



# An Active Travel Strategy for Fingal

## Appendix



# Appendix A

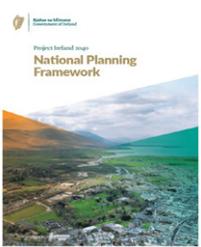
## Fingal Active Travel Strategy – Policy & Plan Context

### International Policy & Plan Summary

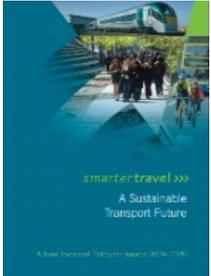
Policy	Overview/purpose	Key points in context of the fingal active travel strategy
<b>Paris Agreement United Nations</b>	Legally binding international treaty on climate change	Adopted by 196 Parties at COP 21 in Paris, the <b>Paris Agreement's</b> goal is to <i>“limit global warming to well below 2, preferable 1.5 degrees Celsius, compared to pre-industrial levels”</i>
<b>European Union Green Deal</b> (European Commission, 2020)  <b>Fit For 55 Package</b> (European Commission, 2021) 	European Union carbon reduction	<p>The <b>European Union Green Deal</b> calls for a 90% reduction in transport greenhouse gas emissions in order for the EU to become a climate-neutral economy by 2050.</p> <p>In 2021, the European Commission published its <b>Fit for 55 Package</b> to enable the EU to meet the Paris Agreement carbon targets and achieve net zero by 2050. The Fit for 55 Package encompasses a suite of legislative initiatives across various sectors including energy, transport and buildings. It is intended to fundamentally overhaul the EU’s climate policy framework and put the EU on track to deliver on its climate targets of a 55% reduction in carbon emissions by 2030 and net-zero emissions by 2050.</p> <p>Sustainable transport is one of the identified ways to achieve this target through providing users with more <b>affordable, accessible, healthier and cleaner mobility alternatives</b>.</p>
<b>Sustainable and Smart Mobility Strategy – putting European transport on track for the future</b> (European Commission, 2020) 	European roadmap for future sustainable and smart transport	<p>The <b>Smart and Sustainable Mobility Strategy</b> sets out a roadmap for putting European transport firmly on the right track for a sustainable and smart future. The scenarios underpinning the strategy, common to those supporting 2030 climate target plans, demonstrate that, with the right level of ambition, the combination of policy measures set out in this strategy can deliver a 90% reduction in the transport sector’s emissions by 2050.</p> <p>To make the vision into reality, the strategy identifies 10 areas with an action plan, including <b>making interurban and urban mobility more sustainable and healthy</b>.</p>

Policy	Overview/purpose	Key points in context of the fingal active travel strategy
<p><b>UN Convention for the Rights of People with Disabilities</b> (United Nations, 2006)</p> 	<p>Promote, protect and ensure the full and equal enjoyment of all human rights and fundamental freedoms by all persons with disabilities, and to promote respect for their inherent dignity</p>	<p>In 2018, Ireland ratified the <b>UN Convention on the Rights of People with Disabilities</b>. Article 9 of the 'UNCRPD' includes the right to transport and creating an accessible end to end journey. Its focus is:</p> <p><i>“To enable persons with disabilities to live independently and participate fully in all aspects of life, States Parties shall take appropriate measures to ensure to persons with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas. These measures, which shall include the identification and elimination of obstacles and barriers to accessibility, shall apply to, inter alia:</i></p> <ul style="list-style-type: none"> <li>▶ <i>Buildings, roads, transportation and other indoor and outdoor facilities, including schools, housing, medical facilities and workplaces.</i></li> <li>▶ <i>Information, communications and other services, including electronic services and emergency services.”</i></li> </ul> <p>Article 9 for the first time enshrines the right to transport within Irish legislation. The focus on <b>Usability and Accessibility</b> has implications and opportunities across transport strategy, planning and provision.</p>
<p><b>Designing Streets for Kids</b> (Global Designing Cities Initiative, 2020)</p>	<p>Supplementary document to Global Street Design guide</p>	<p>The <b>Designing Streets for Kids</b> guide provides a new global baseline for designing urban streets, building on the approach of putting people first, with a particular focus on the specific needs of children and their caregivers as pedestrians, cyclists, and public transport users in urban streets around the world. The guide makes design recommendations and highlights case studies that encourage <b>streets to be safe, enjoyable and inspirational for children</b> and their caregivers.</p>

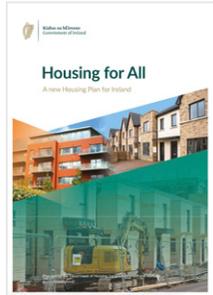
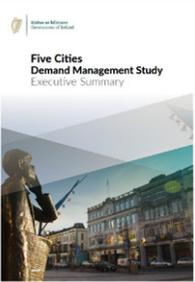
## National Policy, Plan & Guidance Summary

