COUNTY KILDARE CLIMATE ACTION PLAN

Chapter 5 Maynooth Decarbonising Zone

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Note:

This is Chapter 5 of the Kildare Climate Action Plan (CAP) and specifically addresses the Maynooth Decarbonising Zone. As part of the earlier chapters of the CAP details of the urgent need for climate action, EU and national policy and national emission trends will be presented and are not reproduced in this draft chapter.

5 DECARBONISING ZONE

5.1 Overview

While the development of the Climate Action Plan for the County is a requirement of the Climate Action and Low Carbon Development (Amendment) Act 2021, as amended, the development of decarbonising zones is mandated through the Climate Action Plans. Specifically the Climate Action Plan 2019 includes the following action and sub-action which are relevant:

> *Action 165: Extend flagship low-carbon projects to other towns and villages.*

> *Each local authority will identify and develop plans for one "Decarbonising Zone."*

This was further supported by the Climate Action Plan 2021 as follows:

> *Action 80 Support, monitor and assess Local Authority Climate Action.*

> *Each Local Authority will identify and develop plans for one "Decarbonising Zone."*

While not specified in the Climate Action Plan 2023, the requirement for the establishment of a decarbonising zone and associated plans is established through the earlier Climate Action Plans and presented in this chapter of this Plan.

In March 2023, the Department of the Environment, Climate and Communications published Local Authority Climate Action Plan Guidelines to support the local authorities in developing the Local Authority Climate Action Plan (LACAP) and specifically Technical Annex D related to guidelines in developing a plan for Decarbonising Zones (DZ) which has been applied to the development of this chapter.

The guidelines define a DZ as follows:

> *A DZ is a spatial area identified by the local authority in which a range of climate mitigation, adaptation and biodiversity measures and action owners are identified to address local low carbon energy, greenhouse gas emissions, and climate needs to contribute to national climate action targets.*

The aim of developing a DZ is to deliver outcomes capable of meeting the national emission reduction targets of 7% minimum per annum reduction in carbon emissions to 2030 to achieve a cumulative 51% reduction by 2030 and net zero by end of 2050 from the baseline year of 2018.

5.2 Maynooth Decarbonising Zone (DZ)

The identification of a DZ area was informed by the criteria set out in Circular Letter LGSM01-2021 issued by the DHLGH in February 2021. Kildare County Council has identified Maynooth as the DZ for the County and the spatial extent of the DZ is shown in **Figure 5-1**.

Maynooth town has a permanent population of 17,259 in 2022, up from 14,585 in 2016 (a 18% increase). In addition to this Maynooth University (MU) has a current student population of 18,500. Maynooth is also one of the fastest growing towns in the country with projections for significant further population growth in the future. This presents a significant challenge in decoupling emissions from population growth and economic activity in the town.

Maynooth was chosen as the DZ for a number of reasons whereby the town is best placed to achieve the required levels of decarbonising including:

- There is an existing Active Travel Plan for cycling and walking in place;

- Potential for green measures in public development (e.g. Carton Avenue Master Plan and Harbour Field) to maintain and enhance the open space;

- Potential to develop green infrastructure under the Outer Orbital Route (OOR);

- The opportunity to include these measures in the Local Area Plan which is being drafted in tandem with this Plan;

- The presence of the university within the DZ as the climate research centre within the State; and

- The future potential development of enhanced rail service through the DART+ West project and the BusConnects project

In short, Maynooth has several advantages that makes the town ideal as a DZ to act as a test bed for the County to assess the viability for wide roll out of measures to other large towns in the County.

