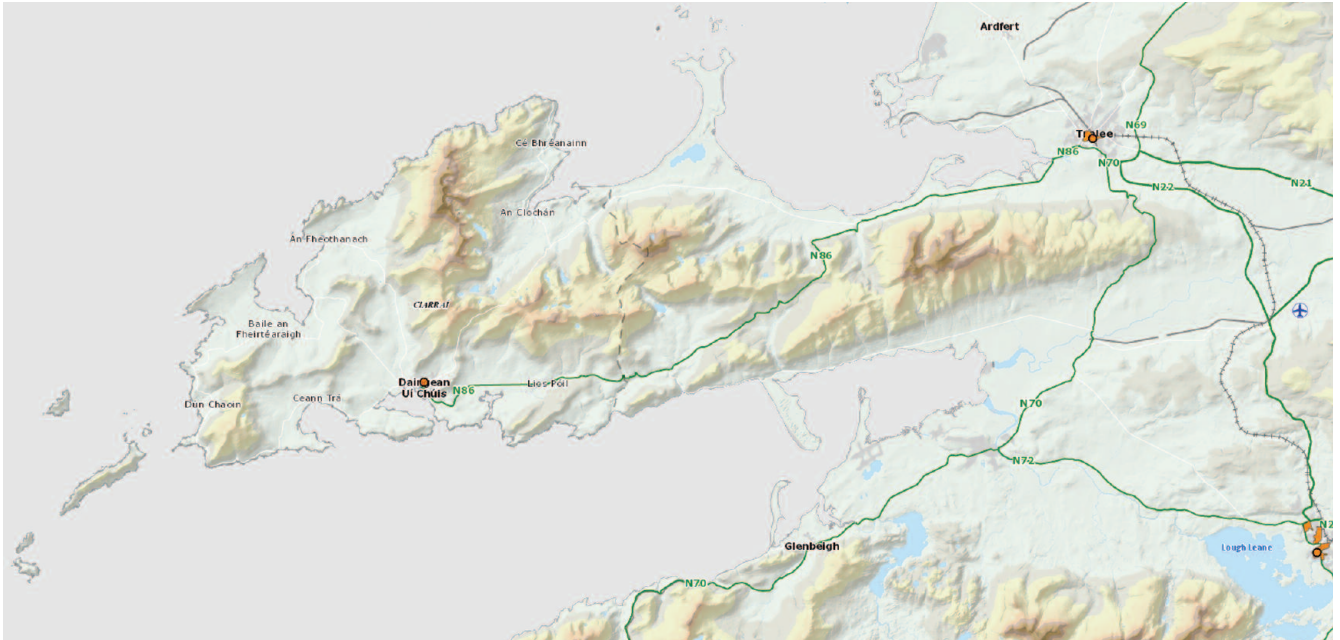


FIGURE 6-3 | SEAI map of District Heating Candidate Areas identifying Dingle as a potential candidate area²⁰

6.2.3 Local Authority Fleet

Regarding Local Authority transport actions in the DZ, Dingle Municipal District (MD) area has 8 vehicles and 6 plant vehicles (forklift, tractor etc). All are fuelled by diesel. In line with the LGMA's recently published *Local Authority Fleet - Strategy to Decarbonisation 2023*, the following is proposed in actions outlined in Annex A:

- An audit of Fleet and Operational Requirements including age and condition,
- Identify fleet management efficiencies,
- Trial of alternative fuelled vehicles, and
- Investigate EV suitability across the fleet.

6.2.4 Residential Retro-Fitting and Energy Upgrades

A key element of reaching targets within the DZ relates to the residential private sector as discussed in above Section 6.2.1. Many challenges face this sector in reaching targets not least levels of second holiday home ownership and number of rented/leased seasonal accommodation across the peninsula.

In 2022 the *Dingle Hub* pursued an application for an EU LIFE project entitled *Réiteach Home Renovation Services for*

the Dingle Peninsula. Réiteach aimed to support the delivery of the national retrofit target, with figures identified for the peninsula of 1,410 homes to undergo energy improvements and the installation of 1,130 heat pumps by 2030. Although ultimately unsuccessful in its bid, the process clearly highlighted pathways for the potential to up-scale residential renovations. This project and others are discussed in more detail in the *register of opportunities* in Section 6.8.2.

6.2.5 Local Authority Building Stock

Regarding the Local Authority's own assets in the DZ, as outlined in 4.3.3, KCC has drafted an *Energy Works Upgrade Plan* for its corporate facilities. The plan itemises the 75 KCC owned properties that require works including several KCC buildings within the DZ - the Dingle Municipal District Area Office; the Dingle Courthouse; the Dingle Fire Station and the Dingle Library. The upgrade plan identifies projects for all structures that seek to increase the energy performance thereby bringing the assets within the DZ to nationally required standards, as managed by KCC's Energy Management System accredited to ISO 50001.

²⁰ <https://gis.seai.ie/districtheating/> [accessed August 2023]

6.3 Opportunities and Constraints to Decarbonising Energy within the DZ

Energy and planning policy relating to Renewable Energy (RE) in the county, including the DZ area, is outlined in Chapter 12 of the Kerry County Development Plan (KCDP) 2022-2028 (and was subjected to SEA and an AA at part of the KCDP adoption). As shown in Chapter 12 of the KCDP, relative to other parts of the county the Dingle/Corca Dhuibhne DZ lacks significant electricity grid/distribution infrastructure. This can be a constraint to RE production but also to the transmission/distribution of any proposed RE across the peninsula. As noted earlier, part of the *Corca Dhuibhne/Dingle Peninsula 2030* initiative was to deploy and assess a range of new technologies to develop a resilient, low-carbon rural electricity transmission grid²¹.

In relation to other energy infrastructure, the national gas network does not extend into the peninsula. Only parts of North Kerry are on the national gas network. Existing RE infrastructure (particularly at scale) on the peninsula is minimal and at present there is no existing large scale renewable energy in production and/or proposed. No lands in the DZ are zoned for large/commercially scaled on-shore wind. Due to predominately environmental and visual/landscape constraints the peninsula was excluded²².

Small-scale or microgeneration is occurring with small-scale solar PV (roof top etc) evident as several community sustainable energy communities (SEC) have developed. This initiated with a Dingle Energy Master Plan (EMP)²³ published in 2020 and a dairy sector SEC (West Kerry Dairy Farmers) - one of the first in the country. The latter completed an EMP in 2019²⁴. That dairy focused EMP reviewed the existing energy practices undertaken by the farming community and then provided a roadmap for efficient, practical, cost-effective recommendations for energy efficiency measures. This is now ongoing and indeed learnings from the group are envisaged as the DZ is implemented. At the time of writing another novel SEC has been initiated on the peninsula - the Corca Dhuibhne Tourism and Hospitality SEC (CDTHSEC)²⁵. It aims to take learnings from the West Kerry Dairy Farmers SEC (WKDSEC)

on how to engage a sector to move towards both energy efficiency and decarbonisation. Again, it is envisaged this SEC will be a key focus of the DZ at implementation phase. This project and others are discussed in more detail in the *register of opportunities* in Section 6.8.2.

Ultimately, RE microgeneration and small-scale generation is strongly supported by planning policy supports, subject to environmental assessment on a case-by-case basis. This is particularly relevant to the Dingle/Corca Dhuibhne DZ considering the grid infrastructure and where microgeneration is most likely to play a significant role in actions to decarbonise energy. Other research funded by the *Corca Dhuibhne/Dingle Peninsula 2030* initiative has however identified a significant opportunity for decarbonising energy on the peninsula via the bioeconomy - particularly production of biogas but specifically, biomethane. This is discussed briefly below while possible projects/initiatives, are discussed in more detail in the *register of opportunities* in Section 6.8.2.

²¹ https://www.esbnetworks.ie/docs/default-source/publications/the-dingle-electrification-projectcustomer-flexibility-trial.pdf?sfvrsn=3ee2c0b0_15

²² See Chapter 12 and Vol 1, specifically Map 12.4

²³ *Dingle Sustainable Energy Community Energy Master Plan, Baseline Energy Balance, Renewable Energy Potential and Register of Opportunities, February 2020* by Kevin Curtin, Survey and Design Services and Shay Kavanagh, Fuinniv Independent Consulting.

²⁴ *West Kerry Dairy Farmers Sustainable Energy Community Energy Master Plan, by DCSix Technologies, 2019.*

²⁵ <https://dinglehub.com/projects/sustainability/tourism/>

6.3.1 Bioeconomy and Renewable Energy

A 2020 *Feasibility Study on Anaerobic Digestion for the Dingle Peninsula*²⁶, was commissioned by the Dingle Hub to explore the potential of this industry on the peninsula. Since the drafting of this 2020 plan national policy on renewable gas, in particular Anaerobic Digestion (AD), has progressed significantly, albeit at the time of writing a *National Biomethane Strategy* is still pending. Once available the national biomethane strategy is likely to provide further regulatory and planning policy guidance as the DZ rolls out. Regardless, CAP23 clearly signposts the technology outlining a significant increase in national targets for biomethane within the country's future energy mix. A national target was increased to 10% renewable gas (namely biomethane) in the national gas network by 2030, equating to 5.7TWh.

