

APPENDIX A

DRAFT FINGAL ACTIVE TRAVEL STRATEGY CONSULTATION

– SUMMARY OF ONLINE SURVEY RESPONSES

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Please note, not all respondents answered every question.

CURRENT TRAVEL BEHAVIOUR

Q1.		Thinking about how you usually travel in and around Fingal, how often, if at all, do you travel by...? This can include a trip to access another type of transport, such as walking to the train station.					
		5-7 days a week	3-4 days a week	1-2 days a week	Less than once a week but at least once a month	Less than once a month	Never
i	Walking (or wheel, with mobility assist)	5		2		1	
ii	Cycling, including using standard and non-standard cycles (e.g. eBike)		1		1		5
iii	eScooter						6
iv	Bus			1	2	2	1
v	Train		1		1		4
vi	Motorbike / moped						6
vii	Taxi or private hire vehicle				2	1	3
viii	Car or Van, as a passenger	2	2		2	1	1
ix	Car or Van, as a driver	7	3				1
x	Another type of transport (please specify)						4

Q2.	[If more than one mode selected at Q1] Which type of transport do you use most often? [single select]	
a	Walking (or wheel, with mobility assist)	3
b	Cycling, including using standard and non-standard cycles (e.g. eBike)	
c	eScooter	
d	Bus	
e	Train	
f	Motorbike / moped	
g	Taxi or private hire vehicle	
h	Car or van, as a driver	3
i	Car or van, as a passenger	2
j	Another type of transport (please specify)	

YOUR THOUGHTS ON WALKING AND CYCLING

Q3.	In general, to what extent do you support the principle of improving walking and cycling in Fingal? [single-select]	
a	Very supportive	4
b	Generally supportive	4
c	Neutral	2
d	Generally not supportive	
e	Very unsupportive	1
f	I do not know	

Q4.	What do you think are the main barriers to walking in Fingal currently? Please select up to three choices. [Multi-select; three choices; randomise order presented]	
a	Danger from traffic	3
b	Dangerous cycling	2
c	Personal safety issue	
d	Weather	4
e	Need to carry heavy/bulky items	4
f	Lack of information on walking routes and paths	4
g	Lack of /poor quality of road crossings	3
h	Condition of pavements/paths	2
i	Cars parked on pavements	3
j	Terrain	1
k	Destinations not served by footpaths	5
l	Personal health/fitness	1
m	Distance/time constraints	1

Q4.	What do you think are the main barriers to walking in Fingal currently? Please select up to three choices. [Multi-select; three choices; randomise order presented]	
n	Other (please specify)	
o	There are no barriers	1
p	I do not know	

Q5.	What do you think are the main barriers to cycling in Fingal currently? Please select up to three choices. [Multi-select; three choices; Randomise order presented]	
a	Danger from traffic	7
b	Personal safety issue	2
c	Weather	2
d	Need to carry heavy/bulky items	1
e	Lack of information on cycle routes	2
f	Lack of secure cycle parking/storage where people are travelling to	1
g	Lack of secure cycle parking/storage where people live	3
h	Condition of roads e.g. potholes	4
i	Availability /quality of dedicated cycle lanes	
j	Cars parked in cycle lanes	3
k	Access to a bike & cycling equipment	
l	Lack of confidence when cycling	1
m	Terrain	1
n	Destinations not served by cycle routes	1
o	Personal health/fitness	2
p	Distance/time constraints	2
q	Other (please specify)	<i>'No dedicated cycle tracks for adult learners in Ireland'</i>
r	There are no barriers [single select]	
s	I do not know	1

THE DRAFT ACTIVE TRAVEL STRATEGY

Q6. The draft Fingal Active Travel Strategy recognises multiple benefits resulting from active travel. On a scale of 1 to 10, where 1 is not at all important and 10 is very important, to what extent do you think the following benefits of active travel are important to the population of Fingal?		Very important 10	9	8	7	6	5	4	3	2	Not at all important 1	I don't know
a	Reducing carbon emission / tackling climate change	4		1	1			2	1		2	
b	Improved health and wellbeing by keeping active & getting fresh air	4		2	1	1	1					2
c	Reducing social exclusion – increased access to employment and education opportunities				1		2	1	3	1	1	2
d	Reducing social exclusion – increased access to recreation and leisure opportunities	2	1	1	1	1	5		3		1	
e	Reduced road congestion	2	1	3	1	1			2		1	1
f	Improved road safety	2		2	1		1	1		1	1	2
g	Reduced noise pollution	1	1	1		1	1		1	2	1	2
h	Improved local air quality	2	1	1	1			2		1	1	2
i	Improved urban environment – streets become more pleasant places	2	2	1	1		2	1			1	1
j	Supporting a sustainable local economy	2	1		2		1				3	2

