



An Active Travel Strategy for Fingal

May | 2023



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Any land use development or activity progressed under this Strategy shall be required to comply with provisions of the current and future Fingal County Development Plan and the Transport Strategy for the Greater Dublin Area.



Introduction

This document sets out Fingal County Council's ambitions to increase the number of people choosing to walk and cycle for everyday short journeys, and as part of longer journeys by public transport. Our strategy considers the full range of infrastructure and supporting initiatives which, when combined, can make Active Travel an attractive and realistic choice for more people.

Active Travel means travelling with a purpose using your own energy. It includes walking, scooting, running, wheeling and cycling. It includes all journeys, with an emphasis on distances under 5km, including trips to work, education, shopping, visiting friends and for recreation. Active Travel considers the needs of those who use prams, pushchairs, scooters,

wheelchairs and adapted cycles, as well as new mobility modes such as e-scooters and e-bikes.

Fingal is one of four Metropolitan local authorities in Dublin, comprising of 22% of the total Dublin population. It has one of the youngest, most highly educated and most diverse populations in the country. Fingal has a mix of urban and rural areas, often acting as commuter hubs to Dublin city centre, and to other regional towns such as Blanchardstown, Swords, and Malahide.

The strategy is intended for use by planners, decision makers and anyone else within the council who is in a position to influence how people travel in the county.



Foreword

We urgently need to reassess the priority that we have traditionally given to the private motor car and to promote Active Travel as part of normal daily routine. The benefits are many, and include better health and wellbeing, improved local air quality, a more attractive public realm, lower travel costs and improved access to education and employment opportunities. Fewer car journeys will reduce emissions and traffic congestion, and help make sustainable travel more attractive. We recognise that some people may not be able to walk or cycle, but given the right encouragement, almost everyone, of whatever age or background, can make small but noticeable changes in their travel behaviour.



51% of Fingal residents commute (work/college) by car; only 18% walk/cycle¹

Fingal County Council plays an integral role in the promotion of Active Travel. It also oversees Climate Action delivery, the enforcement of environmental regulations and the protection and promotion of the environment across the county. The Active Travel and Transport Planning Units are responsible for the delivery of the National Transport Authority's cycle network within the county.

The Council wishes to build Active Travel into everyday life as part of normal daily routines, and is working to meet this goal by providing sustainable travel infrastructure and engaging with local communities through development of Active Travel initiatives and promotional activities. This requires joined-up policy making and working in partnership with others. Most of all, it requires harnessing the willingness and ability of residents and visitors to make more sustainable travel choices, one step at a time.

Ultimately the Strategy will make Active Travel an attractive and convenient choice for people for short journeys and help to establish Fingal as a pioneering county for Active Travel.

“An integrated package of both infrastructure and behavioural change measures is most likely to achieve modal shift”

Evaluation of Smarter Travel Areas (2018)

Transport accounts for 16% of Ireland’s greenhouse gas emissions and was the fastest growing sector with emissions doubling over the last 20 years.

In 2022, the Irish Government published its updated Climate Action Plan 2023². The Plan sets out an ambitious course of action to achieve the targets in the Paris Climate Change Agreement. Decarbonising transport is a key part of the Plan, with a significant reduction target of 51%

in greenhouse gas emissions for the transport sector by 2030. This will require a substantial daily shift from car journeys to Active Travel and public transport – with a target for a 50% increase in daily Active Travel journeys. Carbon savings are achieved by reducing the number of car journeys, which in turn can reduce congestion and make sustainable travel choices more attractive.



1

2016 Census

2

Source: <https://www.gov.ie/en/publication/7bd8c-climate-action-plan-2023/>

1 Vision



3

Cycling for Everyone (Sustrans/ Arup)

Fingal County Council is working to build Active Travel into everyday life as part of normal daily routines. Active Travel has the potential to transform our communities and positively impact our climate. We will achieve behavioural change by providing best in class infrastructure, policies and amenities that prioritise walking, wheeling and cycling for the people of Fingal.