Evolving national policy indicates diversification in agriculture will be positioned nationally to sustainably provide viable feedstocks, specifically silage/grass and slurry, for AD deployment at the scale envisaged. Considering the agricultural base on the peninsula, as identified in the aforementioned 2020 Feasibility Study, there is potential for this to be explored further. However, of note there is no national gas network within the peninsula. This implies any local production will need to be used at source and/or transported to a central grid connection point²⁷.

Growing competition of land uses and broader issues of sustainability of land use also needs consideration. Notwithstanding, research by Teagasc²⁸ identified 'hidden acres' of grassland production that can be used to support biomethane production whilst still meeting the sustainability criteria of Renewal Energy Directive (REDS) II. This is important in context of the peninsula where much land is either in use for food production and/or designated for seminatural habitats. Considerable research is already occurring in the DZ in relation to biogas/biomethane (Figure 6-4) and this is discussed further below in the *register of opportunities*.

²⁶ *Feasibility Study on Anaerobic Digestion for the Dingle Peninsula, Unpublished report by XD Sustainable Energy Consulting Ltd, 2020.*

²⁷ <https://www.gasnetworks.ie/business/renewable-gas/renewable-gas/> states Gas Networks Ireland is expected to begin construction of Ireland's first large-scale renewable gas injection facility in Mitchelstown, Co. Cork in 2023 [accessed August 2023].

²⁸ <https://www.teagasc.ie/news--events/daily/farm-business/agricultures-role-in-biomethaneproduction.php>

6.4 Land Use/Agriculture

A 2021 demographic and socio-economic overview of the peninsula shows the importance of agriculture (and fishing) on the peninsula as evidenced by the occupational profile. Relative to the southwest region, farming and fishing employ three times more people²⁹. In addition, the socio-economic report notes work force on the peninsula engage in pluriactivity i.e. *more than one income source e.g., they combine farming and/or fishing with seasonal employment in tourism or they have a small craft enterprise in addition to employment in agriculture*. The report goes on to note, the farming communities require *additional and up-to-date information to enable them to play a leading role in the advancement of the just transition (to a zero-carbon) society, thereby enabling them to increase profitability and sustain inter-generational land transfers*.

Geographically the peninsula is dominated by a mountainous spine running east-west, it culminates with Mount Brandon at the westerly tip. Soil types are broadly represented by this upland mountainous spine with associated peaty soils bordered by lowland mineral soils to the north and south³⁰. The entire area, bar to the east, is bordered by the coast. Lands here reflect the marine nature of the peninsula with extensive sandy deposits particularly at Inch and the Magharees peninsula. These coastlines are predominately soft with extensive sand dune systems and salt marsh habitat occurring at the interface between land and sea. In contrast the west coast beyond Dingle town has more extensive cliffs and eroding sea cliffs dominate reflecting the exposed location on the Atlantic coast.

The mosaic of habitats created is reflected in the designation (as the Natura 2000 network) of large areas of the peninsula as Special Areas of Conservation (SAC) and Special Protection Areas (SPAs) along with other National and local sites of ecological interest. The peninsula also supports several high-status waterbodies designated under the Water Framework Directive. These in-turn support salmonid species and the annexed species of Freshwater Pearl Mussel (FWPM). As noted, upland areas with associated habitats are designated as part of the Mount Brandon cSAC and Slieve Mish Mountains cSAC. Both overlap with the Dingle Peninsula SPA - designated for Chough and seabirds. The coastline and coastal waters to both the north and south of the peninsula are designated as part of the Tralee Bay West to Cloghane and Magharees Peninsula SAC/Tralee Bay Complex SPA and Castlemaine Harbour SAC/SPA, respectively. Wintering waders/waterfowl visit both areas in vast numbers.

Sand dune habitats at Inch and the Magharees are some of the most extensive in the southwest of Ireland and support Chough populations. Many of the dunes at Castlegregory, the Magharees and Inch are examples of priority annexed habitat, now rare across Europe. The dunes are also important for rare plants and are home to other species such as the Natterjack toad. The dunes at Castlegregory/Magharees are a stronghold for the Natterjack toad and support one of the main breeding sites for the toad in Ireland. Several wetland habitats found west of Dingle town are designated as pNHA and occur outside SAC designations.

Considering the nature designations across the peninsula, the DZ falls within one of eight co-operation projects across Ireland which are working with farmers in areas of high nature conservation value as part of the recent Common Agricultural Policy's national Agri Climate Rural Environment Scheme (ACRES)³¹. The ACRES co-operation area of West Cork/Kerry commenced in 2022 with an overall vision to work closely with farmers and their farm advisors to support sustainable improvements in the environmental and agricultural condition of their land. The co-op area is sub-divided in four zones, one includes the DZ. The project has four overarching objectives:

- The protection of watercourses;
- Supporting carbon storage and sequestration and the protection of rare and threatened habitats;
- Supporting the conservation of rare and threatened species;
- The management of invasive species.

ACRES co-op is to be achieved by results-based habitat assessments; non-productive investments; and landscape actions. All are designed to reward farmers that have high quality habitats on their farms and incentivise participant farmers to improve the ecological and environmental condition of their land. ACRES is supported by a dedicated team being administered by a local development companies.

Other national agri-environmental/climate programmes and advisory services including Sign Post Farms; Agricultural Sustainability Support and Advisory Programme (ASSAP) and European Innovation Partnerships (EIPs) being rolled out across the peninsula to meet the challenges faced by the agriculture sector in cutting their emissions are discussed in more detail in Section 6.8.2.

²⁹ Ó Caoimh B, and McGookin, C. (2021) *Leathinis Corca Dhuibhne - Próifil Dhéimeagrafach agus Socheacnamaíochta / Dingle Peninsula - Demographic and Socio-Economic Profile. Tralee: North, East and West Kerry Development*

³⁰ *County Kerry Agriculture Resource Survey, Published by County Kerry Committee of Agriculture Tralee, Ireland, 1972*

³¹ *It is funded by the Department of Agriculture, Food and the Marine and is administered by South Kerry Development Partnership CLG (SKDP)*



FIGURE 6-4 | Potential of the biomethane in the Dingle/Corca Dhuibhne DZ as identified by the community

6.5 Baseline Emission Inventory

As noted, a DZ is identified to primarily deliver outcomes capable of meeting the national emission reduction targets of 51% by 2030 and net zero by end of 2050 (from the baseline year of 2018). To this end, the first task of this LACAP was to identify a baseline emissions inventory for the Dingle/Corca Dhuibhne DZ.

Completed in early 2023 by research undertaken by the *Dingle Hub*, the BEI for Dingle/Corca Dhuibhne DZ along with energy usage is shown in Figure 6-5.

The GHG emissions data (pie chart to the right) illustrates:

- total emissions were 268ktonne of CO₂eq;
- 70% (187ktonne CO₂eq) related to non-energy emissions and 30% (81ktonne CO₂eq) from energy related emissions;
- For non-energy related emissions (70%) agriculture and Land Use, Land Use Change and Forestry (LULUCF) are the two significant players accounting for 53% and 17% of GHG emissions, respectively,
- For energy related emissions (30%), residential and transport account for 13% and 11%, respectively, followed by manufacturing/services at 4% and agriculture at 2%.

Of the 30% (81ktonne CO₂eq) GHG emissions from energy Figure 6-5 (pie chart to the left) details:

- total energy use on the peninsula was 305GWh,
- of this oil predominates in energy usage (77%) - used in transport (38%); households (26%); services (6%) and agriculture/fishing (6%);
- followed by electricity (16%) used in households (8%); services (6%); industry (1%) and agriculture and fishing (1%).
- solid fuel (6%) - used in households and
- other (wood/natural gas) at 1%.

Further examination of these figures for the four key sectors: residential; transport; agriculture and LULUCF is provided in Figure 6-6 and Figure 6-7.

Figure 6-6 and Figure 6-7 indicate that mitigation actions proposed in the DZ will require a focus on:

- energy emissions from the built environment and transport, followed by the services industry and agriculture/fisheries, and
- non-energy emissions linked to agriculture/LULUCF.

Adaptation actions will also be significant in the context of future-proofing the strategic development of the peninsula and broader land uses for the changes predicted in the CCRA discussed in Section 4.1 and Annex D.

Pathways to achieve emissions targets are discussed further in the remainder of this chapter.