Policy	Overview/purpose	Key points in context of the fingal active travel strategy
<b>National Policy &amp; Plans</b>		
<p><b>Project Ireland 2040 – National Planning Framework</b> (Irish Government, 2018)</p> 	<p>Strategic planning and development strategy to guide future development to 2040</p>	<p>The <b>National Planning Framework</b> (NPF) represents the overarching national planning policy. It is aligned and supported by new and improved investment and governance agreements, focusing on <b>sustainable and compact growth</b>. The NPF is underpinned by core principles or shared set goals, called National Strategic Outcomes (NSOs). These include:</p> <ul style="list-style-type: none"> <li>▶ NSO 1 Compact Growth</li> <li>▶ NSO 2 Enhanced Regional Accessibility</li> <li>▶ NSO 4 Sustainable Mobility</li> <li>▶ NSO 8 Transition to a Low Carbon and Climate Resilient Society</li> <li>▶ NSO 10 Access to Quality Childcare Education and Health Services</li> </ul> <p>The policies within the framework are supported by specific National Policy Objectives (NPOs) which focus on a new way forward for regional and local planning and sustainable development.</p>
<p><b>Project Ireland 2040 – National Development Plan 2021 – 2030</b> (Irish Government, 2021)</p> 	<p>Government’s overarching investment strategy and budget for the period 2021-2030</p>	<p>As part of Project Ireland 2040, the revised <b>National Development Plan</b> (NDP) sets out the ten year capital investment programme which will support economic, social, environmental and cultural development across all parts of the country, in parallel with the NPF which sets the overarching spatial strategy for the next twenty years. The NDP incorporates total public investment of €165 billion from 2021-2030.</p> <p>Transport was allocated funding of approx. €21bn over the period of 2018-2027 under the previous NDP. The latest NDP commits approximately €30bn between 2021-2030, with a <b>“step-change in the approach towards funding active travel...over the next 10 years approximately €360 million per annum will be invested in walking and cycling infrastructure in cities, towns and villages across the country”</b> through the National Active Travel Programme.</p>

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<p><b>Project Ireland 2040 – National Investment Framework for Transport in Ireland</b> (Dept of Transport, 2021)</p> 	<p>Department of Transport new high-level strategic framework for prioritising future investment in the land transport network</p>	<p>The <b>National Investment Framework for Transport in Ireland (NIFTI)</b> replaces the Strategic Investment Framework for Land Transport (SIFLT) as the framework for future land transport investment. NIFTI is intended to ensure that transport investment is aligned with and supports the NPF and its NSOs. A key objective of NIFTI is to protect and renew our existing transport assets to safeguard the value of our past investment and ensure that the network is resilient to the impacts of climate change and adaptable to future transport behaviours. NIFTI sets out two hierarchies – travel modes and transport intervention – to enable the delivery of investments that address four investment priorities: decarbonisation; protection and renewal; mobility of people and goods in urban areas; and enhanced regional and rural connectivity.</p> <p>The NIFTI Modal Hierarchy outlines which modes are to be accommodated and encouraged when investments and other interventions are made.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p><b>Intervention Hierarchy</b></p>  </div> <div style="text-align: center;"> <p><b>Modal Hierarchy</b></p>  </div> </div>
<p><b>Climate Action Plan 2021</b> (Irish Government, 2021)</p> 	<p>National Climate Action Plan to deliver emissions reductions</p>	<p>The <b>Climate Action Plan 2021 (CAP 21)</b> sets out actions for Ireland to achieve its 2030 targets for carbon emissions and create a pathway towards achieving net zero emissions by 2050. Decarbonising transport is a key tenet of the Plan, with a significant greenhouse gas emissions reduction target of 42-50% for the transport sector by 2030. Measures include:</p> <ul style="list-style-type: none"> <li>▶ Increase sustainable and active travel – with <b>500,000 extra walking, cycling and public transport trips</b> each day by 2030</li> <li>▶ Accelerating the pace of EV (Electric Vehicle) take-up, to reach almost 1 million EVs in the private transport fleet by 2030.</li> <li>▶ Increasing public transport, rail and bus electrification, including 1,500 electric buses and increased roll out of rural public transport through Connecting Ireland</li> </ul>