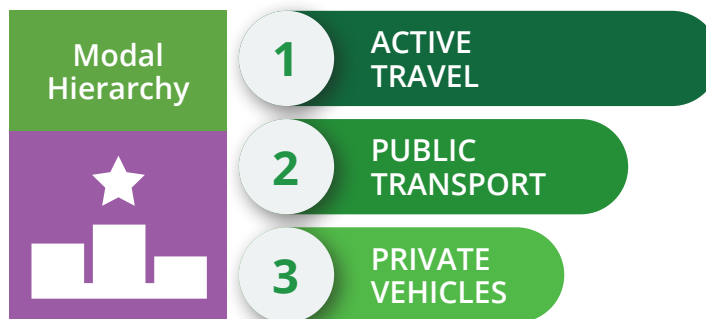
Our approach will be to follow a transport users' hierarchy with pedestrians, cyclists and those with mobility impairments given the highest priority. We will build upon previous investment and prioritise climate change mitigation, social inclusion, high quality design and resilience. We will consult with all potential users, including those without access to a car and those

whose mobility is impaired. And we will trial new schemes which draw upon national and international projects, to foster innovation and embed best practice in sustainable mobility.

Our vision for Fingal is to ensure that walking, cycling and wheeling will become a realistic and safe choice for everyday short journeys.

We will achieve this vision by putting Active Travel first in our planning, design and delivery of infrastructure and initiatives."

"With the right political will, investment and knowledge, cycling can help people from all backgrounds, ethnicities, ages, abilities and genders."³



An independent Dublin-wide survey⁴ of over 1,100 residents found that:

1 in 3

More than one in three residents cycle and 25% of adults cycle at least once a week

63%

63% of residents want more cycle tracks along roads that are physically separated from traffic and pedestrians

76%

76% of residents want more frequent road crossings, with reduced waiting times

48,000

48,000 return cycling trips are made daily by people that could have used a car

€1.1 billion

Walking and cycling creates €1.1 billion in economic benefits for the individual and society annually



4

Dublin Metropolitan Area Walking and Cycling Index, National Transport Authority and Sustrans, 2021

2 Benefits of Active Travel



5 Bike Life Report (National Transport Authority and Sustrans 2020)

6 Making the economic case for Active Travel toolkit (Sustrans 2019)

7 The Pedestrian Pound: the business case for better streets and places (Living Streets 2018)

8 <https://www.epa.ie/publications/monitoring--assessment/air/Air-Quality-in-Ireland-2020.pdf>

9 Bike Life Report (National Transport Authority and Sustrans 2020)

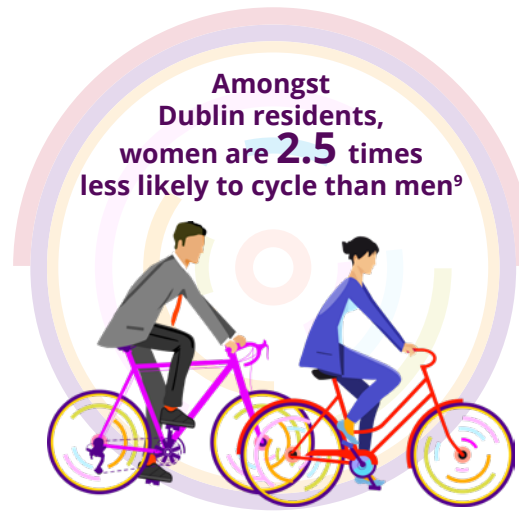
10 Climate Change in the Irish Mind Report (EPA/Yale University, 2021)

Active Travel has many benefits, four of which are highlighted here:



Sustainable Economic Growth

Walking and cycling are particularly important to the local economy, as people are more likely to spend in their local shops and neighbourhoods. This helps create local jobs and investment in local facilities, supporting a sustainable local economy. Cycle and hiking tourism is a good example as evidence suggests people will carry less and spend more in the communities they pass through, and linger in places with enhanced public realm. Sustrans⁶ and Living Streets⁷ have provided detailed evidence of the economic and travel benefits of Active Travel projects around the UK. Further research on data and cost benefits are available in *Cycling and Walking: the economic case for action* (UK Department of Transport).



Improved health and wellbeing

Including walking or cycling journeys in our daily routines is one of the easiest ways to improve individual health and wellbeing. Active Travel facilities such as greenways, protected cycleways and slow traffic neighbourhoods offer a free alternative to the gym. The health benefits of Active Travel include a reduced risk of coronary heart disease, stroke, cancer, obesity and type 2 diabetes, improvements to musculoskeletal health and mental wellbeing. As the number of car journeys fall, so too do the risks from air pollution and traffic danger.