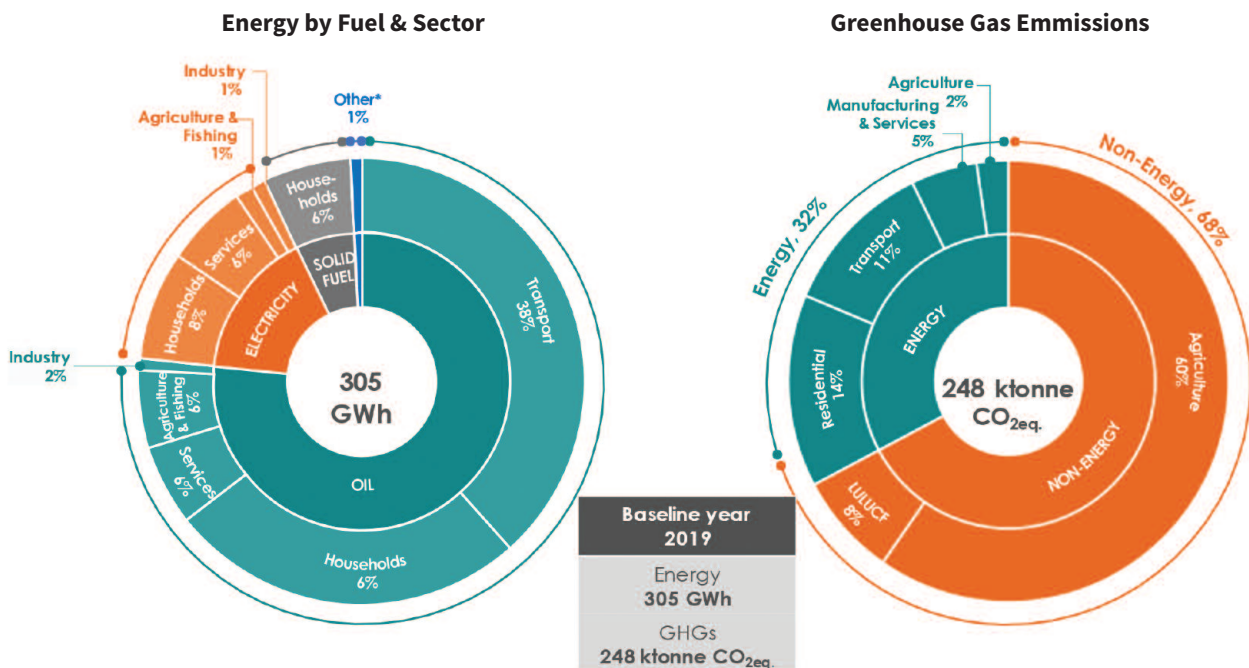


FIGURE 6-5 | BEI for the Dingle/Corca Dhuibhne DZ

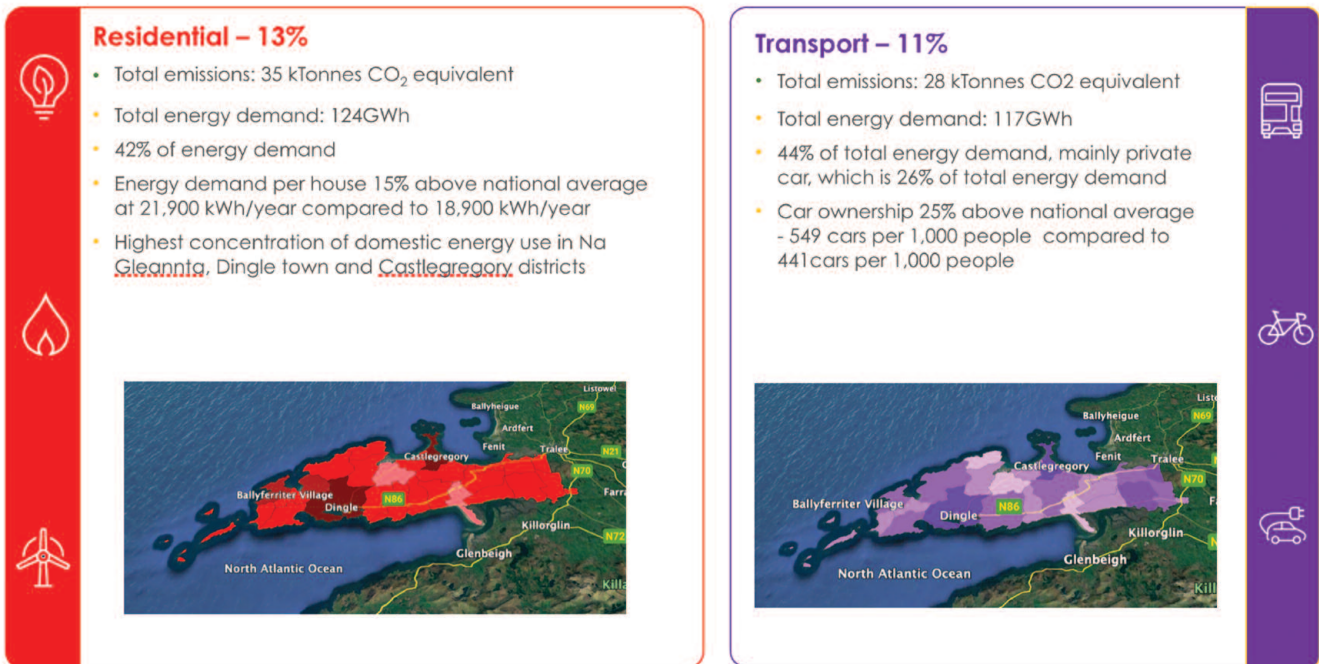


FIGURE 6-6 | BEI for transport and residential sectors within the DZ

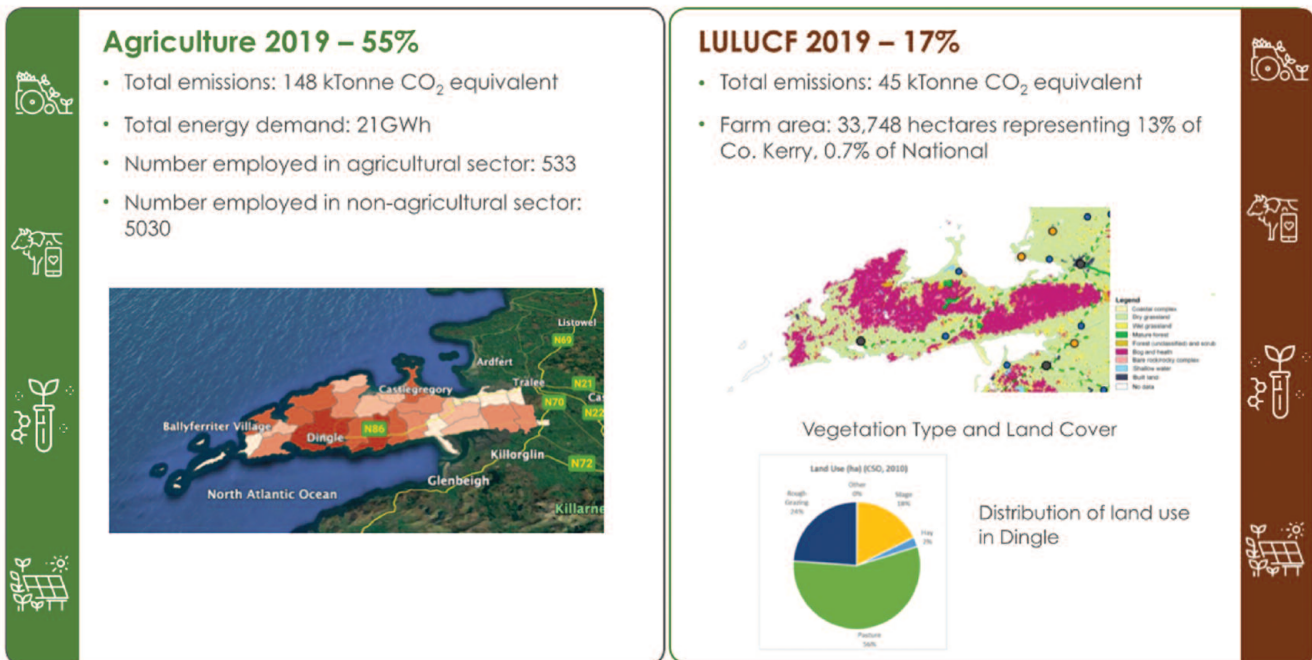


FIGURE 6-7 | BEI for LULUCF and Agriculture sectors within the DZ

6.6 Stakeholder Engagement and Consultation

An essential component of the Dingle/Corca Dhuibhne DZ is community and stakeholder engagement. This commenced with a workshop held in Dingle on June 1st, 2023. Key stakeholders and any interested party were invited and presented with key findings from the BEI. The workshop participants, from a range of backgrounds and groups were already well informed and knowledgeable about the needs and challenges facing their own sectors. The participants saw a clear value in the designation of the peninsula as the Dingle/Corca Dhuibhne DZ. They welcomed the opportunity to bring coherence to the large number of ongoing activities in Dingle, under the umbrella of the DZ. Beyond their own sectoral activities, the participants identified several actions which could be undertaken to further enable their efforts. Annex E provides more details on this engagement process while the next sections look in more detail at the opportunities and actions which have come from research and engagement undertaken to date on the DZ.