<p>Q7. The draft Fingal Active Travel Strategy considers a full range of infrastructure and supporting initiatives, which when combined, will make Active Travel an easy and convenient choice for more people.</p> <p>The draft Strategy proposes <u>six</u> priority areas for intervention and these are explained in pages 18-22 of the draft Strategy document.</p> <p>To what extent, if at all, do you support infrastructure and other initiatives being targeted in the following priority areas?</p>							
		Strongly Support	Support	Neither support nor oppose	Oppose	Strongly oppose	I do not know
a	Protected cycleways	6	1	2	1	1	
b	Towns & Villages	4	5	2			
c	Connectivity	5	3	2	1		
d	Strategic Planning	5	3	2		1	
e	Road Safety	7	2	1		1	
f	Mobility	5	3	2	1		

<p>Q8. Which of the six priority areas is <u>most</u> important to you? [Single-select; Randomise order presented]</p>		
a	Protected cycleways	1
b	Towns & Villages	1
c	Connectivity	2
d	Strategic Planning	3
e	Road Safety	3
f	Mobility	1
g	I do not know	

Q9.	Is there anything else that should be considered within the Fingal Active Travel Strategy?
	Dedicated cycle tracks for all ages.
	Against any measure that involves felling of trees.
	Against any measure that involves widening of roads for cycle paths/trams etc.
	Laws covering electric bikes, scooter and scramblers.

Q9.	Is there anything else that should be considered within the Fingal Active Travel Strategy?
	There is a big problem with cyclists whizzing silently on roads or through estates and being a danger to elderly people, who may be hard of hearing. All bikes should have compulsory bell and number plate and cyclist should be charged a nominal rate of insurance perhaps €20.
	Include footpaths under road safety. Lacking these basic facilities around Kinsealy, Portmarnock means we take the car more than we should have to.
	More bus times and shuttle buses from train stations around local areas.
	Allow people to take 1 year free travel before retirement to encourage uptake.
	In Rush, new estates have cycle paths going nowhere! Plus cars parked on them example Knightsgate estate. Skerries to Rush, Rush to Lusk, too dangerous to walk let alone cycle.
	Speed of rollout.
	It is important that this active travel strategy is not dressed up as an anti car measure, as what is happening in other councils (such as road narrowing, removing slip lanes, reducing traffic lanes etc).
	Road capacity for cars should not be interfered with.

Q10.	The Fingal Active Travel Strategy includes the following actions:	
	<ul style="list-style-type: none"> ○ Increasing the number of journeys to work, school and college by foot and bike ○ Delivering additional protected cycle routes ○ Providing more secure cycle parking spaces ○ Expanding and electrifying local bike share schemes ○ Initiating safety schemes at schools and in Towns and Villages ○ Ensuring that all new developments include measures to support active travel 	
	On a scale of 1 to 10, where 1 is not at all sufficient and 10 is very sufficient, to what extent do these actions meet your expectations? [Single-select]	
	a	1 Not at all sufficient 2
	b	2 1
	c	3 2
	d	4 1
	e	5 1
	f	6
	g	7 2
	h	8 1
	i	9 1
	j	10 Very sufficient

Q11.	If you stated that the Strategy actions are not sufficient. Why is this?
Ensuring all new developments include measures to support active too much like 'social engineering' as opposed to happening 'organically'.	
Far too much emphasis on cycling. I am an occasional cyclist but it's not feasible for many, many people. It seems the council is ideologically serving a lobby group. Please consider older people, those physically unable, families with younger kids, those needing to travel longer distance, people who are relied upon by others for transport and those who just don't want to cycle.	
Pointless having cycle paths outside the drive of new houses, cars parked on them. Nothing done, see Knightsgate Rush.	
Lidl Clonsilla has the shortest cycle lane, very poor design. Is like cycle lanes are put in but no thought behind it.	
While it would be great if people were more active, a lot of our roads don't allow for children walking/cycling to school safely. Ours has no pedestrian crossing or traffic warden at the entrance and is on a busy road.	
A lot of people need cars to travel to work, a better public transport system needs to be put in place. Travelling to the city centre is generally easy but anywhere else is not possible to commute on public transport. Working from home options need to be encouraged to alleviate the pressure on existing public transport which were all full to capacity prior to the pandemic.	
Sufficient parking is required in new developments, as well as bike parking. There is no point putting in minimal parking spaces as this leads to issues.	
There needs to be work from the guards and courts in relation to the frequent bike theft. This is essential to encourage people to use bikes for their journeys as you can't even leave them locked up somewhere at the moment or it could be gone when you return.	
Too much emphasis on cycling, not enough on other activities. I am an OAP and walking and some other activities are much more applicable.	
Bike parking should not replace carparking. Place them somewhere else or increase and reallocate[d] the carparking somewhere else.	
'Ensuring that all new developments include measures to support active travel' is this another way of saying that new developments need to be 'permeable' and if so, i would like to remind the council that residents get the final say and if they ask for the permeability to closed off then they should be listened to.	
Permeability does not encourage active travel. My estate has no permeability (and I love having no permeability! Hence why people prefer buying houses in older estates as they are SAFER) and that does not stop myself and others from walking or cycling. people can walk and cycle in 'non-permeable' estates.	