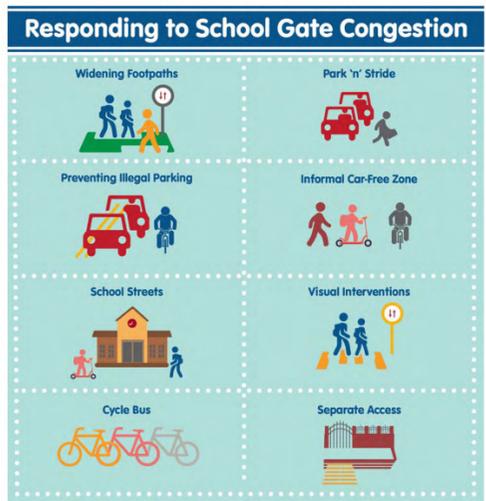
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<b>Smarter Travel – A Sustainable Future</b> (Dept of Transport, 2009)	Policy framework for sustainable and active travel in Ireland	<p>Published in 2009, <b>Smarter Travel – A Sustainable Future</b> was developed to be the overarching policy guide for smarter and sustainable transport development covering until 2020. The policy set out four principle themes – 1. Reducing travelling distances; 2. Increase accessibility to car alternatives; 3. Improve fuel efficiency; 4. Strengthen institutional arrangement to support the delivery of the policy targets. This policy document is due to be superseded by the forthcoming Sustainable Mobility Policy.</p> 
<b>National Cycle Policy Framework (NCPF) 2009-2020</b> (Dept of Transport, 2009)		<p>The <b>National Cycle Policy Framework 2009-2020</b> set out a target of 10% of work trips to be made by bicycle by 2020. As part of the Sustainable Mobility Policy Review, an Active Travel Background Paper was published, outlining progress to date and noted that the 10% commuting mode share was not on track to be met nationally, with 2016 census data revealing just a 3% mode share for cycling to work trips (7.5% in the Dublin area). This policy document is due to be superseded by the forthcoming Sustainable Mobility Policy.</p>
<b>Sustainable Mobility Policy</b> (Dept of Transport, due 2022)		<p>The Department of Transport is currently finalising a new <b>Sustainable Mobility Policy</b> centred upon three overarching principles – Safe and Green Mobility, People Focused Mobility and Better Integrated Mobility. The policy will be closely aligned with the NPF and in particular support NSO 1: Compact Growth; NSO2: Enhanced Regional Accessibility; NSO3: Strengthened Rural Economies and Communities; NSO 4: Sustainable Mobility and NSO 8: Transition to a Low Carbon and Climate Resilient Society. It will also support the actions in CAP 21 to reduce transport emissions in line with targets in respect of active travel and public transport.</p>
<b>Our Journey Towards Vision Zero: Road Safety Strategy 2021 – 2030</b> (Road Safety Authority, 2021)	National strategy for road safety	<p>The <b>Road Safety Strategy 2021 – 2030</b> has a new ambition at its core of a <b>Vision Zero</b> approach to Road Safety (delivered by the Safe System approach), which is a long-term goal aimed at eradicating road traffic deaths and serious injuries by 2050. This is international best practice and has been adopted by the European Commission in its Road Safety Strategy.</p> <p>Some of the key interventions include <b>significant investment in the provision of safe, segregated infrastructure to protect those walking and cycling</b>, along with <b>initiatives to promote modal shift</b> from motor vehicle travel to support environmental, safety and health objectives. Seven Safe System priority intervention areas have been identified: Safe Roads and Roadsides; Safe Speeds; Safe Vehicles; Safe Road Use; Post-Crash Response; Safe and Healthy Modes of Travel; and Safe Work-Related Road use.</p>

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<b>Get Ireland Walking</b>	Nationwide initiative promoting walking	<b>Get Ireland Walking</b> is an initiative by Sport Ireland and supported by Healthy Ireland which is delivered by Mountaineering Ireland. The core aim of the initiative is to unify and enable the efforts of all agencies interested in promoting walking. It is a nationwide initiative to deliver programmes in conjunction with All Sports Partnerships. The programme hopes to create a vibrant culture of walking throughout Ireland. The initiative highlights how places need to be conducive to walking and that <b>walking needs to be integrated into policies and plans at all scales</b> . It highlights how, in order to increase the numbers of people walking, infrastructure needs to be <b>safe, attractive to walk in and it must cater for all users</b> including those in strollers, wheelchairs and the elderly.
<b>Healthy Ireland: A Framework for Improved Health and Wellbeing 2019-2025</b> (Dept of Health, 2019)	National framework to improve health and wellbeing in Ireland	<b>A Framework for Improved Health and Wellbeing 2019-2025's</b> vision is for a Healthy Ireland, where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level of society and is everyone's responsibility. The framework has four high level goals and 64 actions to help achieve these. The Framework identifies a number of broad inter-sectoral actions, one of which commits to the development of a plan to promote <b>increased physical activity levels</b> .
<b>Healthy Ireland: National Physical Activity Plan</b> (Dept of Health, 2019)	National plan to increase physical activity in Ireland	The <b>National Physical Activity Plan</b> (NPAP) recognises that physical inactivity is a demonstrated clear risk to health and wellbeing in Ireland, and aims to increase physical activity levels across the whole population. It aims to create a society which facilitates people to lead an active way of life, setting targets to increase physical activity by 1% across all ages and decrease inactivity by 0.5%.  Action Area Four of the NPAP focuses on the use of the natural and built environment as a way to build in daily physical activity. It recognises that <b>promoting active transport is the most practical and sustainable way to increase physical activity as part of people's everyday routine</b> . It specifically identifies the role of walking or cycling for utility transport as a means to increase people's physical activity levels.
<b>Sport Ireland Participation Plan 2021-2024</b> (Sport Ireland, 2021)	National Plan to increase participation in sport and physical activity in Ireland	The <b>Sport Ireland Participation Plan's</b> vision is of a country where everyone can regularly enjoy taking part in sport and physical activity for life, by creating a culture that encourages and empowers everyone to actively participate in sport and physical activity. The Plan is themed around six key pillars: Active Policies; Active Principles; Active People; Active Places; Active Partners and Active Promotion.