Social inclusion

We must provide incentives for those groups who are under represented in terms of Active Travel, and for whom transport is often expensive, or inaccessible. These groups include women, children, the elderly, disabled and those with low incomes.

Walking and cycling can help tackle social exclusion by improving access to jobs, education and other opportunities at lower cost; and improving mental health through social interaction and better access to open spaces.

The TII report 'Travelling in a Woman's Shoes' (2020) identified that only 66% of women in Dublin own or have access to a car compared to 80% of men.

Addressing Climate Emergency

In 2021, transport accounted for a significant proportion (16%) of Ireland's greenhouse gas emissions. Combined with public transport journeys, Active Travel is an important component of longer distance journeys. As we encourage a switch to Active Travel, we will free up space for public transport and Active Travel infrastructure, creating pleasant urban environments to encourage further walking and cycling journeys.

By including trees, planting and sustainable urban drainage systems (SUDs) in new infrastructure, we can support carbon reduction, lower flood risk and create pleasant shaded spaces.

3 Policy Context

Background

As the Dublin metropolitan area has grown, journeys have become longer and have become less focused on the city centre. Numbers using public transport have declined as transit networks have struggled to cater for more disparate journeys. The highway network has expanded but many roads are now at capacity during peak travel hours. Increased traffic and congestion have worsened air quality in towns and villages across the county. These communities suffer from air pollution, traffic danger, noise and can feel cut off from the countryside and local facilities. In more deprived areas, those without access to a car or cheap public transport become isolated and struggle to travel to jobs, education and health care.

There is evidence that residents are changing their journeys as investment in Active Travel has increased. Travel to Dublin city centre by sustainable modes in the morning peak period has increased from 66% to 72% of journeys in the period 2015-2019 and the number of cars entering the city between 7-10am over same period fell by over 10%¹².

The impact of the Covid-19 pandemic and subsequent Government requirements to limit travel, avoid public transport or work from home has hugely affected travel patterns. At the same time, there has been a marked increase in walking and cycling as people have sought fresh air and exercise at a safe social distance. In some areas, road space has been reallocated to walking and cycling facilities and areas of outdoor seating created near local businesses. The speed with which this has happened has demonstrated people's ability to alter their travel behaviour and accept changes to the public road environment. Most of all, we have seen that there is an appetite for Active Travel and greater understanding of the need for safe infrastructure to bring this about.



Dublin sits within the Eastern and Midlands region of Ireland, which is predicted to grow by at least half a million people by 2040 to around 2.85 million¹¹

11

Ireland 2040 Our Plan: National Planning Framework

12

Transport Strategy for the Greater Dublin Area 2022-42 (Preliminary Report October 2021)

Over 24,000 Bleeperbike hires were booked in Fingal in 2020 and operators are now investigating the inclusion of e-scooters (pending forthcoming legislation). The neighbouring Dublinbikes scheme has a fleet of 1600 bikes, over 55,000 long term subscribers, and has attracted 31 million journeys since its launch in 2009. As a further development, TIER and ESB e-bikes were launched in Summer 2022.

Active Travel aligns with a range of plans and strategies and helps deliver successful outcomes for a wide range of policy objectives including planning & economy; transport; social inclusion and equality; health and wellbeing; and climate/environment.

A separate Annex listing all relevant policies accompanies this document.

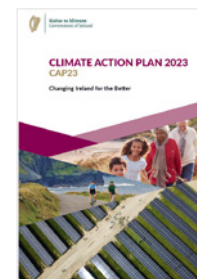


3 Policy Context



We will integrate the County's transport and tourism strategies to promote increasingly sustainable travel patterns and improved linkages between the City Centre, Villages and the Coast among visitors to the County

NATIONAL LEVEL	National Planning Framework 2040	National Development Plan (NDP) 2021-2030	National Investment Framework for Transport in Ireland (2040)
	Climate Action Plan 2023		
REGIONAL PLANNING	Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 to 2031		Greater Dublin Area Transport Strategy 2022-2042
	Metropolitan Area Strategic Plan (MASP)		
LOCAL PLANNING	Fingal Development Plan 2023-2029	Local Transport Implementation Plans	Local Economic and Community Plans



Planning & Economy

Project Ireland 2040 – the National Planning Framework (NPF)

represents the overarching national planning policy, focusing on sustainable and compact growth. The NPF is underpinned by core principles called National Strategic Outcomes (NSOs), including:

- ▶ NSO 1 Compact Growth
- ▶ NSO 2 Enhanced Regional Accessibility
- ▶ NSO 4 Sustainable Mobility



- ▶ NSO 8 Transition to a Low Carbon and Climate Resilient Society
- ▶ NSO 10 Access to Quality Childcare Education and Health Services.

The Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 – 2031 (RSES) provides a framework for investment to better manage spatial planning and economic development throughout the Region, in line with the NPF and in the context of a 250,000 increase in population in the Dublin Metropolitan area. It identifies 16 regional strategic outcomes (RSOs) – integrated transport and land use is one of these, aiming to promote best use of transport infrastructure, **promote sustainable and active modes of travel** and create safe and attractive street environments for pedestrians and cyclists.

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 **Metropolitan Area Strategic Plan (MASP) for Dublin** will act as the strategic planning and investment framework for the city metropolitan areas, addressing strategic development issues, including land use and **multi-modal transport integration**.

The **Fingal Development Plan 2023-2029** sets out the vision for how Fingal should develop over the life of the Plan. The Plan notes that Fingal’s population is projected to increase by approximately 73,000 by 2031 (from 296,000 people). The Plan seeks to put **healthy place making at its heart** – working towards a more sustainable County with the creation of a more socially integrated and resilient County. The Plan outlines a number of Strategic Objectives including:

- ▶ SO1: Transition to an environmentally sustainable carbon neutral economy.
- ▶ SO2: Continue the development of a network of well-served, well connected, sustainable neighbourhoods [...]
- ▶ SO9: Reduce car dependency and promote and facilitate sustainable modes of transport. Prioritise walking, cycling and public transport, while supporting an efficient and effective transport system.

Within the Connectivity & Movement Chapter, there are a number of objectives in relation to modal shift and Active Travel, including **Objective CM07 – Prepare an Active Travel Strategy to encourage Active Travel and modal shift to sustainable transport modes**.

The **Fingal Tourism Strategy** also highlights the importance of walking and cycling for leisure and for sport. Some €1.2m was set aside in 2021 to assist the recovery and development of the tourism sector in Fingal.



3 Policy Context

Transport

National Investment Framework for Transport in Ireland (NIFTI) provides a framework for future land transport investment to align with and support the NPF. NIFTI sets out two hierarchies - transport intervention and travel modes (as illustrated) - 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.

The **National Sustainable Mobility Policy** (2022) is centred upon three overarching principles – Safe and Green Mobility, People Focused Mobility and Better Integrated Mobility.



The policy is closely aligned with the NPF National Strategic Objectives, includes a Sustainable Mobility Action Plan 2022 – 2025, and supports delivery of objectives in the Climate Action Plan 2023.

The **Greater Dublin Area Transport Strategy 2022-2042** recognises the need for transport to lead the way towards a net zero emissions future. It seeks to reduce modal share of car-based journeys and promote public transport, walking and cycling, aiming “to provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements,

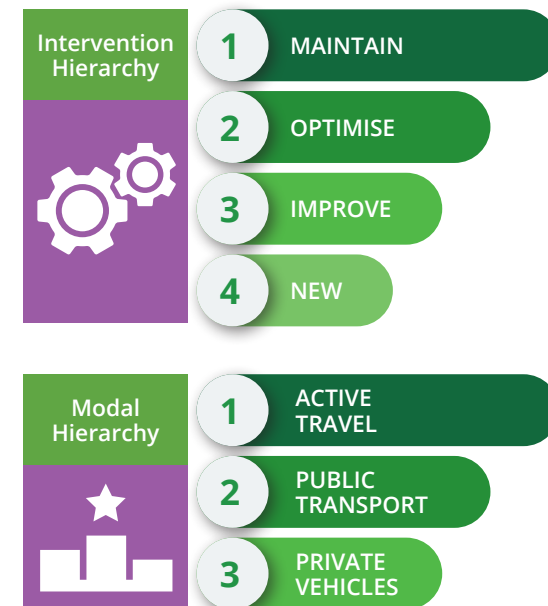


serves the needs of urban and rural communities, and supports economic growth”. It sets out a variety of actions covering:

- ▶ Planning for Sustainable Transport
- ▶ Integration and Inclusion
- ▶ Walking, Accessibility & Public Realm
- ▶ Cycling & Personal Mobility Vehicles
- ▶ Public Transport – Bus, Luas, Metro and Heavy Rail
- ▶ Roads
- ▶ Traffic Management & Travel Options
- ▶ Freight, Delivery and Servicing
- ▶ Climate Action Management

In relation to **Walking, Accessibility and the Public Realm**, there are a number of key measures identified to provide a high quality walking network that is safe coherent, direct, attractive and comfortable.

In relation to **Cycling and Personal Mobility Vehicles**,



the Strategy notes that the Covid-19 pandemic has induced a major growth in the numbers of people cycling. The 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.

A range of measures are set out to provide a comprehensive, cycle-friendly environment

National Design Guidance

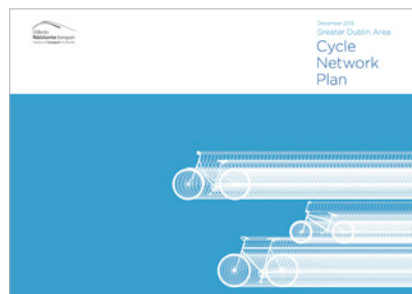
National design guidance has been issued to support planners, developers and scheme designers. Recent publications include:

- ▶ Safe Routes to Schools Design Guide
- ▶ Providing for Permeability in existing Urban Areas
- ▶ National Cycle Manual
- ▶ Rural Cycleway Design Guidance
- ▶ Walkability Audit Tool
- ▶ Sustainable Residential Development in Urban Areas
- ▶ Design Manual for Urban Roads and Streets
- ▶ Blueprint for Developing a Cycling Hub
- ▶ Get Home Safe: Safe by Design for Women (UK)

which caters for all abilities and every type of bike.

As part of the updated Transport Strategy for the GDA 2022-2042, a Cycle Network Plan has been prepared. This updated and expanded Network Plan aims to strengthen access and local permeability within Dublin and GDA towns, as well as cycling connectivity between them. It sets out to cater for an

increasing number of cyclists and grow and improve the safety, efficiency and directness of cycling for trips under 10km – seeking a consistent and continuous cycling



network across local authority boundaries.

Social Inclusion & Equality

The **National Development Plan 2021 to 2030** includes investment of €360 million annually for Active Travel programmes over the next ten years. Active Travel is one of three strategic transport investment priorities in the NDP along with public transport and roads. Strategic outcomes include Enhanced Regional Accessibility (NSO2) and Sustainable Mobility (NSO4), including investment in cycling

and walking networks, Safe Routes for Schools and cycle training.

The **Fingal Age Friendly Strategy 2018-2023** includes actions to promote Active Travel amongst older residents.

Cycling for Everyone (Sustrans/Arup) sets out measures to help people from all backgrounds, ethnicities, ages, abilities and genders.

We will communicate Active Travel policies and services to all groups in line with the **Fingal Migrant Integration and Social Cohesion Strategy 2019-2024**.

3 Policy Context

Between 2013 and 2020, 358 pedestrians and cyclists were killed in road traffic collisions. (Road Safety Strategy 2021-2030)



Health and Wellbeing

A wide range of policy initiatives and organisations promote Active Travel as a means of improving physical and mental health. These include:

- ▶ **Get Ireland Walking**
- ▶ **Healthy Ireland. A Framework for Improved Health and Wellbeing 2019-2025**
- ▶ **Healthy Ireland: National Physical Activity Plan**
- ▶ **Sport Ireland Participation Plan 2021-2024**

National guidelines for physical activity call for children & young people (aged 2-18yrs) to participate for at least 60 minutes a day, three times a week; and for adults at least 30 minutes a day, for five times a week.

Road Safety Strategy 2021-2030. This aims to reduce the number of traffic related casualties, improve training for all road users and address common safety concerns such as excessive vehicle speed and



Cycling can give greater independence for those with disabilities. Credit: Wheels for Wellbeing/Sustrans

poor driver behaviour. The strategy includes a vision to eradicate all road traffic deaths and serious injuries by 2050.