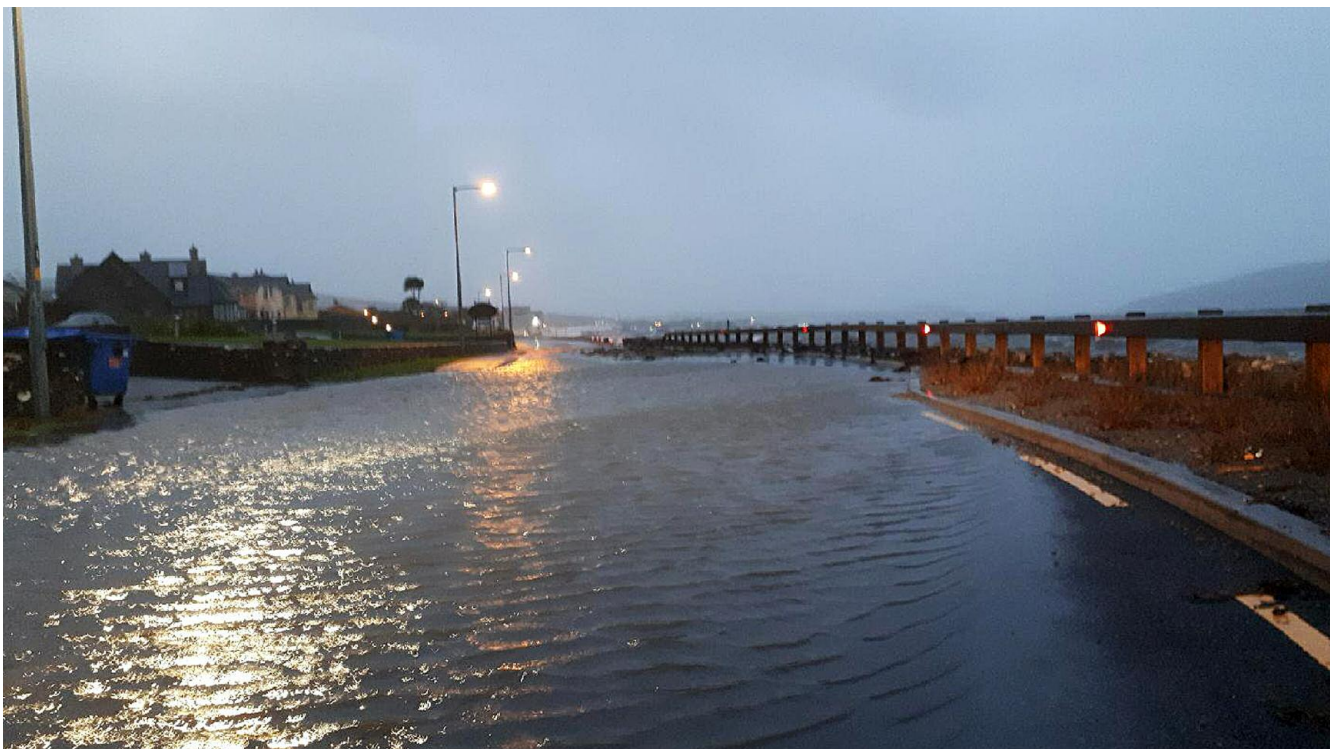
6.7 Vision and Mission Statement for the Dingle/Corca Dhuibhne DZ

Following consultation, the overarching vision for the Dingle/Corca Dhuibhne DZ is as follows:
To deliver pathfinding outcomes capable of meeting the national emissions reduction targets of 51% and net zero by the end of 2050, through a place-based approach to climate action.

The vision is supported, in consultation with key stakeholders, by the following mission statement:
To use a system-thinking approach to community led climate action by encouraging resilience and an ongoing capacity to embrace change and accelerate place-based learnings to deliver sustainability and transition initiatives across the Dingle/Corca Dhuibhne DZ.

6.8 Framework of Climate Actions and Register of Opportunity

The challenge is to now bring the vision and mission statement for the Dingle/Corca Dhuibhne DZ to fruition. How this is envisaged is outlined below. Briefly, via the identification of what projects/plans/initiatives etc are already happening or could be implemented on the peninsula (a so-called register of opportunities) and ultimately specific, measurable climate actions that can be implemented to meet emissions targets.



6.8.1 The Need for a Register of

Opportunities

National guidelines for DZs note that in order to deliver the targets set for emission reductions, the first step is to provide a register of opportunities. The aim of the register is to prioritise and focus on decarbonisation and adaptation potentials in the DZ that align with:

- emissions reductions of sectors identified within the National Climate Action Plan,
- Plans, projects and initiatives underway, proposed or planned, and
- Any local community initiatives underway, proposed or planned.

The next section outlines a portfolio and pipeline of interventions, projects and actions, that seek decarbonisation innovations and solutions in the Dingle/ Corca Dhuibhne DZ. As required, the interventions include mitigation, adaptation and biodiversity measures. It should be noted many of these initiatives are presently being proactively rolled out by the community in consultation with a wide range of stakeholders. It is important to note that many actions will not fall within full responsibility of KCC. Rather the LA will play a role as an active partner and stakeholder - co-ordinating, facilitating and advocating for actions within the DZ.

The aim of the DZ is now to lever additional resources for these initiatives. In so doing the community has recognised four key cross-cutting themes that run through the opportunities across land, the coast and sea:

- **Carbon and Resource Efficiency and Management** - A peninsula that is carbon neutral,
- **Biodiversity** - a peninsula where biodiversity is restored and enhanced and harness ecosystem services.
- **Circularity** - a peninsula that is circular in its resource usage, and
- **Champions Learning and Capacity** - a peninsula that is socially and economically sustainable and resilient and has agency and influence.

The *register of opportunities* is presented below in Section 6.8.2. Each is linked to the Strategic Goals below.



6.8.2 Register of Opportunities Identified with the Dingle/Corca Dhuibhne DZ

OPPORTUNITY Dingle Peninsula Sustainable Mobility Pathfinder Project					
STRATEGIC GOAL: Built Environment and Transport					
<p>DESCRIPTION</p> <p>Overseen by the <i>Dingle Hub</i> this project is an integrated, community-based sustainable mobility pathfinder project. It seeks to address infrastructural and behavioural challenges and enable delivery of decarbonisation of the transport sector on the Dingle/Corca Dhuibhne DZ. It is aiming to put into action the avoid-shift-improve model of national sustainability policy for a rural community. The project acknowledges the need for viable alternative modes of travel to reduce high levels of private car dependency currently inherent in rural areas.</p> <p>It is noted that any likely project/development from this opportunity may require a consent that will have due regard to environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites, and cultural heritage related sensitivities.</p>				<p>PARTNERS</p> <p>NTA; Department of Transport; SEAI; KCC; Local Link Kerry; Bus Eireann; ESB Innovating X_Site; LUDGATE HUB; Water City and County Council; Dingle Hub, Local community representative groups, Dingle Peninsula Tourism Alliance Go-Car, TII, Smart Dublin.</p>	
Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/External/Both)</i>	<i>(High/Medium/Low)</i>	<i>(High/Medium/Low)</i>		<i>(Planned but not started/in progress/Under consideration)</i>
Medium	External	High	High	National	In progress

OPPORTUNITY | ESB / Fáilte Ireland Mobility Hub Report

STRATEGIC GOAL: Built Environment and Transport

DESCRIPTION

A specific feasibility study that examined the feasibility of installing 3 eMobility hubs (EV, eBike, eScooters, Cargo Bikes) in Dingle, Skibbereen (Co. Cork) and Waterford for the use of and hire by tourists to these areas. Within the Dingle/Corca Dhuibhne DZ e-mobility hubs have been identified as having the potential to deliver sustainable tourist travel and build on the recent public transport improvements on the Peninsula. This feasibility study seeks to build on the integrated, community based rural sustainable mobility pathfinder project underway. The study commenced in 2022 with the following aims:

- To identify 5 potential locations for the e-mobility hubs on the Dingle Peninsula with a view to shortlisting 3 locations,
- To assess the volume of tourists to the peninsula, the existing public transport network and how visitors and local businesses to Dingle could benefit from easy access to sustainable shared e-mobility options,
- examine positive impacts of shared mobility on reducing traffic congestion on busy tourist routes where shared e-cars and e-bikes could provide a connection between locations not currently served by public transport (e.g Dingle to Castlegregory via the Conor Pass),
- To consult with Kerry County Council to refine e-hub locations to ensure compatibility with current ESB network connection locations and ensure landownership addressed, and
- engage with key local stakeholders such as the Dingle Harbour Master, local school principals and local e-bike suppliers to co-ordinate potential hubs.