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<b>Housing for All - an New Housing Plan for Ireland</b> (Dept of Housing, Local Government & Heritage, 2021)	Government's housing plan up to 2030	<p><b>Housing for All – a New Housing Plan for Ireland</b> aims to improve the accessibility to affordable and high standard housing for everyone who wishes to purchase or rent a home. The Plan references Urban Development Zones which includes transport-led development, and the promotion of compact, sustainable and liveable settlements. The document states that a well-functioning and sustainable housing system requires <b>strong integration between housing developments and the surrounding transport infrastructure.</b></p> 
<b>Travelling in a Woman's Shoes</b> (Transport Infrastructure Ireland, 2020)	Study to understand women's travel needs in order to inform transport policy and design	<p>TII's <b>Travelling in a Woman's Shoes</b> 2020 study identifies that historically, transport has not been designed with the needs of women in mind. Identifying and supporting the travel needs of women will help Ireland transition to a carbon-neutral transport system. The Study explores the drivers of car dependency for women, including transport infrastructure, significant caregiving responsibilities, safety concerns and equality of access to quality services. The study identifies a range of <b>policy opportunities to address this car dependency and encourage the wider adoption of sustainable transport, including active travel.</b></p>
<b>Five Cities Demand Management Study</b> (Dept of Transport, 2021)	Demand management study	<p>This Study, commissioned by the Climate Change Unit of the Dept of Transport as part of the 2019 Climate Action Plan examines <b>the role of demand management measures</b> in Irish cities and how to encourage a greater shift to more sustainable and healthier forms of travel in Ireland's five largest urban centres—Dublin, Cork, Waterford, Limerick, and Galway, in order to deliver four key objectives:</p> <ul style="list-style-type: none"> <li>▶ Reduce greenhouse gas (GHG) emissions from road traffic</li> <li>▶ Address air quality issues due to vehicular traffic emissions</li> <li>▶ Manage vehicular traffic congestion</li> <li>▶ Improve the quality of the urban environment</li> </ul> <p>Key recommendations include the implementation of 15 Minute Neighbourhoods and Public Parking Controls – along with a range of Transport Demand Management (TDM) measures outlined in the Study's City Toolkit, which is a resource for Local Authorities to utilise to implement complementary demand management policy measures at local level over the coming years.</p> 

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<b>National Guidance</b>		
<b>National Cycle Manual</b> (National Transport Authority)	Cycle Design Guidelines	The <b>National Cycle Manual</b> embraces the principles of Sustainable Safety in order to offer a safe traffic environment for all road users, including cyclists. It outlines guidance on integrating the bike in the design of urban areas and challenges planners and engineers to incorporate cycling within transport networks more proactively than before. The Manual is currently being updated by the NTA with an updated version due out for consultation later in 2022.
<b>Design Manual for Urban Roads and Streets</b> (Dept of Transport & Dept of Environment, Community & Local Government)	Manual for street design in urban areas	The <b>Design Manual for Urban Roads and Streets (DMURS)</b> sets out the manner in which roads and streets in urban areas should be designed to prioritise the needs of sustainable travel users in Ireland and reduce the dominance of the private car. It aims to put well-designed streets at the heart of sustainable communities. The manual emphasises that <b>sustainable modes of transport should be prioritised in street designs</b> , without unduly compromising vehicle movements and <b>places a focus on streets as attractive places</b> – with active travel to be considered first, then public transport, and then cars. The use of the Manual is mandatory for all Local Authorities.
<b>Traffic Management Guidelines Manual</b> (Dept of Transport)	Guidance for traffic planning, calming and management	Prepared in line with current national transport strategy guidelines that promote sustainability and accessibility through improvement to and better management of the transport system, the purpose of the <b>Traffic Management Guidelines</b> Manual is to provide guidance on a variety of issues. These include traffic planning, traffic calming and management, incorporation of speed restraint measures in new residential designs and the provision of suitably designed facilities for public transport users and for vulnerable road users such as cyclists, motorcyclists and pedestrians (including those with mobility/sensory impairments). It also focuses on how these issues must be examined and implemented in the context of overall transportation and land use policies.
<b>Safe Routes to School Design Guide</b> (National Transport Authority)	Design Guidance for the NTA programme for supporting active travel to school	The <b>Safe Routes to School</b> programme aims to increase active travel choices to schools (including on foot, by bike and by scooting) and to improve safety and access for students and their parents and carers on their journeys to and from school. The Design Guide comprises key design principles to create safer, calmer, more attractive routes to school and improve front of school environments.