Figure 5-1 Spatial Extent of Maynooth DZ

Figure 5.1
Extent of Maynooth
Decarbonisation Zone
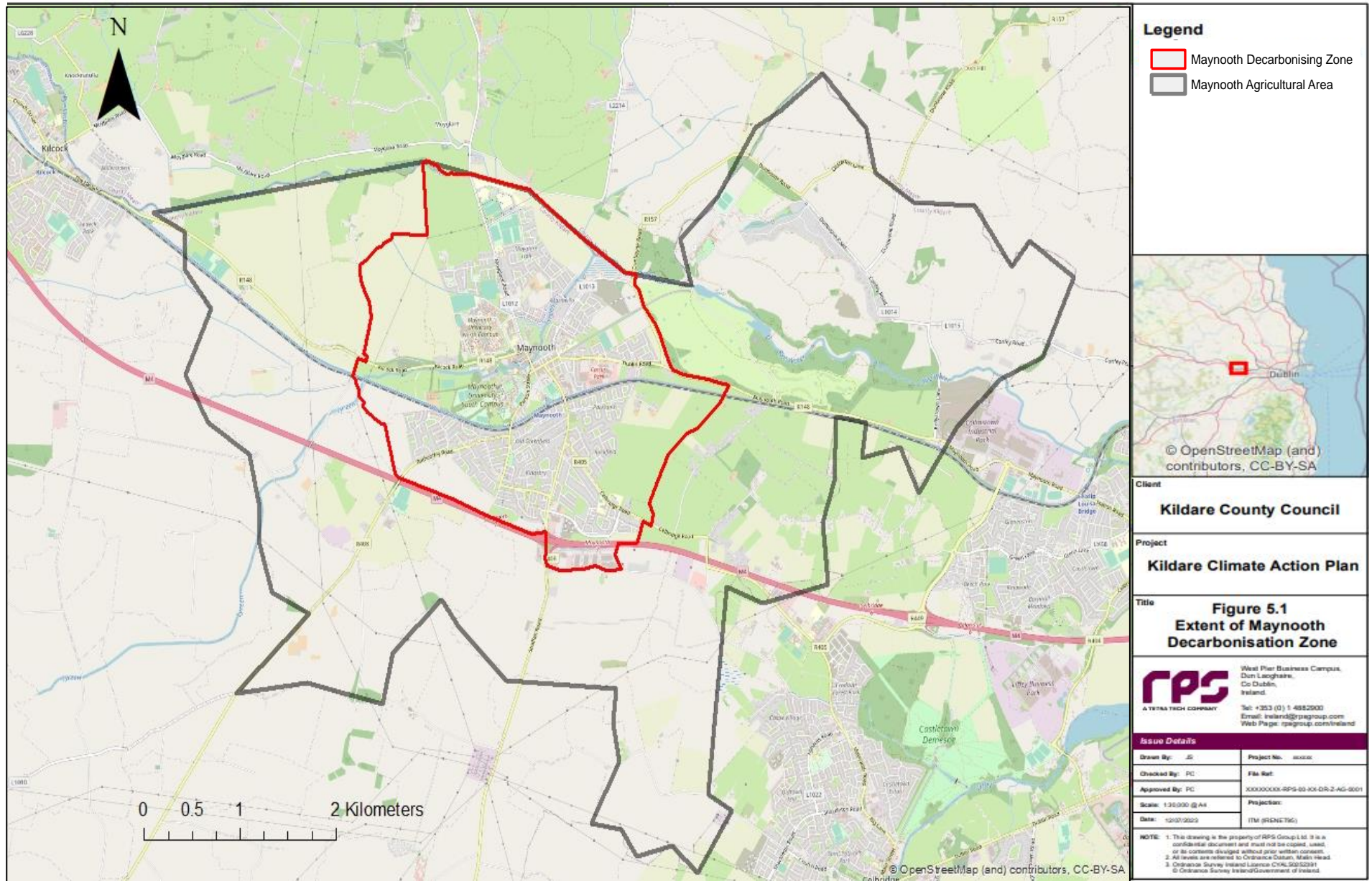
5.3 Summary of the Decarbonising Zone Emissions Profile

As per the guidelines, the Baseline Emissions Inventory (BEI) for Maynooth was developed using a Tier 3 spatially led approach as per Annex C of the guidelines. Specifically, the methodology devised by SEAI and Codema ('*Developing CO_2 Baselines – A Step by Step Guide for your Local Authority,*' 2017) has been applied to determine the baseline. The relevant input data and emission factors applied for each of the sectors addressed in the BEI are summarised in **Table 5-1**[1].

Table 5-1 Inputs to develop the BEI for the DZ

Sector	Comments
Residential	• Calculations as per Codema methodology – total private housing stock (housing types) Kildare Geodirectory iHouse database (2018). • Average energy use calculated from SEAI BER tool for County Kildare. • A combination SEAI 2015/2022 Emissions Factors were used to convert energy usage to carbon footprint. • All energy delivered from wood-based fuels has been considered as biomass. • No conversion factor found for 'Other fossil fuels' which include 'Manufactured Smokeless Fuel' and 'Solid Multi-Fuel.' The emission factor for coal/anthracite has been used as a best match.
Commercial	• Commercial Data received using the API tool from KCC Valuations Office (VO). • Benchmarks for commercial properties from CIBSE (Guide F – Energy Efficiency in Buildings 2012) employed. • Inaccurate data points from VO data excluded (e.g., properties/businesses with no stated use or buildings less than or equal to $1m^2$). • All energy benchmarks are assumed as 'typical practice' unless stated otherwise. • National breakdown of fuel mix for commercial and industrial energy use downloaded from SEAI on 25/11/2022 - https://www.seai.ie/data-and-insights/seai-statistics/key-statistics/energy-data/. • An average floor area was provided for public houses in the town as this information was protected by confidentiality concerns by the VO.
Social Housing	• Total number of social housing units received from Kildare County Council iHouse database (2018). • Dwelling units marked 'Vacant' have been excluded from calculations, as it is assumed that no energy is used. • Dwelling type established provided by Kildare County Council. • Average energy use per dwelling type uses same data as calculated for Residential category (i.e., from SEAI BER tool).
Transport	• All transport links within the county received from the National Transport Authority (NTA), data specific for Maynooth clipped using settlement boundary for Maynooth DZ. • CO_2 equivalent factors taken from Table 48 of Codema methodology.
Municipal	• County Kildare SEAI M&R data – 2016.
Agriculture	• Livestock Units (LU) data was imported from the CSO Census of Agriculture 2020 database. • Crop data in hectares was requested and supplied by DAFM through the Land Parcel Identification System (LPIS) database. • Energy Usage (kWh) for livestock and crops were calculated using energy benchmarks from DEFRA. Energy (kWh) converted to tCO_2e using SEAI emission factors. • GHG emissions from livestock (manure management and enteric fermentation) was calculated using emission factors from the IPCC and the National Inventory Report (EPA, 2020). • Energy usage CO_2 and methane emissions combined for an final overall agriculture baseline figure.
Wastewater	• As no wastewater treatment plant is currently operational in Maynooth, data from Leixlip WWTP used with a factor applied for population.