It is noted that any likely project/development from this opportunity may require a consent that will have due regard to environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites, and cultural heritage related sensitivities.

PARTNERS

Dingle Hub; Failte Ireland; KCC (Municipal District); ESB Networks; Local e-bike providers; local schools at Castlegregory and Ballyferriter

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
Short/Medium/Long	(Internal/ External/Both)	(High/Medium/ Low)	(High/Medium/ Low)		(Planned but not started/ in progress/Under consideration)
Short	External	High	High	National	In progress

OPPORTUNITY | West Kerry Dairy Farmers SEC

STRATEGIC GOAL: Built Environment and Transport

DESCRIPTION

This SEC consists of 130 dairy farmers who completed an EMP in 2019. Some key findings from the energy monitoring systems installed on pilot farms showed:

- Annual energy usage was over 10,000 MWh (generating 2,900 tonnes of CO2),
- Agricultural diesel is the single biggest energy consumer (52%),
- Technology such as PV panels will reduce energy costs where a meter between the dairy parlour and the domestic dwelling is shared,
- Retrofitting of farm dwelling houses to B2 could reduce energy usage by 1,400 MWh and 360 tonnes of CO2.
- Opportunities to make simple operational changes and make instant savings were identified.

Tendering process is now underway for a collective contract Solar PVs for members. This proving to be an exemplar project.

It is noted that any likely project/development from this opportunity may require a consent that will have due regard to environmental sensitivities such as the potential glint and glare impacts, biodiversity and European sites, and the need to appropriately conserve protected structures.

PARTNERS

SEAI; DCSix Technologies; ESB networks; Kerry AgriBusiness and Dovagenetics

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/External/Both)</i>	<i>(High/Medium/Low)</i>	<i>(High/Medium/Low)</i>		<i>(Planned but not started/in progress/Under consideration)</i>
Short	External	High	Medium	National	In progress

OPPORTUNITY | Corca Dhuibhne Tourism and Hospitality SEC

STRATEGIC GOAL: Built Environment and Transport

DESCRIPTION

This SEC commenced in 2023 with the aim of promoting energy efficiency; to use renewable energy; and to develop de-centralised energy supplies in the tourism sector. It is a joint initiative with Fáilte Ireland, Kerry County Council, Údarás na Gaeltachta and Dingle Peninsula Tourism Alliance. The SEC currently has more than 120 members. Leveraging learnings from the West Kerry Dairy SEC, this project will:

- Develop an EMP specifically for the tourism industry that will provide guidance to the sector on reducing their carbon emissions through implementing changes,
- Monitor the implementation of these recommendations across the sector and measure their impact on carbon reductions,
- Promote Dingle Peninsula / Corca Dhuibhne as a sustainable tourist destination while also acting as an exemplar for other regions, and
- Also consider transport options for visitors and actions to align with the Sustainable Mobility Pathfinder Project and the Dingle Peninsula Destination Experience Development Plan.

The project was launched in March 2023:

- 120 Members signed up to date including 5 large energy users,
- Monitoring group of 30 carefully selected to represent businesses on the peninsula but also that would be relatable to other tourist towns across Ireland,
- Energy monitoring units installed in 12 businesses and energy audits in progress.

Again, this is an exemplar project. It is intended that findings from the this study will enable four additional energy plans across the 4 Fáilte Ireland Brands - Wild Atlantic Way, Ireland’s Ancient Eat, Ireland’s Hidden Heartlands and Dublin.

It is noted that any likely project/development from this opportunity may require a consent that will have due regard to environmental sensitivities such as the potential landscape and visual impacts, noise impacts, biodiversity and European sites.

PARTNERS

Dingle Hub; Fáilte Ireland; KCC; Údarás na Gaeltachta; SEAI

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/ External/Both)</i>	<i>(High/Medium/ Low)</i>	<i>(High/Medium/ Low)</i>		<i>(Planned but not started/ in progress/Under consideration)</i>
Short	External	High	Medium	National	In progress

OPPORTUNITY | Réiteach Home Renovation Services for the Dingle Peninsula

STRATEGIC GOAL: Built Environment and Transport

DESCRIPTION

Build on a previous application for an EU LIFE project by the Dingle Hub to support the delivery of the national retrofit target within a rural community. The application, although unsuccessful, sought ways to reach CAP23 targets at a relevant scale in the DZ – c.1,410 homes to undergo energy improvements and the installation of 1,130 heat pumps by 2030.

There is the potential as part of the DZ to re-imagine the application, assess the evaluation of the EU LIFE application by the granting body and seek pathways to achieve the ambitions outlined in the original application. This is particularly relevant in reaching targets for the private residential sector.

It is noted that any likely project/development from this opportunity may require a consent that will have due regard to environmental sensitivities such as protected species, European sites and biodiversity, and the need to conserve protected structures.

PARTNERS

Dingle Hub, SEAI, Failte Ireland, local community; KCC. Údarás na Gaeltachta.

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/External/Both)</i>	<i>(High/Medium/Low)</i>	<i>(High/Medium/Low)</i>		<i>(Planned but not started/in progress/Under consideration)</i>
Long	Both	High	High	European	Under consideration

OPPORTUNITY | Decarbonisation of KCC Fleet

STRATEGIC GOAL: Built Environment and Transport

DESCRIPTION

KCC to investigate means to decarbonise the Dingle MD fleet. Electrification and conversion to alternative fuel are two key measures to be investigated. In addition, to investigate collaboration with the community on the possible use of biogas as an alternative fuel source. KCC will, where possible, ensure the procurement of sustainably sourced fuel for its fleet vehicles as alternative fuels are investigated.

Project to look at key areas of:

- Conversion of fleet to EV
- Use of Potential for biogas and/or other forms of alternative fuel, and
- Provision of suitable infrastructure for both EV and alternative fuels at Council depots.

PARTNERS

Municipal District Staff, KCC and Energy Officer, KCC.

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/External/Both)</i>	<i>(High/Medium/Low)</i>	<i>(High/Medium/Low)</i>		<i>(Planned but not started/ in progress/Under consideration)</i>
Short-Medium	Internal	High	Medium	National	Under consideration

OPPORTUNITY | Ongoing retro-fitting/upgrading of KCC building stock, including social housing, within the DZ

STRATEGIC GOAL: Built Environment and Transport

DESCRIPTION

To meet required targets for reduction in emissions and improved energy efficiency in KCC building stock within Dingle/Corca Dhuibhne DZ.

In addition, social housing stock in the DZ to be retrofitting to B2 standards as required by KCC as a Housing Authority. It is noted that any likely project/development from this opportunity may require a consent that will have regard to environmental sensitivities such as protected species, European sites and biodiversity, and the need to conserve protected structures.

PARTNERS

Housing Department, KCC; Facilities KCC and Energy Office, KCC and SEAI

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/External/Both)</i>	<i>(High/Medium/Low)</i>	<i>(High/Medium/Low)</i>		<i>(Planned but not started/ in progress/Under consideration)</i>
Medium-long	External	High	High	National	In progress

OPPORTUNITY | Sustainable Development of Dingle/Daingean Uí Chúis town – Public Realm; Active Travel and Opportunity Sites.