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<p><b>Permeability: A Best Practice Guide</b> (National Transport Authority)</p>	<p>Best practice guide for facilitating demand for walking and cycling in built up areas</p>	<p>The <b>Permeability Best Practice Guide</b> encourages transformation of urban areas where severance is “built-in” to become more permeable ones, where people can walk or cycle through areas safely and conveniently, and in a manner which confers a competitive advantage to these modes over motorised forms, particularly the private car. The guide outlines how permeability can be assessed and principles that can be used to maintain and provide more direct access to services.</p> <p>Recommendations include the retention and creation of linkages within the urban environment for people to walk and cycle from their homes to shops, schools, local services, places of work and public transport stops and stations. The Guide also includes recommended metrics for measuring pedestrian and cycle link Quality of Service.</p>
<p><b>Universal Design Walkability Audit Tool for Roads and Streets</b> (National Transport Authority, Age Friendly Ireland, Green-Schools and the NDA’s Centre for Excellence in Universal Design).</p>	<p>Audit tool supporting the assessment of walking infrastructure</p>	<p>The <b>Universal Design Walkability Audit Tool</b> is used to capture existing conditions of walking routes in relation to its walkability (i.e. the extent to which the built environment is friendly to the presence of people walking, living, shopping, visiting or spending time in area). The Audit Tool supports the Government’s policy of transition to more sustainable forms of transport, with increased levels of walking contributing to a wide range of societal and health benefits including improved levels of fitness, cleaner air, safer environments and better social inclusion.</p> <p>The aims of the Audit tool are to <b>assess if neighbourhoods and streets are places where people of all ages and abilities can walk safely, conveniently and independently</b> – utilising a Universal Design approach, which caters for the broadest range of users, regardless of their age, size, ability or disability. The Audit is intended to be carried out by a wide range of people of various ages and abilities including disability and older people’s organisations, advocacy organisations, school travel planners, members of the public and Local Authority officers. It enables the identification of a priority list of recommendations for walking route(s). The recommendations from the audit will be taken into account when local authorities are planning improvements to roads and streets in the future.</p>

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<p><b>Safe to School: An Ideas Document for Safe Access to School</b> (Dept of Transport / Green Schools, 2020)</p>	<p>Safe access to school research and guidance</p>	<p>The <b>Safe to School: An Ideas Document for Safe Access to School</b> presents research conducted in the context of social distancing requirements since the Covid-19 pandemic and beyond. It is designed to present ideas for school principals, boards of management, teachers, parents and students to consider implementing to address front of school vehicle congestion and enable more journeys by active travel.</p> <p>Eight measures are suggested, including widening footpaths, park 'n' stride, preventing illegal parking, informal car-free zone, school streets, visual interventions, cycle bus and separate access.</p>	 <p>The infographic, titled "Responding to School Gate Congestion", is divided into eight sections, each with an icon and a label:         <ul style="list-style-type: none"> <li><b>Widening Footpaths:</b> Shows a person walking on a path next to a road.</li> <li><b>Park 'n' Stride:</b> Shows a car parked on a sidewalk with a person walking past it.</li> <li><b>Preventing Illegal Parking:</b> Shows a car parked in a restricted area with a person walking nearby.</li> <li><b>Informal Car-Free Zone:</b> Shows a person pushing a stroller and a person on a bicycle in a clear area.</li> <li><b>School Streets:</b> Shows a school building with a person walking and a person on a bicycle in front.</li> <li><b>Visual Interventions:</b> Shows a person walking on a path with a yellow signpost.</li> <li><b>Cycle Bus:</b> Shows a group of bicycles parked together.</li> <li><b>Separate Access:</b> Shows a person walking on a path that is physically separated from a road.</li> </ul> </p>