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[1] MapEire was not used as it was not applicable in providing the detail required to inform a register of opportunities at the scale of a decarbonising zone.

Sector	Comments
Waste	• Per capita estimate used from National Waste Statistics Summary Report (2018) and applied to Maynooth population (Census 2016). • Considers different waste treatment options (recycling, composting, combustion, and landfill) and applies DEFRA conversion factors.

Based on this methodology the total Maynooth DZ Baseline Emissions Inventory for 2018 is calculated as **73,635 tCO$_2$e**. The sectoral breakdown of the BEI is shown in **Table 5-2** and illustrated in **Figure 5-2** and illustrates that the residential (38.5% of emissions) and transport (36.7% of emissions) sectors are the largest sources with the Commercial sector third at 16.5%. The remaining sectors equate to a combined figure of less than 10% of the total emissions.

These baseline results indicate that the actions in this Plan for Maynooth must primarily focus on the residential, transport and commercial sectors to manage these high emissions sources and achieve the levels of decarbonisation required. **Figure 5-3** shows an illustration of the levels of reductions required against each of the sectors if a 51% reduction for all sectors was adopted and highlights the scale of task under residential and transport.

The national 51% reduction target requires a minimum reduction of **37,544 tCO$_2$e** in the Maynooth DZ by 2030.

Table 5-2 Sectoral and Total BEI for Maynooth DZ

Sector	Maynooth Baseline Emissions Inventory 2018 (tCO$_2$e)	Share of BEI (%)
Residential	28,370	38.5%
Commercial	12,120	16.5%
Social Housing	744	1.0%
Transport	27,046	36.7%
Municipal	1,046	1.4%
Agriculture	3,611	4.9%
Wastewater	427	0.6%
Waste	271	0.4%
Total	**73,635**	**100%**
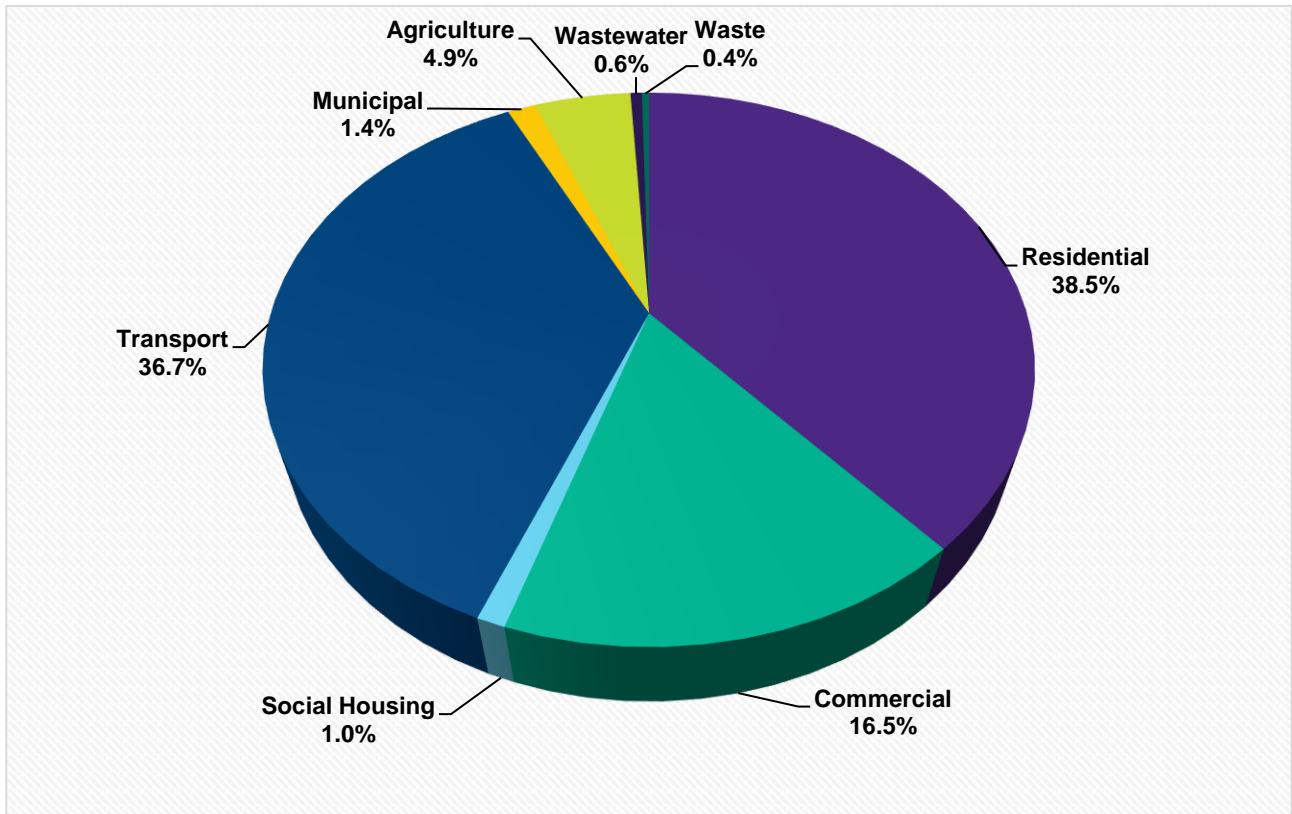
Figure 5-2 Maynooth DZ Baseline Emissions Inventory 2018
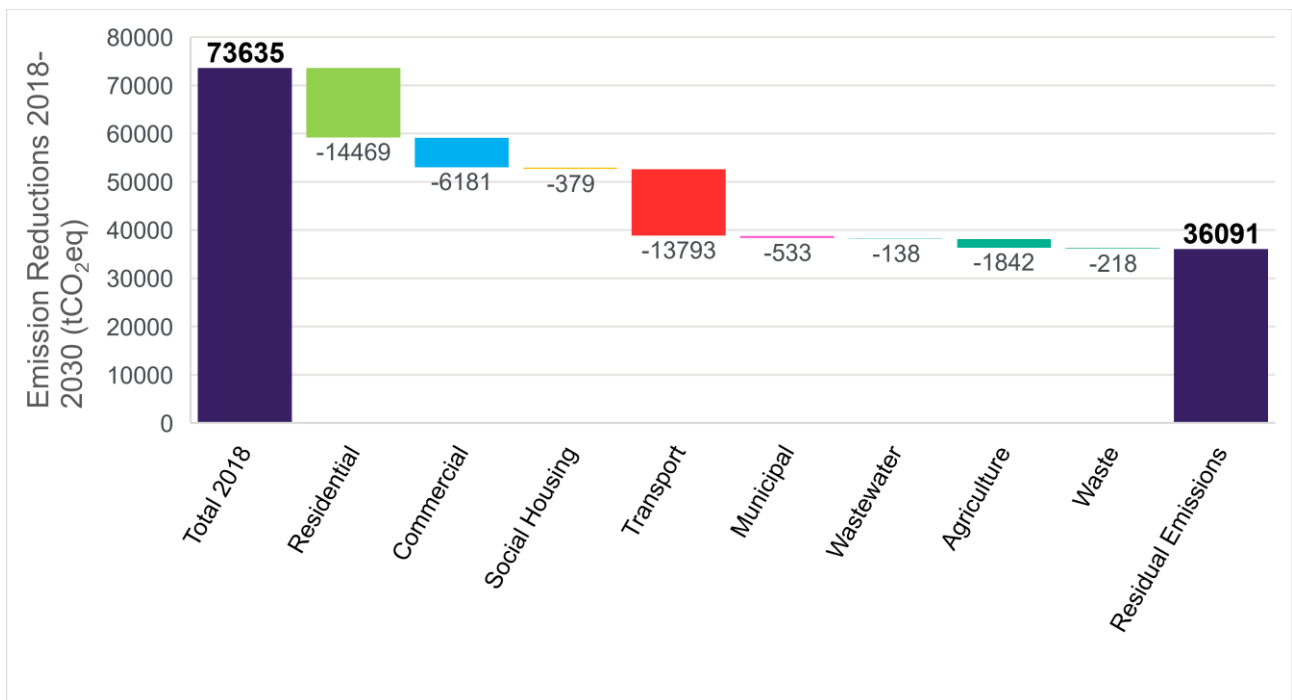

