



Comhairle Cathrach
& Contae Luimnigh

Limerick City
& County Council

Comhairle Cathrach agus Contae Luimnigh,
Ceanncheathrú Chorpáraídeach,
Cé na gCeannaithe,
Luimneach

Planning, Environment & Place-Making
Limerick City and County Council,
Corporate Headquarters,
Merchants Quay,
Limerick

EIRCODE V94 EH90

Note: Motion adjourned to January Council Meeting 24.01.2022

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Council Meeting to be held on Monday 22nd November 2021

Notice of Motion submitted by Councillor J. Leddin

I will move at the next Meeting that Limerick City and County Council outline plans to reduce our carbon footprint in areas such as Council building retrofitting, electric vehicles and energy usage, in line with Government climate action policy.

Reply:

The recently published Climate Action Plan (CAP) 2021 sets ambitious targets as to how Ireland is to achieve a reduction of 51% in carbon dioxide emissions (CO₂e) by 2030, with a view to achieving net zero emissions by 2050. The CAP builds on the earlier Climate Action Plan 2019 to Tackle Climate Breakdown. The emissions reduction targets were given statutory recognition in the Climate Action and Low Carbon Development (Amendment) Act 2021, which was enacted in July 2021.

This legislation provides for an annual update of the Climate Action Plan 2019, and for a series of 5-year national climate action strategies, as well as a series of 5-year carbon budgets.

It specifically provides that local authorities shall, within twelve months of the receipt of a request from the Minister, make a climate action plan for the local authority. Local authorities, in particular, have a pivotal role to play in the decarbonisation transition, including through spatial planning, the provision of public housing and transport infrastructure, and the maintenance of biodiversity. Under the act, each must now prepare their own Climate Action Plans. These plans are to cover both mitigation and adaptation, and must be updated at least once every five years. The local authority climate action plan must have regard to the most recent approved national long term climate action strategy; the most recent approved sectoral adaptation plans; and any policies of the Minister or the Government on climate change.

While no Ministerial direction or guidelines as to the content of the local authority climate action plan have as yet been received, it is highly likely that the focus of the of the Council's climate action plan will be on our significant energy users – public lighting, fleet and buildings.

Limerick is among the first wave of counties to be included in the RMO-led Public Lighting Energy Efficiency Project, which will see low efficiency public lights being replaced by energy

efficient LED lighting, which will result in emissions reductions and energy and maintenance cost savings to the Council.

Public sector bodies have been obliged to achieve a 33% reduction in energy use over the period 2010 to 2020 inclusive, against a 2009 baseline. The Council's energy reduction over the period 2010 to 2019 inclusive is 28%, which is in line with the overall public sector total for the same period. The target for 2030 is to achieve a 50% reduction against the 2009 baseline. In order to achieve this, the CAP 2021 includes provisions for the deep retrofit of public sector buildings and the transition of public sector fleets to electric and low emissions fuels.

We are currently making preparations in advance of the Ministerial direction to commence the climate action plan process.



Nuala Gallagher
Director of Service
Planning, Environment & Place-Making
19th November 2021



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Limerick City
& County Council

Roads Traffic & Cleansing Department,
Transport & Mobility Directorate,
Limerick City & County Council,
Dooradoyle,
Limerick.
V94 WV78

COUNCIL MEETING TO BE HELD on Monday 24th January 2022

Notice of Motion submitted by Councillor S. Kiely

I will move at the next Meeting that the response time for removal of graffiti be examined and speeded up due to the significant lag in its removal

REPLY:

We are currently engaged in a procurement process for graffiti removal. As part of this process we will be including a requirement for prompt removal of graffiti where this is feasible and appropriate.

While there may still be locations that mitigate against prompt removal by virtue of their location, access or type, it is agreed that prompt removal where possible is desirable.

We will review this approach at the end of each year to ensure the most effective approach is in place.

Is mise le meas,

Hugh McGrath C. Eng
Senior Engineer

20th January 2022