Climate/Environment

Climate Action Plan: Securing our Future 2023.

This aims to halve emissions by 2030 and reach net zero by 2050. For transport there are three main actions: reducing travel demand; increasing use of public transport, walking and cycling, and reduction in trips by car; and improving the energy efficiency of vehicles.

Fingal CC Climate Change Action Plan 2019-2024. Main actions relating to Active Travel include: increasing public bike facilities; promoting mode shift; delivery of county cycle/

greenway network; promoting a cycle to work scheme with council staff, and working with stakeholders along public transport routes.

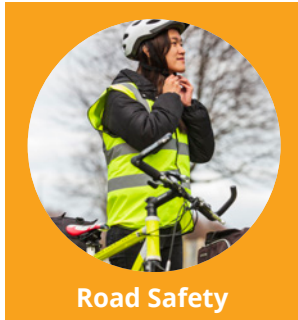
The **Dublin Region Air Quality Plan 2021** aims to improve local air quality by reducing the number of higher polluting vehicles and encouraging alternatives to motorised transport.



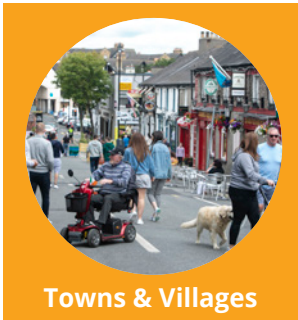
4 Strategy Themes



Protected Cycleways



Road Safety



Towns & Villages



Mobility



Connectivity



Strategic Planning

There are six pillars within the Active Travel Strategy:

- ▶ Protected Cycleways
- ▶ Towns and Villages
- ▶ Connectivity
- ▶ Road Safety
- ▶ Mobility
- ▶ Strategic Planning

The six pillars reflect the key priorities within the strategy. Protected Cycleways is principally focussed on infrastructure, whereas Strategic Planning is mainly about processes. The other pillars include a blend of hard measures (new or modified infrastructure such as traffic calming or cycle parking) and soft measures (revenue funded items such as cycle training, road safety campaigns and marketing promotions). Research has shown that both approaches are required for successful Active Travel outcomes¹³.

Protected Cycleways

Concern about traffic danger is the most common reason given by non-cyclists as to why they don't cycle and a recent survey has shown that an overwhelming majority (84%) of Dubliners support physically separated cycling infrastructure, even if this means less space for other road traffic. Over two thirds (69 %) state that these facilities would encourage them to cycle more.¹⁴

Despite the relatively flat terrain, cycling is an underutilised means of travel in the Dublin area. The average share of journeys made by cycle in Europe (8%) is significantly greater than the share in Dublin (5%) and Fingal (3%). By way of comparison with a city of comparable size and terrain to Dublin, Munich has a cycle mode share of 18% and 1,200km of dedicated cycle routes¹⁵.

13

Evaluation of Smarter Travel Areas, 2018 DTTAS

14

Bike Life, National Transport Authority and Sustrans, 2020

15

Cycling Cities - EU Policy Brief from the Policy Learning Platform on Low-carbon economy (2020)

Along fast or busy roads, new cycling infrastructure will be physically separated from traffic. This can be achieved by reallocating road space using kerbs, verges, simple segregation measures such as bollards along existing cycle lanes, and junction changes.

Projects already underway include cycle lane projects at Hartstown, Huntstown, Baldoyle, Howth, River Valley and St Cronans Avenue in Swords.

Fingal County Council will work with NTA to deliver the Greater Dublin Area Cycle Network, meeting high quality design standards set out in the National Cycle Manual

Towns and Villages

Fingal is a county of varied character made up of local suburbs, towns with separate identities and rural villages. Journeys can vary by purpose, time of day and particularly by distance.

We will complete a wide ranging review to assess what infrastructure and initiatives could best promote Active Travel and sense of place, taking account of greater dependence on motorised transport in more rural settings. These reviews will inform future initiatives and infrastructure projects.

We will invite towns and villages to participate in 30kph projects which advance the concept of '15 minute towns' where all destinations are possible with a safe 15 minute walk or cycle journey.