Figure 5-3 Gap to Target Chart showing 51% reduction in each sector in Maynooth DZ to 2030

5.4   Decarbonising Zone Vision

The guidelines state that setting a vision for the DZ is an opportunity to articulate the purpose of the DZ through an aspirational but realistic statement. To this end the vision for the implementation of the DZ in Maynooth is presented as follows:

> **Vision for Maynooth DZ**
>
> The vision of this DZ implementation is to deliver a 51% reduction in emissions within Maynooth by 2030 with a view to achieving a Climate Resilient, Biodiversity Rich, Environmentally Sustainable and Climate Neutral Economy for Maynooth. This will be delivered no later than the end of 2050.

5.5   Register of Opportunities

While developing the BEI for the DZ, as outlined in **Section 5.3**, a series of simultaneous actions were undertaken to support the development of actions for the DZ as follows:

- **Policy Review** – a detailed policy review was undertaken to consider both existing and pending policy and legislation that may shape the sectors and actions under consideration. This review included EU and national climate policy, other environmental, energy and transport policy as well as national and local land use policy such as the County Development Plan.

- **Best Practice Review** – entailing a review of best climate action practice within other local authorities within the State and within other EU Member States to identify novel or emerging issues of relevance to Maynooth;

- **Stakeholder Engagement** – entailing significant engagement with local councillors, the citizens of Maynooth, university representatives, local business leaders and farming groups. Each of these engagements sought to explore opportunities and constraints around climate action and to elicit the broad spectrum views on the key considerations for delivering the DZ actions.

The above exercises, in conjunction with the BEI, were then used to develop the Register of Opportunities for Maynooth. The Register of Opportunities is the portfolio and pipeline of interventions, projects and actions that include mitigation, adaptation and biodiversity measures, to deliver the targets set for energy and emission reductions.

A review of the Register of Opportunities has informed the development and quantification of the impact of DZ actions presented within this Plan. Analysis of the levels of intervention required to achieve or approach the 51% reduction required across each of the sectors has been undertaken to identify the level of ambition required under this Plan.