STRATEGIC GOAL: Built Environment and Transport

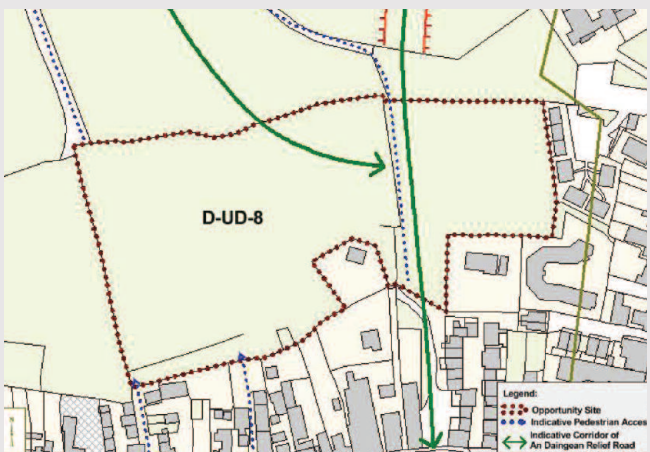
DESCRIPTION

The future vision for Dingle/Daingean Uí Chúis is for the continued growth and development of the town in line with the Corca Dhuibhne Electoral Area Local Area Plan (LAP) 2021-2027. Dingle/Daingean Uí Chúis has an attractive urban form and has several greenfield, brownfield and infill sites. These sites are suitable for development and will consolidate the compact urban form of the town, in line with urban planning policy underpinned by climate action. In addition, a number of areas and laneways in the town centre are highlighted as being in need of physical and environmental improvement works. This offers the potential to greatly improve the appearance of the town, improve accessibility and provide green spaces. Kerry County Council will facilitate the development of these regeneration areas in order to improve these areas and increase vitality and vibrancy. The Planning Authority will also seek to carry out such works where feasible, to improve these areas and increase vitality and vibrancy in the settlements. Two opportunity sites in the settlement have been identified in the LAP. Their development is identified as of prime importance to the future vibrancy and regeneration of the town centre - they are Fearann Na Cille site north of Strand Street and the Old Hospital Site, shown below. Through urban regeneration initiatives KCC will seek to ensure the sustainable development of these and other brown fill sites in the town and ensure supported development is designed and planned to mitigate potential environmental impacts associated with supported public realm projects or active travel infrastructure, and in a manner that promotes nature-based solutions and climate action co-benefits.

In addition, Dingle/Daingean Uí Chúis has been identified by KCC for a number of Active Travel initiatives and public realm projects including the Dingle Relief Road as supported in the Corca Dhuibhne Electoral Area Local Area Plan (LAP) 2021-2027. The aim is to remove traffic from the town centre and allow for the potential to investigate, further to environmental assessment, the appropriate location of a shared Mobility Hub in proximity to Green Street Car Park along with investigating potential strategic connections to Regional and Local bus facilities/shelters, bike and car pool hubs and other active travel infrastructure.

PARTNERS

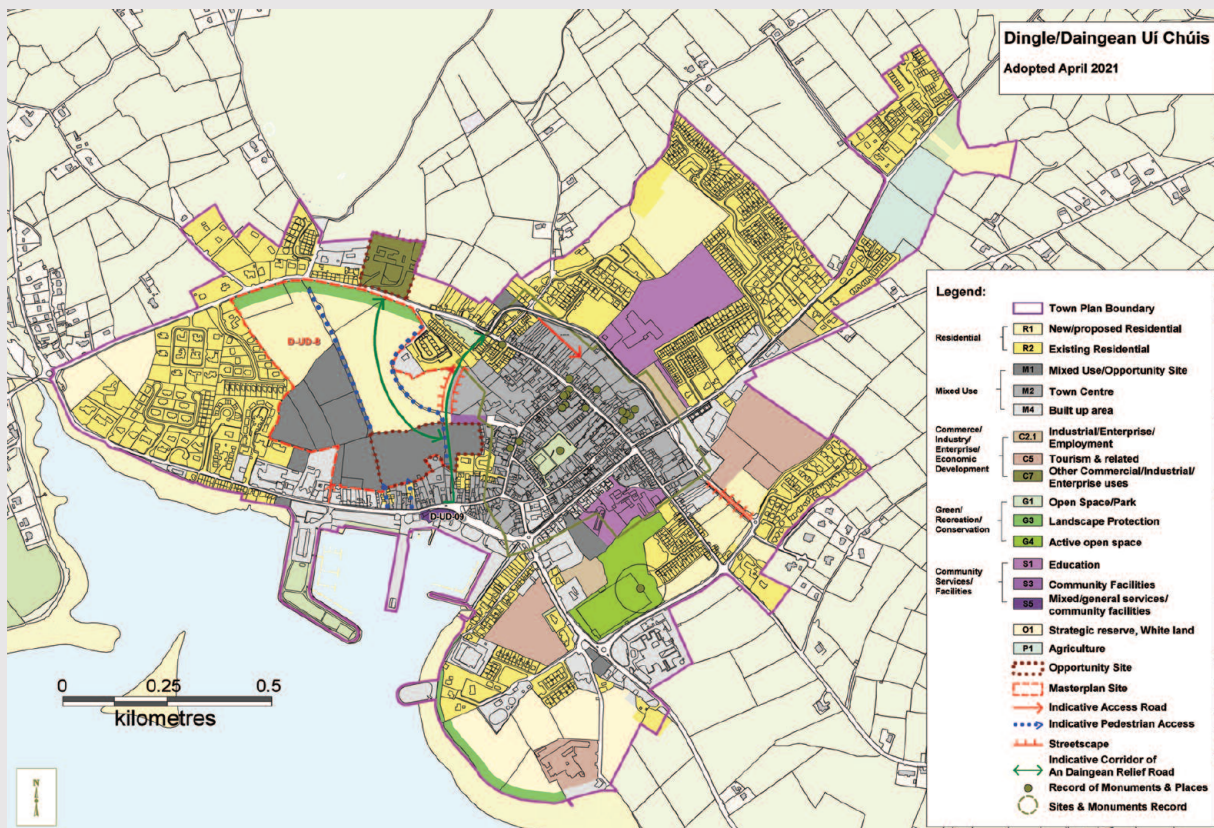
Roads-Transport; Active Travel Team/ Municipal District Office, Planning Department KCC, Dingle Hub, Rural Link and Bus Eireann, Local Community and Businesses.



Fearann Na Cille



The Old Hospital Site



Active Travel potential initiatives as supported and environmentally assessed in the Corca Dhuibhne Electoral Area Local Area Plan (LAP) 2021-2027

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
Short/Medium/Long	(Internal/ External/Both)	(High/Medium/ Low)	(High/Medium/ Low)		(Planned but not started/ in progress/Under consideration)
Medium-Long	Both	High	High	National	Planned

OPPORTUNITY | Active Travel Initiatives including Safe Routes to School Programme

STRATEGIC GOAL: Built Environment and Transport

DESCRIPTION

Local Authority Own Developments in active travel and public realm, including Safe Routes to School Programme. In supporting any likely project/development from this opportunity KCC will have due regard to environmental sensitivities such as local human receptors, biodiversity, European sites, water quality and hydrology, existing traffic and transport conditions and amenity value.

PARTNERS

Active Travel (KCC)

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
Short/Medium/Long	(Internal/ External/Both)	(High/Medium/ Low)	(High/Medium/ Low)		(Planned but not started/ in progress/Under consideration)
Short-Long	External	High	Low	National	Planned and also in progress

OPPORTUNITY | Horizon Europe Empower

STRATEGIC GOAL: Communities, Resilience and Transition and Built Environment and Transport

DESCRIPTION

An Horizon Europe funded project that seeks to enhance the understanding of how community engagement can assist citizens by using innovation to become active energy citizens and ultimately energy resilience communities. The project, rolled out by the Dingle Hub and other partners will use a social science and humanities (SSH) approach to engage citizens and a suitable digital platform - Citizen Renewable Platform (CRP). The project involves 26 partners (including Dingle Hub) and 6 field pilots across the 3 focus sectors of transport, agriculture and residential.

PARTNERS

Dingle Hub; MaREI, EPRI, DCSix Technologies and ESB

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
Short/Medium/Long	(Internal/ External/Both)	(High/Medium/ Low)	(High/Medium/ Low)		(Planned but not started/ in progress/Under consideration)
Short	External	Medium	Low	European	In progress

OPPORTUNITY | Research in the Bioeconomy

STRATEGIC GOAL: Communities, Resilience and Transition; Built Environment and Transport and Natural Environment and Green Infrastructure; Sustainability and Resource Management

DESCRIPTION

Research is ongoing to expand the potential of the bioeconomy to decarbonise energy and transport Dingle/Corca Dhuibhne DZ. This project is building on the 2020 *Feasibility Study on Anaerobic Digestion for the Dingle Peninsula* report and the West Kerry Farmers SEC EMP which states *the next step for this project is to develop a roadmap for the project development including a 5-year action plan will be produced to help guide the community through project implementation*. As part of this initiative, the DZ is collaborating with the **CABBBIE Research Project** (Cascading Biomethane Biochemicals and Biofertiliser Systems for a Circular Bioeconomy in Ireland) being undertaken by UCC in partnership with MaREI. The research project aims to develop a comprehensive pathway to identify economic, environmental and social sustainable pathways for biomethane production. It is investigating the potential of biofertilisers and other high value/ bulk biochemicals in a circular bioeconomy system. The potential for a test site is being investigated with the community via collaboration with the Dingle Hub, the farming community and researchers in UCC/MaREI. KCC in its role as facilitator will seek to promote the need for bio-economy related activities and development to be planned and implemented appropriately in accordance with planning and environmental protection requirements.