We will introduce Active Travel interventions to reduce car dependency in communities with important regular destinations such as schools, rail stations, hospitals, sports clubs, and education campuses. Measures will include widening footpaths, walkability audits, Low Traffic Neighbourhoods, Safe Routes to School measures, one-way systems (for vehicles only) and pedestrianisation schemes built in line with the Government's Design Manual for Urban Roads & Streets (DMURS) and actions arising from Local Transport Plans.



4 Strategy Themes

Connectivity

Over short distances, new cycle routes and improved public transport can improve transport choice and reduce car dependency. At neighbourhood level, small alterations to the local environment can make it easier for pedestrians and cyclists to move through an area (making an area more permeable); for example traffic filters which limit street access to different types of vehicle, a gate in a fence or gap in a wall, and a footbridge over a stream. These changes can be made quickly and can often extend walking and cycling networks at low cost.

We will continue to assess new development proposals with more emphasis on the promotion of Active Travel infrastructure through the development management and forward planning processes. In addition, we will review existing developments to assess any connectivity and permeability improvements that can be made. We will also assess any requests for improvements in this regard.

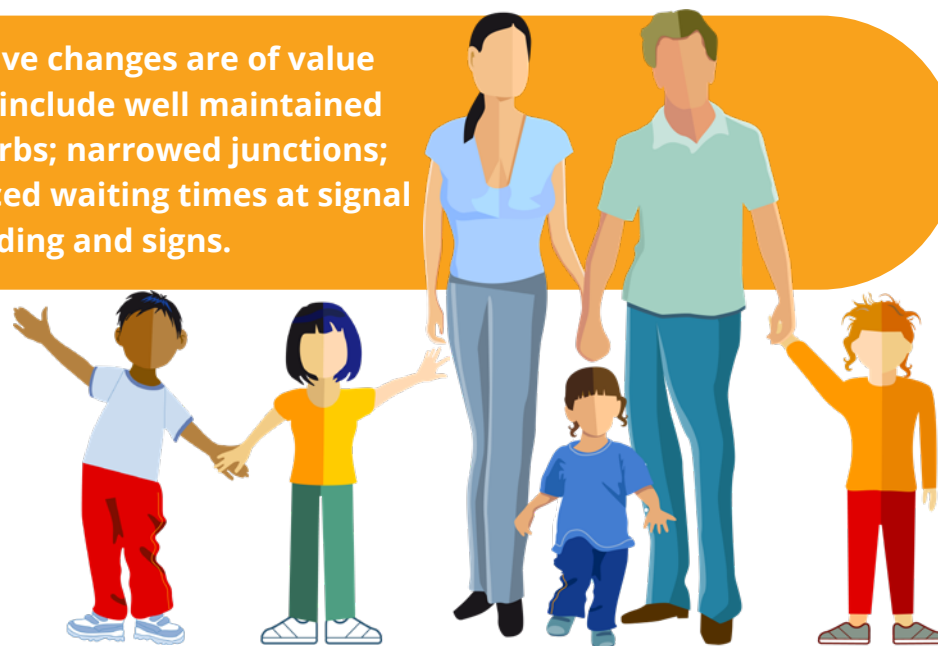
Road Safety

Concern about safety is the most common reason given for not walking or cycling for local journeys. Whilst better street design, high quality and well-lit footways, crossings and cycle paths can address many of these fears, there are other interventions which can reduce the perception of danger and help change travel behaviour. These include school wardens, Safe Routes to School projects, speed management plans, School Streets/Zones, cycle training and participation programmes aimed at specific groups such as Cycle Right Training, Cycling without Age, and 'cycle buses' at schools.

Highway maintenance, renewed signage, and safety campaigns targeting poor driving behaviour can also protect and encourage people to swap to Active Travel.

We will seek to reduce the overall casualty rate for pedestrians and cyclists through a range of safety initiatives which will be set out in our Road Safety Plan. Each initiative will be reviewed to check that all messaging is appropriate to different age and user groups and does not achieve safety targets by discouraging walking and cycling.

Small scale, inexpensive changes are of value to pedestrians: these include well maintained footways; dropped curbs; narrowed junctions; crossing places; reduced waiting times at signal crossings; and wayfinding and signs.