This quantification has been undertaken based on the 2018 baseline data and has excluded the following influencing factors that are relevant to the future decarbonisation of Maynooth:

- Population growth – as part of the Metropolitan Area Strategic Plan contained in the Regional Spatial and Economic Strategy 2019-2031 for the Eastern and Midland Region, Maynooth has been allocated a population increase of up to 10,000 persons over the period to 2031. Such a significant population growth will potentially increase housing transport and other sources of emissions within the town.

- Renewable electricity – for the 2018 baseline the share of renewable electricity was 38% while CAP23 includes a target to increase the share of electricity generated from renewable sources to 80%.   During this transition, the carbon intensity of the electricity generating sector will continue to reduce thereby leading to a natural reduction in electricity based emissions from the Residential, Social Housing, Commercial, Wastewater and other sectors even in the absence of the actions in this Plan.

In short, potential increases associated with population growth and potential decreases associated with decarbonising the electricity generating sector have not been factored into the Register of Opportunities.

The results of the Register of Opportunities are summarised in **Table 5-3** which outlines the following:

- The sectoral 2018 baseline emissions;

- The target emissions reduction based on a standard 51% emissions reduction across all sectors;

- The projected emissions reductions based on the implementation of the opportunities identified as potential actions for this Plan;

- A summary of the opportunities considered to have the potential for greatest action.

The result of this analysis indicates that with the 'hard' actions listed (i.e. those that may be readily quantified such as retrofitting dwellings or shift to electric vehicles), there is a potential to decrease 2018 baseline emissions by up to 46% by 2030 if all actions are fully implemented. With the implementation of further 'soft' measures which are more difficult to quantify (e.g. behaviour change on modal shift to public transport or use of remote office hubs) there is potential for the town to achieve the 51% reduction by 2030. Hard actions have been highlighted in bold, see tables **(Table 5-4 to Table 5-8)**. Again, these projections exclude the concepts of population growth and decarbonising the electricity grid and the results presented should be considered in this regard.

These considered opportunities are used to inform the actions presented for implementation for each of the strategic priorities in **Section 5.6**.

Table 5-3 Projected Reduction Targets with DZ Implementation

Sector	2018 BEI (tCO₂e)	2030 Reduction Target (tCO₂e)	2030 Reduction Target (% of 2018 BEI)	Projected Reduction 2030 (tCO₂e)	Projected Reduction 2030 (% of 2018 BEI)	Based on the Following Actions
Residential	28,370	-14,469	51%	-16,626	59%	This reduction is based on 80% of private residential building with a D2 BER rating or higher retrofitting to a B2 BER rating.
Commercial	12,120	-6,181	51%	-5,301	44%	The baseline data shows that 75% of the emissions from the commercial sector comes from electricity and this trajectory assumes a 30% energy efficiency targets along with PV potential offsets.
Social Housing	744	-379	51%	-537	72%	This reduction is based on 100% social housing under control of KCC having fabric first retrofitting to a B2 BER rating.
Transport	27,046	-13,793	51%	-11,204	41%	This analysis is based on achieving a target of 30% EVs + 10% BEVs as well as a 10% decrease in carbon emissions due to increased Active Travel.
Municipal	1046	-533	51%	-586	56%	Based on the proposed actions for public lighting, PV at schools, retrofit of municipal buildings and decarbonising the KCC fleet.
Agriculture	3,513	-1,842	51%	0	0%	Limited impact on decarbonising farming without more significant measures.
Wastewater	427	-218	51%	0	0%	Limited impact on decarbonising the treatment of municipal waste waters.
Waste	271	-138	51%	-64	24%	Diversion of biodegradable organic waste away from black bin residual waste streams to brown bins for recycling in AD and composting plants.
Total	**74,491**	**-37,554**	**51%**	**-34,660**	**46%**	

5.6   Decarbonising Zone Actions

The Departmental guidelines state that the approach to actions of the DZ should in general demonstrate consistency with the format of actions of the local authority CAP. This ensures that actions are:

- Prioritised, based on the justification from the evidence-base;

- Based on the SMART methodology of: Specific, Measurable, Assigned, Realistic, Time-bound; and

- Assigned with Key Performance Indicators (KPIs) to reflect the performance of delivery.

Since publication of the guidelines for DZ, subsequent training has been provided by the CARO on the framing of actions for the CAP and for the DZ to allow for a consistent approach across all local authorities. Five key themes have been identified and these are shown in **Figure 5-4**.

Figure 5-4 Thematic Areas for DZ Implementation

Based on the outcomes of the BEI, policy review, best practice review, consultation and the register of opportunities, a set of DZ actions under each of the above themes have been devised and these are presented in **Table** 5-4 to **Table** 5-8 of this report.

The format of the information presented for each Strategic Priority Area is aligned with the guidelines and each table includes the following information:

- Strategic Priority Area (SPA): Presented as one of each of the five themes listed in **Figure 5-4**.

- Objectives: Each SPA is assigned a number of objectives which serve to define key areas that climate actions are seeking to deliver upon.

- SP No.: Individual reference for each action of an SPA.

- Action: Individual and specific actions that are prioritised to deliver the required climate action for each SPA.

- Objective (Obj.): Maps each action against a relevant SPA Objective.