PARTNERS

Dingle Hub; West Kerry Farmers SEC; SEAI, Department of Agriculture, Food and Marine, MaREI, ERI; UCC and SFI.

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
Short/Medium/Long	(Internal/ External/Both)	(High/Medium/ Low)	(High/Medium/ Low)		(Planned but not started/ in progress/Under consideration)
Medium-Long	External	Medium	Medium-High	European & National	Planned but not started

OPPORTUNITY | Agri Climate Rural Environment Scheme (ACRES)

STRATEGIC GOAL: Communities, Resilience and Transition and Natural Environment and Green Infrastructure

DESCRIPTION

The DZ falls within the ACRES co-operation area of West Cork/Kerry. It is one of eight co-operation projects across Ireland which are working with farmers in areas of high nature conservation value as part of the Common Agricultural Policy’s national agri-environmental climate measure. It is funded by the Department of Agriculture, Food and the Marine and is administered by South Kerry Development Partnership CLG (SKDP). The overall vision for the ACRES Kerry / West Cork co-operation (CP) is to work closely with farmers and their farm advisors to support them to sustainably improve the environmental and agricultural condition of their land. The area is sub-divided in four areas, one includes the DZ.

The project has four overarching objectives:

- The protection of watercourses,
- Supporting carbon storage and sequestration and the protection of rare and threatened habitats,
- Supporting the conservation of rare and threatened species, and
- The management of invasive species.

ACRES will see results-based habitat assessments; non-productive investments; and landscape actions at farm level. The scheme is designed to reward farmers that have high quality habitats on their farms and incentivise participant farmers to improve the ecological and environmental condition of their land. A team of ecologists support farmers to meet these requirements, with one team now in place and based in Camp within the Dingle/Corca Dhuibhne DZ.

PARTNERS

Department of Agriculture, Food and Marine;
ACRES Co-Op team; ASSAP;
TEAGASC; KCC;
Farming Organisations.

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/External/Both)</i>	<i>(High/Medium/Low)</i>	<i>(High/Medium/Low)</i>		<i>(Planned but not started/in progress/Under consideration)</i>
Long	External	Medium-High	High	European & National	In progress

OPPORTUNITY | SIGNPOST Advisory Service

STRATEGIC GOAL: Communities, Resilience and Transition and Natural Environment and Green Infrastructure

DESCRIPTION

Separate to ACRES, TEAGASC as part its own 2022 *Climate Action Strategy* is seeking to engage with farmers to participate and join their SIGNPOST advisory service. This targeted advisory service is aimed at all farmers. It seeks to provide enhanced advisory and training support for farmers to commit to, select and implement climate and sustainability actions that will be appropriate and impactful on their farms. Overall, the strategy has three key pillars:

- the aforementioned Signpost Advisory Programme,
- a Sustainability Digital Platform and
- a Virtual National Centre for Agri-food Climate Research and Innovation.

The DZ area has been allocated a local SIGNPOST advisory who is proactively engaging with the farming community to meet climate action targets in the agricultural sector.

PARTNERS

Department of Agriculture, Food and Marine; ASSAP; TEAGASC; KCC; Farming Organisations.

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/ External/Both)</i>	<i>(High/Medium/ Low)</i>	<i>(High/Medium/ Low)</i>		<i>(Planned but not started/ in progress/Under consideration)</i>
Medium-Long	External	Medium	Medium	European & National	In progress

OPPORTUNITY | WATER European Innovation Partnership (EIP)(Agri) (LAWPRO led from 2023-2027)

STRATEGIC GOAL: Communities, Resilience and Transition and Natural Environment and Green Infrastructure

DESCRIPTION

This WATER European Innovation Partnership (EIP) project was announced in August 2023 as a co-funded project between the Department of Agriculture, Food and the Marine and the Department of Housing, Local Government and Heritage. It is a Local Authority Waters Programme (LAWPRO) led project with Teagasc and Dairy Industry Ireland (DII) working with farmers on an individual basis to improve water quality. The EIP seeks to achieve improved water quality through the adoption of innovative practices in nutrient management, the application of nature-based Natural Water Retention Measures (NWRM) and other measures at farm level following the principles of Integrated Catchment Management. As an innovation partnership, measures will be designed and targeted specifically to address local challenges.

It expects to target 15,000 farmers in priority areas nationally. The scheme is available nationally to farmers with specific catchments at risk and includes catchments within the Dingle/Corca Dhuibhne DZ.

PARTNERS

Department of Agriculture, Food and Marine; Department of Housing, Local Government and Heritage; ASSAP; TEAGASC; KCC; Farming organisations; LAWPRO and the Dairy Industry/stakeholders.

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/External/Both)</i>	<i>(High/Medium/Low)</i>	<i>(High/Medium/Low)</i>		<i>(Planned but not started/ in progress/Under consideration)</i>
Short-Medium	External	Medium-High	Medium	European	In progress

OPPORTUNITY | Proposed locally led Farm to Fork European Innovation Partnership (EIP-Agri)

STRATEGIC GOAL: Communities, Resilience and Transition and Natural Environment and Green Infrastructure

DESCRIPTION

This potential project seeks to explore the possibility of a *Farm to Fork* locally led EIP within the Dingle/Corca Dhuibhne DZ. Led by local farmers and food producers, the proposal will explore the potential for locally made/sourced food to stay within the peninsula and/or meet the market needs of a local consumer. In particular, it seeks to collaborate with the very active and growing concepts around eco-tourism/regenerative tourism by providing the local food service industry with locally sourced food. The proposal also seeks to link food production to biodiversity. It recognises that the peninsula has traditionally been farmed less extensively than other parts of the county, in particular the upland regions where less-intensive grazing of sheep and/or the use of more traditional livestock breeds has been a feature of land use.

The proposal is under consideration by the Dingle Hub’s *EIP-Agri Operational Group* and awaits the next national call for EIP proposals from the Department of Agriculture, Food and Marine.

PARTNERS

Dingle Hub; Department of Agriculture, Food and Marine; ASSAP; TEAGASC; KCC; Farming Organisations; Local Farmers/food Producers.

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/ External/Both)</i>	<i>(High/Medium/ Low)</i>	<i>(High/Medium/ Low)</i>		<i>(Planned but not started/ in progress/Under consideration)</i>
Medium-Long	External	Medium	High	European	Under consideration

OPPORTUNITY | Coastal Adaptation (Maharees Conservation Association)

STRATEGIC GOAL: Communities, Resilience and Transition and Natural Environment and Green Infrastructure

DESCRIPTION

MCA are a community-based, grass-root association that seeks to protect designated coastal habitats along the Magharees Peninsula. Works to date include:

- Fencing and other works, in consultation with NPWS, that seeks to restore coastal habitats,
- Raising awareness of the vulnerability of coastal habitats, particularly sand dunes, to pressures from tourism. Part of CARO’s national *Sand Dunes - They Protect Us, Let’s Protect Them* campaign to *#Protect our dunes and part of the Beaches and Dunes for Climate Adaptation Project* being implemented by Leave No Trace,
- Working in partnership with various state bodies to manage tourist numbers during peak months of summer, including temporary parking arrangements with local land-owners and enforcement of no wild camping.

PARTNERS

NPWS, KCC, NUI Galway, Clean Coast/An Taisce; other coastal community groups; Dingle Hub and MTU Tralee; CARO.

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/ External/Both)</i>	<i>(High/Medium/ Low)</i>	<i>(High/Medium/ Low)</i>		<i>(Planned but not started/ in progress/Under consideration)</i>
Short	Both	High	Medium	European & National	In progress

OPPORTUNITY | Coastal Adaptation - Creative Coastal Resilience Project (funded via Creative Ireland climate action) (Maharees Conservation Association)

STRATEGIC GOAL: Communities, Resilience and Transition and Natural Environment and Green Infrastructure

DESCRIPTION

MCA are the recent recipient (2023) of *Creative Ireland climate action funding for Creative Coastal Resilience - embedding creativity to help rethink behaviours and take action to ensure that the Maharees is well-adapted in the face of climate change*. The aim of the project is to commission a creative practitioner to work with the Maharees community:

- To build on and amplify the work already done on developing an appreciation of the environmental sensitivity and biodiversity value of coastal areas among the visiting and resident communities to create a love of place that will drive behavioural change to lessen impacts on coastal biodiversity,
- To bring about a deeper understanding among the visiting and resident communities of Maharees with regard to the future impacts of climate change on the Maharees tombolo and on the role that the management of coastal dunes will play in achieving climate resilience with a view to effecting behavioural change and facilitate place-based adaptation, and
- To support other coastal communities by developing a template and/or guidelines for the most effective approaches and communications to drive behaviour change for the benefit of the coastal environment.