## Regional Policy & Plan Summary

Policy	Overview/purpose	Key points in context of the fingal active travel strategy
<p><b>The Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 – 2031</b> (Eastern and Midland Regional Assembly, 2019)</p> 	<p>Strategy translating objectives of NPF to regional level</p>	<p>At a regional level, the NPF 2040 recommends the development of Regional Spatial &amp; Economic Strategies (RSEs) to ensure better co-ordination in planning and development across local authority boundaries, providing a link between the NPF, City and County Development Plans and Local Economic and Community Plans.</p> <p>The <b>Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 – 2031</b> (RSES) provides a framework for investment to better manage spatial planning and economic development throughout the Region to 2031, and beyond to 2040. It identifies 16 regional strategic outcomes (RSOs) – integrated transport and land use is one of these, aiming to promote best use of transport infrastructure and <b>promote sustainable and active modes of travel</b>. The key challenge facing the region is identified as the transition to a low carbon society, with the RSES identifying a number of primary areas of transition – with sustainable transport systems being one of these. It gives a framework for the investments to be made by 2040. These investments fall into three main categories:</p> <ul style="list-style-type: none"> <li>▶ Quality of life improvement.</li> <li>▶ Climate action</li> <li>▶ Sustainable economic development.</li> </ul> <p>Two Regional Policy Objectives (RPOs) also specifically deal with sustainable transport:</p> <ul style="list-style-type: none"> <li>▶ RPO 5.2: supporting the delivery of key infrastructure projects such as MetroLink, DART, LUAS expansion, Bus Connects and the GDA Cycle Network.</li> <li>▶ RPO 5.3: future developments to be planned and designed in a way that facilitates sustainable travel patterns, with particular focus on public transport and active travel.</li> </ul>
<p><b>Metropolitan Area Strategic Plan for Dublin</b> (Eastern and Midland Regional Assembly, 2019)</p>		<p>The NPF also recommends the development of Metropolitan Area Strategic Plans (MASPs) in order to provide a more specific focus on city and metropolitan issues for Dublin and other metropolitan areas. In line with the RSES, the <b>Metropolitan Area Strategic Plan (MASP) for Dublin</b> will act as the strategic planning and investment frameworks for the city metropolitan areas, addressing strategic development issues, including land use and <b>multi-modal transport integration</b>. The Dublin MASP references several guiding principles for enhancing the sustainable development of the Dublin Metropolitan Area. Some key elements include:</p> <ul style="list-style-type: none"> <li>▶ Promotion of compact and sustainable housing, with focus on brownfield and infill development.</li> <li>▶ Focusing housing and employment growth along the main transport hubs.</li> <li>▶ The development of an <b>integrated network of blueways and greenways</b> in Dublin.</li> </ul>

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<p><b>Draft Greater Dublin Area Transport Strategy 2022-2042</b> (National Transport Authority, 2021)</p> 	<p>Greater Dublin Area framework for the planning and delivery of transport infrastructure and services</p>	<p>The NTA is required by legislation to review the <b>Greater Dublin Area Transport Strategy</b> every six years. This review is currently ongoing, with consultation taking place during 2021 and finalisation of the strategy approval set for 2022. The strategy aims <i>“to provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the needs of urban and rural communities, and supports economic growth”</i>. It seeks to address all aspects of land-based transport within the Greater Dublin Area and sets out a variety of actions covering:</p> <ul style="list-style-type: none"> <li>▶ Planning for Sustainable Transport</li> <li>▶ Integration and Inclusion</li> <li>▶ Walking, Accessibility and Public Realm</li> <li>▶ Cycling and Personal Mobility Vehicles</li> <li>▶ Public Transport – Bus, Luas, Metro and Heavy Rail</li> <li>▶ Roads</li> <li>▶ Traffic Management and Travel Options</li> <li>▶ Freight, Delivery and Servicing</li> <li>▶ Climate Action Management</li> </ul> <p>In relation to <b>Walking, Accessibility and the Public Realm</b>, there are a number of key measures to provide a high quality walking network that is safe and coherent, direct, attractive and comfortable, including the following:</p> <ul style="list-style-type: none"> <li>▶ Ensuring that all urban areas will be served by high quality pedestrian facilities through the implementation of footpath improvement schemes, the development of suitable maintenance programmes and the delivery of new footpaths where required.</li> <li>▶ A programme of junction revisions including the removal of slip lanes, tighter turning radii to slow vehicles, provision of additional pedestrian crossing points, and changes to traffic signals.</li> <li>▶ Support for wayfinding systems and their integration into journey planning apps.</li> <li>▶ Ensuring that the needs of all pedestrians, including persons with disabilities, wheelchair users and people with buggies, are met.</li> </ul> <p>In relation to Cycling and Personal Mobility Vehicles, the draft Strategy notes that the Covid-19 pandemic has induced a major growth in the numbers of people cycling both here and internationally. The Draft Strategy seeks to build upon that resurgence and provide safe, quality infrastructure and facilities that enables more people to adopt cycling as a travel mode for short journeys. 11 proposed measures are set out to provide a comprehensive, inclusive, cycle-friendly environment, including:</p>