- Adat/Miti./Comb.: Identifies if an action relates to climate mitigation, adaptation or a combination of both.

- Key Performance Indicators (KPI): The guidelines require that each action is measurable and assigned with a KPI to reflect the performance of delivery in the annual reporting.

- Lead Dept.: Assigns responsibility for each action to a department within KCC or other party as per the following key:

    – CCEW: Climate, Community, Environment and Water;

    – FDSIG: Finance, Digital Services, Innovation and Governance;

    – CPCS: Corporate, People and Cultural Services;

    – TMOS: Transport, Mobility and Open Spaces;

    – HR: Housing and Regeneration;

    – PEEDES: Planning, Enterprise, Economic Development and Emergency Services;

    – MU: Maynooth University; and

    – LEO: Local Enterprise Office.

- Partners: Supporting Departments or other agencies.

- Timeframe: Actions must be time-bound and actions are assigned a delivery year or noted for annual or periodic delivery as required.

- Depend.: Dependencies include for any other factors that determine the delivery of the actions.

- UN SDG Target: Each action is mapped to the United Nations Sustainable Development Goals (https://sdgs.un.org/goals).

Note that Action 1.8 includes for a monitoring regime to track the success of DZ implementation, and this will be framed around the KPI presented for each action and reported as part of the annual CAP report as outlined in Section 6 of this Plan. In addition, novel tools such as the An Taisce Carbon Calculator may also be employed to track the outcomes of DZ implementation.

A key aspect of the DZ reporting will be the early identification of priority actions which illustrate a high level of success both in implementation and climate action outcomes within Maynooth. These actions will be identified annually in the CAP reporting for consideration and potential application in other large towns or areas within the county as appropriate. This early action will be essential for the County to meet its climate obligations.

The residential, transport and commercial sectors will be prioritised for immediate action. This is due to them being the largest emitting sectors in the DZ. These priority actions will be tailored to target the most carbon intensive activities within these sectors. This approach is designed to be the most impactful for achieving the carbon reduction targets within the desired timeframe. These priority actions are also devised to be quantifiable; this will ensure progress towards the ultimate decarbonising goals can be tracked.

Table 5-4 DZ Actions for Governance & Leadership

Maynooth DZ Strategic Priority Area 1: Governance & Leadership									
Governance & Leadership	**Objectives**	1. Fund and resource the implementation of the Maynooth Decarbonising actions. 2. Lead by example to inspire climate action. 3. Collaborate with the community to encourage climate action initiatives.							
SP No.	**Action**	**Obj.**	**Adapt/ Miti./ Comb.**	**KPI**	**Lead Dept.**	**Partners**	**Time**	**Depend.**	**UN SDG Target**
1.1	**Resource a dedicated and trained Green Business Officer within Maynooth to support the county Local Enterprise Office, the Community Climate Action Officer and Town Green Teams.**	1	Comb.	Resource hours	CCEW	LEO	2024	None	13.3
1.2	Create and support formal linkages between key community, business and education bodies to facilitate collaborative climate action.	3	Comb.	No. of linkages created.	CCEW	LEO	2024	None	13.3
1.3	**Ensure that all council spending in Maynooth is fully aligned with green procurement practices and promote these practices in the private sector.**	2	Comb.	% GPP Spend	FDSIG	CCEW	Annually	None	12.7
1.4	**Undertake a study to assess the use of financial instruments to stimulate climate action in the business and community.**	1	Comb.	Study Delivered	FDSIG	CCEW	2024	Supporting Regulation	13.3
1.5	Promote best practice climate action case studies within the town.	2	Comb.	No. of Studies	CCEW	None	2024	None	13.3
1.6	**Fund the actions listed for the implementation of the Maynooth Decarbonising Zone.**	1	Comb.	€ annual spend	FDSIG	CCEW	Annually	Funding from Central Government	13.3
1.7	Collaborate with Maynooth University to align climate action initiatives within the town.	3	Comb.	No. of initiatives	CCEW	MU, Arts Section	2024	MU Climate Plan	13.3
1.8	**Implement a monitoring regime and report annually on the implementation of these actions and revise accordingly to tackle emerging climate action priorities.**	1	Comb.	No. annual reports	CCEW	None	Annually	None	13.3