PARTNERS

NPWS, KCC, NUI Galway, Clean Coast/An Taisce; other coastal community groups; Dingle Hub and MTU Tralee; Creative Ireland; Arts Community; Local landowners and local community.

Time Horizon	Focus	Effectiveness	Cost Range	Possible Funding Sources	Status
<i>Short/Medium/Long</i>	<i>(Internal/ External/Both)</i>	<i>(High/Medium/ Low)</i>	<i>(High/Medium/ Low)</i>		<i>(Planned but not started/ in progress/Under consideration)</i>
Short	External	High	High	National	In progress

7 / Implementation

7.1 Introduction

The ability of the local authority sector to demonstrate performance on climate action will form a crucial component in successfully illustrating if and how the sector is leading by example, and what role they are playing in national climate action targets.

Crucial to this leadership role is the need for the sector to demonstrate its own performance on climate action to facilitate broader societal change and ensure national climate commitments are met by 2030 and 2050.

Implementation of the LACAP will therefore be pivotal in demonstrating climate action at the local level. The aforementioned 2023 CAP national guidelines for LA³² emphasise the need for the LACAP to have a clear commitment to actually delivering the plan. The guidelines signpost this delivery as consisting of a structured process of implementation with ongoing monitoring and progress reporting. Ultimately it is via the delivery of actions that this is envisaged. This in turn re-iterates the importance of how the framework of climate actions is developed in the first instance, specifically the development of SMART actions.

Notwithstanding the commitment for plan delivery, the guidelines go on to acknowledge that implementation will be a complex process influenced by numerous elements including: human and financial resources, governance, relevant expertise, involvement of stakeholders, organisational priorities, motivation and support.

At its simplest, three key activities that each local authority must consider in implementation and reporting are identified in the guidelines as:

1. **Planning for Implementation:** Devising an approach for the implementation of actions on an annual basis.
2. **Tracking progress through Key Performance Indicators:** Development and inclusion of plan level KPIs to track, measure and report on progress.
3. **Reporting requirements and arrangements:** transparency on how actions are implemented.

How KCC's LACAP will be delivered - i.e. implemented and monitored - relative to the above framework is discussed further below.

7.2 Implementation and Monitoring of the LACAP

The 3 key activities that each LA must consider in implementation and reporting on the LACAP are outlined under the following three headings.

7.2.1 Planning for Implementation

Key to this element of implementation is ensuring as an organisation KCC has clear governance and organisational commitment to the plan and its delivery. This process has already commenced within KCC with a fully resourced climate action unit of co-ordinator, action officer and community officer in post.

As part of this plan making process all internal Directorates were consulted and actively 'owned' actions; the Senior Management Team (SMT) are actively engaged in the plan-making process while Elected Members (EM) and SPCs are kept informed at all stages.

Building on this commitment further actions are included within the CAP to integrate governance; leadership and accountability in climate action at all levels across the Council. Actions are also included to now oversee further collaborations with other stakeholders in the county from all sectors and the wider community with the view KCC will play an active role in facilitating, co-ordinating and advocating for climate action.

³² <https://www.gov.ie/en/publication/f5d51-guidelines-for-local-authority-climate-action-plans/>.

7.2.2 Tracking Progress through KPI

Actions for KCC LACAP are listed in Annex A of this plan. Each action is linked to a measurable and/or trackable key performance indicators (KPI). KPIs used are both quantitative and qualitative. KPIs are accountable and measurable at three different strategic levels:

- **Nationally** - actions linked to established governance frameworks and the systematic existing reporting requirements,
- **Sectoral** - actions linked to Local Government and specific targets required for KCC to meet in energy efficiency (improved by 50%) reduction of emissions (by 51%) and broader KPIs linked to the performance of the Local Government sector on climate action as part of the DECA 2030 Strategy, and
- **Local** - actions linked to place-based climate action, specific to the county, and the those specific to the DZ as drafted in this report.

Specific report requirements/arrangements for the above are outlined below.

7.2.3 Reporting Requirements and Arrangements

Existing and new reporting requirements within the local authority section will be ongoing and/or required in order to both measure and track climate action. These include National; Sectoral and Local (Operational level) KPIs:

NATIONAL AND SECTORAL

- **NATIONAL OVERSIGHT AND AUDIT COMMISSION'S (NOAC)**
KCC will continue to supply information to NOAC in relation to Climate Action Indicators to feed into performance of the Local Government sector on climate action;
- **OTHER NATIONAL SECTORAL MONITORING**
Monitoring requirements through existing reporting structures will continue, undertaken in consultation with CCMA Climate Action KPI Working Group as supported by CARO (Atlantic Seaboard South), LGMA/CCMA in consultation with the above mentioned NOAC;
- **SEAI MONITORING AND REPORTING (M&R)**
KCC will continue to report, as required, to the SEAI's M&R system. It is noted that submissions under M&R will continue to expand to account for all emissions from the business operations in the context of the national climate targets as iterations of national policy evolves;
- **GREEN PROCUREMENT POLICY (GPP)**
KCC will continue to report on GPP implementation as required on an annual basis.

LOCAL (OPERATIONAL LEVEL)

- **KERRY COUNTY COUNCIL CLIMATE ACTION UNIT**
KCC has a Climate Action Team supported by an Energy Officer. This team of officers will be responsible for monitoring and reporting on local actions with the LACAP. Internal reporting will be on an annual basis with SMT, SPCs and EM provided progress reporting.
- **DINGLE/CORCA DHUIBHNE DZ**
As a stakeholder within the DZ, monitoring of actions will be a key function, although under a leadership role.
- **KERRY COUNTY COUNCIL PLANS/PROJECTS**
KCC has several obligations to monitor and report on targets for internal statutory and non-statutory plans and projects all of which are now underpinned by climate action as demanded by national policy, these include:
 - Population growth, core strategy and settlement patterns as envisaged in the Kerry County Development Plan 2022-2028,
 - Achieving compact growth within existing settlements focusing on infill and brownfield sites and within the existing footprint of settlements, as envisaged in the Kerry County Development Plan 2022-2028,
 - Social housing provisions as envisaged in *Housing for All - a New Housing Plan for Ireland*,
 - Active Travel projects provided in the county,
 - Successful Urban and Rural Regeneration and Development Funds (URDF and RRDF, respectively),
 - Local Economic and Community Plan Action monitoring,
 - Monitoring of Regional Waste Management Plans, Biodiversity Action Plan 2022-2028, and
 - Kerry County Sustainable Tourism Strategy 2022-2025 monitoring.

Each is measured and accounted for as part of Local Authority Performance indicators and will be used to monitor aligned actions with this LACAP.



8 / NEXT STEP - Have Your Say ...

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

Submissions or observations can be made within the period specified in this notice from Thursday the 19th of October until Friday the 1st of December 2023 (both dates inclusive).

The Draft Kerry County Council Climate Action Plan 2024-2029 relates to the County of Kerry. It sets out how the local authority will promote a range of mitigation, adaptation and other climate action measures, to help deliver on the national climate obligations 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.

The Draft Climate Action Plan 2024-2029 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.

Submissions or observations on Kerry County Council's Draft Climate Action Plan 2024-2029 and on the environmental reports (SEA Environmental Report and Natura Impact Report (NIR)) are hereby invited in writing from statutory bodies, the public and any interested parties. All written submissions or observations will be duly considered and taken into consideration before the making of the plan.

Copies of the Draft Local Authority Climate Action Plan 2024-2029, Strategic Environmental Assessment Environmental Report and Natura Impact Report may be inspected at the following locations:

- Online through <https://consult.kerrycoco.ie/>
- Public Libraries in Tralee, Killarney, Listowel, Kenmare, Castleisland, Dingle/Leabharlann Dhaingean Uí Chúis, Ballybunion, Killorglin, and Caherciveen, and
- Public Counter, Planning Department, County Buildings, Rathass, Tralee

Submissions may be made as follows:

1. Online via <https://consult.kerrycoco.ie/>
Or
 2. In writing to the Climate Action Unit, Kerry County Council, Woodland Industrial Estate, Killarney, Co. Kerry, V93XF98 and marked 'Kerry County Council Draft Local Authority Climate Action Plan'.
- Please make your submission by one medium only, i.e. via the online portal or in hard copy.
 - Email submissions will not be accepted.
 - All submissions should include your name and a contact address and, where relevant, details of any organisation, community group or company etc., which you represent.
 - Submissions or aspects of submissions relating to the Environmental Reports (Strategic Environmental Assessment Environmental Report and/or Natura Impact Report) should be clearly marked as such.
 - Please note that all submission will be published online within 5 working days of receipt, along with your name/Group Representing.
 - Please do not include personal, confidential or sensitive information in submissions.

CLOSING DATE FOR SUBMISSIONS: Friday, 1st December 2023