Policy	Overview/purpose	Key points in context of the fingal active travel strategy
		<ul style="list-style-type: none"> <li>▶ GDA Cycle Network Plan (see further details below)</li> <li>▶ Cycle Infrastructure Design – updates to the National Cycle Manual design guidance to reflect international best practice and emerging different needs (e.g. personal security, electric bikes, cargo bikes and adapted cycles for users with a range of mobility limitations).</li> <li>▶ Cycle Parking &amp; Cycle Parking Strategies – including the delivery of high quality cycle parking at origins and destinations, serving the full spectrum of cyclists.</li> <li>▶ Bike Share Scheme Expansion, Electrification.</li> <li>▶ Interoperability between Bike Schemes.</li> <li>▶ Bikes on Public Transport – facilitating the carriage of standard bicycle on all newly acquired DART, Commuter and Intercity rail carriages operating in the GDA.</li> <li>▶ E-Bikes, Electric Scooters &amp; other emerging Personal Mobility Modes – the monitoring of emerging trends in personal mobility and responding accordingly.</li> </ul>
<p><b>Draft GDA Cycle Network Plan 2022-2042</b> (National Transport Authority, 2021)</p>	<p>Greater Dublin Area plan for cycle network expansion</p>	<p>As part of the updated draft Transport Strategy for the GDA 2022-2042, an <b>updated GDA Cycle Network Plan</b> has also been prepared with the following Vision: <i>“The Greater Dublin Area Cycle Network seeks to be an inclusive cycling environment that is safe for all cycling abilities and ages, with strong functional and recreational connectivity between homes and key destinations”.</i></p> <p>This 2021 GDA Cycle Network Plan provides a substantial update and expanse of the 2013 Network Plan, and aims to strengthen access and local permeability within Dublin and GDA towns, as well as cycling connectivity between them. The revised network sets out to cater for an increasing number of cyclists and grow and <b>improve the safety, efficiency and directness of cycling for trips under 10km – seeking a consistent and continuous cycling network across local authority boundaries.</b></p>
<p><b>Draft Dublin Region Air Quality Plan 2021</b> (Dublin Local Authorities, 2021)</p>	<p>Reduce levels of Nitrogen Dioxide within the Dublin area</p>	<p>Air pollution emitted from transport contributes to poor local air quality, in the form of increased particulates and nitrogen dioxide (NO<sub>x</sub>), which reduces people’s quality of life and harms their health. The World Health Organisation has described air pollution as the ‘biggest single environmental health risk’ and in Ireland, the Environmental Protection Agency (EPA) estimates that the number of premature deaths attributable to air pollution is around 1,300 per annum.</p> <p>In 2019, the annual limit value for nitrogen dioxide at one of the air quality monitoring stations in Dublin (St. Johns Road West by Heuston) was exceeded. All other pollutants measured were within EU limit values. When an exceedance is found, there is a formal process to inform the European Commission and the Environmental Protection Agency (EPA) and prepare a mitigation plan. Therefore, the four Dublin Local Authorities (Dún Laoghaire-Rathdown County Council, Dublin City Council, Fingal County Council and South Dublin County Council) have prepared a <b>draft Dublin Region Air Quality Plan (DRAQP)</b> to reduce levels of Nitrogen Dioxide (NO<sub>x</sub>) in ambient air in Dublin which is submitted to the European Union. The draft DRAQP includes 14 key measures, including <b>Measure 5: Continue delivery of the Active Travel Programme.</b></p>

## Local Policy & Plan Summary

Policy	Overview/purpose	Key points in context of the fingal active travel strategy
<b>Fingal Development Plan 2017-2023</b>	FCC's proposed policies and objectives for the development of the County	<p>The <b>Fingal Development Plan 2017-2023</b> sets out the County's policies and objectives for the sustainable development of the County over the Plan Period. The Development Plan seeks to develop and improve, in a sustainable manner, the social, economic, environmental and cultural assets of the County. The Plan sets out the Core Strategy and Settlement Strategy for the County. The policies, objectives and actions required are outlined under a range of topics including placemaking and communities, green infrastructure, economic development, infrastructure and movement, urban and rural Fingal, and natural and cultural heritage.</p>
<b>Draft Fingal Development Plan 2023-2029</b>		<p>The County Development Plan is prepared every six years to respond to the county's changing needs. The <b>draft Fingal Development Plan 2023-2029</b> sets out the vision for how Fingal should develop over the life of the Plan, while ensuring compliance with national and regional policy. Within the Strategic Issue Paper developed as part of the Plan preparation, <b>Movement and Connectivity</b> is highlighted as a key theme. This states that the priority focus for the next Development Plan will be to reduce the negative impacts of car use in tandem with appropriate land use policies which will promote and facilitate effective travel options.</p> <p>The draft Plan notes that Fingal's population is projected to increase by approximately 73,000 by 2031 (from 296,000 people). The draft Plan seeks to put <b>healthy place making at its heart</b> – working towards a more sustainable County with the creation of a more socially integrated and resilient County. The Plan is underpinned by four key cross-cutting themes: climate change; healthy place-making and sustainable development; social inclusion and high quality design. The draft Plan outlines a number of Strategic Objectives including:</p> <ul style="list-style-type: none"> <li>▶ SO1: Transition to an environmentally sustainable carbon neutral economy.</li> <li>▶ SO2: Continue the development of a well-serviced, well connected, sustainable neighbourhoods [...]</li> <li>▶ SO9: <b>Reduce car dependency and promote and facilitate sustainable modes of transport.</b> Prioritise walking, cycling and public transport, while supporting an efficient and effective transport system.</li> </ul> <p>Within the Connectivity &amp; Movement Chapter, there are a number of objectives in relation to modal shift and Active Travel, including <b>Objective CM07 – Prepare an Active Travel Strategy to encourage active travel and modal shift to sustainable transport modes.</b></p> <p>The draft Plan is now available to view on public display, with consultation open until 12<sup>th</sup> May 2022.</p>