Table 5-5 DZ Actions for Built Environment and Transport

Maynooth DZ Strategic Priority Area 2: Built Environment and Transport								
Objectives	1. Promote the retrofit of existing buildings and ensure all new buildings are zero energy buildings. 2. Promote and enable a modal shift from private to public transport within Maynooth. 3. Support active travel infrastructure and initiatives to facilitate more walking and cycling. 4. Enable the transition of road vehicles to electric or other low-carbon transport options.							
SP No.	**Action**	**Obj.**	**Adapt/ Miti./ Comb..**	**KPI**	**Lead Dept.**	**Partners**	**Time**	**Depend.**	**UN SDG Target**
2.1	Undertake a feasibility study of the 10-minute town concept for the future development of the Maynooth area.	1	Miti.	Study Delivered	PEEDES	CCEW	2024	None	11.3
2.2	Develop and promote a best practice case study on the Presentation Girls Primary School Energy Retrofit Pathfinder Project.	1	Miti.	Study Delivered	CCEW	None	2024	Project Delivery	7.2
2.3	**Engage with educational premises to promote the Climate Action Fund to provide photovoltaic panels (up to 6kW output) in all schools.**	1	Miti.	% Schools Committed	CCEW	None	Annual	None	7.2
2.4	**Deliver the retrofit of all social housing in the town to achieve a Building Energy Rating B2.**	1	Miti.	% Social Houses at BER B2	HR	PEEDES	Annual	None	11.3
2.5	**Promote retrofit to Building Energy Rating B2 or Nearly Zero Energy Buildings for private properties in the commercial and community sector. ***	1	Miti.	% Houses at BER B2	HR	PEEDES	Annual	Private Funding	11.3
2.6	**Support Maynooth University in the introduction of new-zero energy student accommodation within walking/cycling distance of the campus.**	1-4	Miti.	Accommodation Delivered in line with this Plan	MU	PEEDES	2024	None	11.3
2.7	Support remote working through the development of office hubs and co-working spaces in Maynooth to aid in reduced daily commuter travel outside the town.	4	Miti.	No. of Office Spaces Delivered	PEEDES	FDSIG	Annual	None	11.3
2.8	**Prioritise transport policy in Maynooth to support safe active travel (pedestrians and cyclists) and public transport and to discourage private car use within the town (e.g., through car parking charges or car free days).**	2 & 3	Miti.	Kilometres Active Travel Delivered or Enhanced	TMOS	PEEDES	Annual	None	11.2
2.9	Promote active travel initiatives in the town to enable greater uptake of walking and cycling with a focus on strategic hubs such as the train station, the university and the town centre.	3	Miti.	No. of Daily Active Travel Journeys	TMOS	PEEDES	Annual	None	11.2
2.10	**Enable enhanced access to Maynooth train station, such as through improved footpaths, safe cycle lanes, local bus services, Park and Ride, etc., to maximise the modal shift potential of the local rail network.**	2	Miti.	No. or Daily Train Passengers	TMOS	PEEDES	Annual	DART Project Approval	11.2
2.11	**Engage with bus companies to enhance the local bus services through delivery of an appropriately designated bus terminal in the town as well as associated infrastructure for improved bus services both in the town for linkages to other urban centres.**	2	Miti.	No. or Daily Bus Passengers	TMOS	Bus Companies	2024	None	11.2

Maynooth DZ Strategic Priority Area 2: Built Environment and Transport									
2.12	**Support the development of electric vehicle charging points at strategic points in the town and supercharge points and incentives for electric vehicle users.**	4	Miti.	No. of EV Charging Points	TMOS	Private Developers	Annual	None	11.2
2.13	**Work with businesses to promote and implement climate friendly transport options such as last kilometre delivery in the town or HGV ban/restrictions in the town centre.**	4	Miti.	% Reduction in Road Traffic in Town Centre	TMOS	LEO and Commercial Operators	Annual	None	11.2
2.14	**Undertake a feasibility study to assess the potential for a Park and Ride facility outside of the town centre that would support the reduction of road traffic volumes through the town centre and promote active travel or public transport options as an alternative.***	2-4	Miti.	Study Completed	TMOS	PEEDES	2024	None	11.2

Table 5-6 DZ Actions for Natural Environment & Green Infrastructure

Maynooth DZ Strategic Priority Area 3: Natural Environment & Green Infrastructure								
	Objectives	1. Protect and enhance the natural environment and biodiversity in Maynooth. 2. Build natural climate resilience through green infrastructure. 3. Create shared green spaces for citizens.						

SP No.	Action	Obj.	Adapt/ Miti./ Comb.	KPI	Lead Dept.	Partners	Time	Depend.	UN SDG Target
3.1	Support the creation of shared and connected green spaces in Maynooth town centre.	3	Comb.	Hectares Green Space	TMOS	CCEW	Annual	None	11.7
3.2	**Support green infrastructure projects such as those providing linkages to open spaces for biodiversity such as the Carton Avenue Masterplan, the Harbour Field Improvement Works, the Lyreen River, the Rye River, the Royal Canal Greenway or via the Outer Orbital Route.**	3	Comb.	Kilometres Green Linkages	TMOS	CCEW	Annual	None	13.1
3.3	Explore the feasibility of the development of allotments and community gardens in Maynooth to support sustainable food production.	3	Miti.	Study Delivered	TMOS	CCEW	2024	None	13.1
3.4	Promote and support a flagship farmers market for local growers of sustainable products.	3	Miti.	No. of Markets	CPCS	CCEW	2024	None	13.1
3.5	**Develop a landscaping plan for the town to enable the Council, citizens and businesses to coordinate the enhancement of biodiversity and any future native planting in the town.**	1	Comb.	Plan Delivered	TMOS	CCEW	2024	None	13.1
3.6	**Support carbon sequestration through strategic planting of native species for all new developments, underutilised lands or farms to promote biodiversity gain within Maynooth.**	1 & 2	Adapt.	No. of Native Trees Planted	TMOS	CCEW	Annual	None	13.1
3.7	**Enhance green infrastructure in the town to support the development of sustainable urban drainage systems/swales/rain gardens to improve climate resilience.**	1 & 2	Adapt.	% Hectares served by Sustainable Drainage Schemes	PEEDES	CCEW	Annual	None	13.1
3.8	Promote harvesting of rainwater, reuse of grey water and green roofs and walls on all new developments in the town and support retrofits that include these measures.	2	Adapt.	No. of Projects	PEEDES	CCEW	Annual	None	13.1
3.9	Support the agriculture sector in diversifying to sustainable agriculture practices such as the Signpost Programme as well as agritourism and agroforestry practices.	1	Miti.	% Hectares for Sust. Faming	CPCS	Agri Sector and agents CCEW	Annual	None	13.1
3.10	**Undertake an assessment to determine the feasibility of allowing the water courses in the town to revert to natural form to mitigate flood risk.**	2	Adapt.	Assessment Delivered	CCEW	PEEDES	2024	None	13.1