Q12.	Effective and high profile leadership will be a catalyst to delivering a step change in active travel across Fingal.	
	Do you have any suggestions for who the Active Travel Champion could be?	
	b I don't know	10
	d Non – supportive comment	Waste of money – concern active travel champion will be biased (anti-car) – ‘anti-car twitter user’ formerly working with Dun Laoghaire Council now working with Fingal – ‘active travel must be respectful of local residents views and push agenda’ [summary of 1 response]
	e Yes	1
	If you said yes, tell us more	An Active Travel Champion sounds awful, but, if there had to be one, it might be a job for a professional/former professional/high-profile amateur cyclist - or walker.

OUTCOMES

Q13.	To what extent, if at all, do you think the actions described in this strategy will persuade people to walk more? [single select]	
	a It will have a major impact on their motivation to walk more	2
	b It will have a moderate impact on their motivation to walk more	1
	c It will have a slight impact on their motivation to walk more	2
	d It will have no impact on their motivation to walk more	6
	e I do not know	

Q14.	To what extent, if at all, do you think the actions described in this strategy will persuade people to cycle more? [single select]	
	a It will have a major impact on their motivation to cycle more	1
	b It will have a moderate impact on their motivation to cycle more	1
	c It will have a slight impact on their motivation to cycle more	3
	d It will have no impact on their motivation to cycle more	6
	e I do not know	

Q15.	To what extent, if at all, do you think the actions described in this strategy will persuade people to use the car less? [single select]	
	a	It will have a major impact on their motivation to use the car less
	b	It will have a moderate impact on their motivation to use the car less
	c	It will have a slight impact on their motivation to use the car less
	d	It will have no impact on their motivation to use the car less
	e	I do not know

Q16.	Please provide any other comments you have on the draft Fingal Active Travel Strategy.
Thank you for allowing us to give our opinions.	
Protected cycle lanes can be an eye sore – please be considerate how this is implemented	
Remove cycling from r132 from Lusk to Blakescross. It's a death trap on that high volume, poorly maintained winding rd.	
Better public travel links between Fingal Towns and Amenities.	

ABOUT YOU

We now have a few questions about you. These questions will be used to understand how different types of people respond to the consultation, to help inform future initiatives and policy, and will not be used for any other purpose.

Each question is voluntary and you are free to answer as many or as few as you like. If you do not want to answer a question then simply click 'Prefer not to say' and move onto the next one.

Q17.	Are you responding as...? [multi-select]	
	a	A local resident
	b	A local business/organisation
	c	A local worker
	d	A visitor to the area
	e	A commuter through the area
	f	A representative of a local community group or residents' association
	g	On behalf of an educational establishment
	h	On behalf of a charity
	i	Other (please specify)
	j	Prefer not to say

Q18.	What is the name of the organisation, business or establishment you are responding on behalf of?	
	a	[Free text]

Q19.	Which of the following age groups do you fall within?		
	[single select]		
	a	Under 18	
	b	18-24 years	
	c	25-34 years	1
	d	35-44 years	4
	e	45-54 years	3
	f	55-64 years	1
	g	65-74 years	2
	h	75+	
	i	Prefer not to say	

Q20.	With which gender do you most identify?		
	[single select]		
	a	Female	6
	b	Male	5
	c	Gender non-binary	
	d	Prefer to self-describe as (please specify)	
	e	Prefer not to say	

Q21.	Are your day-to-day activities limited because of a health problem or disability?		
	[single select]		
	a	Yes, limited a lot	
	b	Yes, limited a little	2
	c	No	9
	d	Prefer not to say	

Q22. With which ethnicity do you most identify? [single select]		
a	White	
ai	Irish	10
aii	Irish Traveller	
aiii	Any other White background	
b	Black	
bi	African	
bii	Any other Black background	
c	Asian	
ci	Chinese	
cii	Any other Asian background	
d	Other, including mixed background	
	Other, write in description _____	1 (description deemed 'not relevant')
e	Prefer not to say	