Policy	Overview/purpose	Key points in context of the fingal active travel strategy
<p><b>Fingal County Council Climate Change Action Plan 2019 – 2024</b></p> 	<p>FCC climate action plan to approach challenges for climate change adaption and mitigation</p>	<p>The <b>Fingal County Council Climate Change Action Plan 2019 – 2024</b> focuses on five main areas of action and sets out proposals to reduce greenhouse gases as well as improve energy efficiency, raise public awareness and provide greater levels of resilience to climate change. One of the main action areas is transport and some of the key targets include:</p> <ul style="list-style-type: none"> <li>▶ 33% improvement in the Council's energy efficiency by 2020</li> <li>▶ 40% reduction in the Council's greenhouse gas emissions by 2030</li> <li>▶ To make Fingal a climate resilient region</li> <li>▶ To actively engage and inform citizens on climate change</li> </ul> <p>The Council published an annual progress report in 2020, reporting on the status of the 133 actions.</p>
<p><b>Fingal County Council – Road Safety Plan 2017-2020</b></p>	<p>FCC's road safety plan</p>	<p>The main objectives of the <b>Fingal County Council – Road Safety Plan 2017-2020</b> are to: reduce the number of road traffic fatalities; reduce the number of serious injuries on Fingal's roads; and raise road safety awareness among the general public. Adopting the Safe Systems approach, the plan outlines a number of measures required to achieve these objectives, along four key themes (Education; Engineering; Enforcement; and Evaluation) – including measures to encourage and support safe and active travel.</p>
<p><b>Fingal Age Friendly Strategy 2018-2023</b></p>	<p>Strategy for enhancing the quality of life of older people living in the County</p>	<p>The strategy aims to make Fingal a great place for older people to live, where they can continue to enjoy living within their communities with dignity and respect. Strategic goals are centred on 8 themes including the social environment, municipal services and the physical environment which covers outdoor environment, transport and mobility and housing.</p>
<p><b>South Fingal Transport Study (2019)</b></p>	<p>Local study of transport network recommending key transport infrastructure</p>	<p>The study looked to define the critical road, public transport and active travel schemes for implementation over the coming decade, to define the infrastructure necessary to meet travel demand in advance of Metrolink (and other key projects such as Bus Connects) and the most appropriate ways to ensure that South Fingal was integrated in a sustainable way to both Dublin City and Dublin Airport.</p>

Policy	Overview/purpose	Key points in context of the fingal active travel strategy
<b>Fingal County Council Local Area Plans</b>	To set out the development plans of a local area	<p>Fingal County Council are continuing to implement Local Area Plans (LAPs) for the following areas:</p> <ul style="list-style-type: none"> <li>▶ Baldoyle Stapolin LAP 2013, extended to 2023</li> <li>▶ Ballyboughal LAP 2012, extended to 2022</li> <li>▶ Barnhill LAP, 2019</li> <li>▶ Cherryhound LAP 2012, extended to 2022</li> <li>▶ Dardistown LAP 2012, extended to 2022</li> <li>▶ Donabate LAP 2016, extended to 2026</li> <li>▶ Dublin Airport, 2020</li> <li>▶ Kellystown LAP, 2021</li> <li>▶ Kilmartin LAP 2013, extended to 2023</li> <li>▶ Kinsaley LAP, 2019</li> <li>▶ Oldtown LAP 2012, extended to 2022</li> <li>▶ Portmarnock South 2013, extended to 2023</li> <li>▶ Rivermeade LAP, 2018</li> </ul> <p>The draft Development Plan also proposed the preparation of six new LAPs during the Plan period:</p> <ul style="list-style-type: none"> <li>▶ Ballymadden</li> <li>▶ Balcaddun</li> <li>▶ Belcamp</li> <li>▶ Coolquay</li> <li>▶ Flemington</li> <li>▶ Lissenhall East</li> </ul>
<b>Fingal County Council Masterplans</b>	Strategy for the land use and development of a Masterplan area	<p>Fingal County Council are continuing to implement Masterplans for the following areas:</p> <ul style="list-style-type: none"> <li>▶ Castlelands Masterplan</li> <li>▶ Dublin Airport Central Masterplan</li> <li>▶ Swords Masterplan (including Barrysparks &amp; Crowscastle, Fosterstown and Estuary West)</li> </ul> <p>The draft Development Plan also proposes the preparation of nine new Masterplans during the Plan period:</p> <ul style="list-style-type: none"> <li>▶ Ballyboghil</li> <li>▶ Balrothey East</li> <li>▶ Estuary Central</li> <li>▶ Estuary East</li> <li>▶ Garristown</li> <li>▶ Naul</li> <li>▶ Old School House, Clonsilla</li> <li>▶ Oldtown</li> <li>▶ Rowlestown</li> </ul>

**Comhairle Contae  
Fhine Gall**  
Fingal County  
Council