Table 5-7 DZ Actions for Communities: Resilience & Transition

Maynooth DZ Strategic Priority Area 4: Communities: Resilience & Transition									
Objectives		1. Engaging citizens to deliver climate action. 2. Ensure that all climate action messaging and initiatives are accessible to all ages and socio-economic groups within Maynooth.							
SP No.	**Action**	**Obj.**	**Adat/ Miti./ Comb.**	**KPI**	**Lead Dept.**	**Partners**	**Time**	**Depend.**	**UN SDG Target**
4.1	**Develop annual communication plans with targeted campaigns and tools to engage citizens in local climate action.**	1	Comb.	Delivery of Annual Campaigns	CCEW	All Depts.	Annual	None	13.3
4.2	Provide all ages and socio-economic groups within the town with the appropriate knowledge and resources to transition to a low carbon economy.	2	Comb.	No. of Engagements	CCEW	All Depts.	Annual	None	13.3
4.3	**Identify, train, resource and promote community, education and sectoral business champions in climate action.**	1	Comb.	No. of Champions	CCEW	PEEDES, LEO	2024	None	13.3
4.4	**Develop a central digital platform for climate action guidance for communities and businesses within Maynooth.**	1	Comb.	Ste Up of Platform	CCEW	FDSIG	2024	None	13.3
4.5	**Facilitate a drop-in information clinic or hub within Maynooth to support communications and raise climate action awareness.**	2	Comb.	Set Up of Clinic	CCEW	All Depts.	2024	None	13.3
4.6	**Undertake a feasibility study to develop a low-energy community centre within the town as an information hub.**	1	Comb.	Study Delivered	CCEW	PEEDES	2024	None	13.3
4.7	**Implement the relevant actions for Maynooth in the Local Just Transition Plan for West Kildare.**	2	Comb.	% Actions Delivered	All KCC Departments	CCEW	Ongoing	None	13.3

Table 5-8 DZ Actions for Sustainability & Resource Management

Maynooth DZ Strategic Priority Area 5: Sustainability & Resource Management								
Objectives		1. Promote awareness of energy demand and production of local renewable energy. 2. Reduce reliance on take-make-waste processes for households, commercial, communities, farmers and Kildare County Council to support the transition to a circular economy.						
SP No.	**Action**	**Obj.**	**Adapt/ Miti./ Comb..**	**KPI**	**Lead Dept.**	**Partners**	**Time**	**Depend.**	**UN SDG Target**
5.1	**Enable the replacement of fossil fuel through supports for the development of micro-generation, small-scale and community-owned renewable generation within Maynooth.**	1	Miti.	Renewable MWhrs/annum	PEEDES	CCEW, ESB	2024	ESB Networks grid capacity.	7.2
5.2	**Liaise with ESB Networks to ensure prioritisation of the upgrade of the Maynooth electricity grid network to enable the required renewable energy generation capacity in the town.**	1	Miti.	Length of 110kV network	PEEDES	CCEW, ESB	2024	ESB Networks grid capacity	7.2
5.3	**Undertake a feasibility study of the potential for district heating or energy in Maynooth.**	1	Miti.	Study Delivered	PEEDES	MU CCEW	2024	None	
5.4	**Upgrade all public lighting in Maynooth to energy-efficient light-emitting diode (LED) lights or equivalent.**	1	Miti.	% of LED Lighting	TMOS	CCEW	2024	None	
5.5	**Ensure that all Kildare County Council procurement of products and services for Maynooth is fully aligned with the circular economy (e.g. prohibit single-use items) and green public procurement practices.**	2	Miti.	% Procurement compliant with GPP	CPCS	All Depts.	Annual	None	12.7
5.6	Promote the concept of a sharing, reuse and repair society including waste resource exchanges for key products (tools, toys, etc).	2	Miti.	Materials Reused (tonnes)	CCEW	CPCS	2024	None	12.5
5.7	**Regulate waste service providers to ensure the rollout of organic waste bins across household, commercial and public collections in Maynooth and explore the option of a community composting bank.**	2	Miti.	% Organic Bin Use	CCEW	Waste Collectors	2024	Engagement by Waste Collectors	12.5
5.8	Support the development of sustainable and circular infrastructure to manage organic wastes such as anaerobic digestion or composting in the town.	2	Miti.	Organic Waste Managed in town (tonnes)	CCEW	Waste Industry	2024	None	12.5
5.9	Pilot a mobile segregated recycling centre in Maynooth to allow for the collection of niche items that previously were unable to be recycled in the town. This service would align with other collection days with prior notification.	2	Miti.	Pilot Study Completed	CCEW	PEEDES	2024	None	12.5