Mobility

We will make best use of technical innovations, data and fiscal incentives to encourage and enable Active Travel and promote travel behaviour change. Technical innovations include journey planning apps, incentive platforms and digital mobility competitions. Better access to e-bikes and cargo bikes can make journeys easier and more responsive to modern lifestyles. E-scooters also offer opportunities for enhanced mobility, pending forthcoming legislation. Bike share schemes, on street cycle counters with digital messaging and Active Travel community events give Active Travel a visual focus, and can become an entry point for new users.

Better integration with public transport will include bike carriage on trains, secure cycle parking at bus and rail stations, real time travel information boards and the development of Mobility Hubs. Fiscal incentives such as Cycle To Work scheme, walk/cycle business travel allowances, and entrance discounts for Active Travel users at popular destinations are an important tool to trigger awareness of different travel alternatives.



We will work with the NTA and local organisations such as Age Friendly Fingal to develop a structured network of co-ordinated bike share schemes, support the provision of electric bike sharing schemes, and put in place interoperability between schemes. We will work with public transport operators to deliver measures which improve information, safety and cycle parking at bus stops, DART and regional rail stations and future Luas and Metrolink stops. We will monitor emerging mobility trends and respond accordingly (for example, the use of eScooters).

4 Strategy Themes

Strategic Planning

Future Active Travel projects will need to respond to planning and policy frameworks at a local, regional and national level.

New developments will continue to include Active Travel routes, improved green spaces, secure cycle parking and Mobility Management Plans, in line with latest design guidance and advice. Joined up Health and Education policies can influence journey choice, for example by prescribing walking and cycling in patient care plans or embedding Safe Routes to School designs in all new school build projects. Operational strategies such as highway maintenance, car parking, and town centre access will be aligned to support Active Travel.

The Active Travel Strategy will be included in the Fingal County Development Plan 2023-2029. Active Travel considerations will continue to be a requirement of future planning permissions – new developments shall give appropriate space for walking and cycling, and provide connectivity and permeability to adjoining neighbourhoods. We will review all relevant Council policies to ensure they support Active Travel including (but not limited to) land use and transport, cycle parking standards, Safe Routes to Schools, interchange with Public Transport and our own operational procedures.

The following projects all have a part to play in promoting Active Travel:

- ▶ car share schemes
- ▶ car park management and charges
- ▶ treatment of on-street parking
- ▶ last mile, low emission deliveries
- ▶ marketing and information
- ▶ segmented cycle promotion such as Gear up for Cycle Training and Cycling Without Age





5 Building on Success

New Street Pedestrian Zone, Malahide

The scheme was first implemented during the Covid-19 pandemic as part of the Walk Bike Fingal initiative. It aimed to promote social distancing in public spaces and encourage Active Travel for health and wellbeing. The scheme has provided a safe and inclusive environment in the heart of Malahide village, supporting local businesses by providing space for safe outdoor dining. The Council is consulting on permanent enhancements which can benefit the community and local businesses.



Baldoyle to Portmarnock Greenway

The Greenway offers a safe and convenient route connecting local town centres and is the first phase of a strategic Active Travel route along the entire coastline of Fingal from Sutton to Malahide. The high quality walking and cycling facility takes advantage of the area's natural assets and coastal location adjoining Baldoyle Bay. The scheme features a three-metre wide cycle track and two-metre wide footpath separated from the highway by a grass verge, with short sections of shared used path.

Credit: Murphy Group



Bleeper bike sharing scheme

This scheme aims to provide affordable and convenient access to cycling for everyone and address the barrier of bike ownership. A fleet of Bleeper bikes is now available for hire at multiple locations in Fingal. The scheme operates in Dublin City, Fingal County, and Dun Laoghaire - Rathdown. All available bikes can also be viewed and unlocked within the Bleeper app and bikes are available 24 hours a day, 7 days a week. Over 100,000 hire accounts have been opened and operators are investigating the inclusion of e-scooters.





School Streets, St. Oliver Plunkett's and St Andrew's Primary Schools

A School Street is a road outside a school with a temporary closure to motorised traffic at school drop-off and pick-up. It aims to encourage Active Travel to school and reduce air pollution by creating a car-free environment where children can travel safely. The restriction applies to school traffic and through traffic, although residents on the street affected are generally given an exemption.

The pilot scheme has resulted in an increase in Active Travel, 50% reduction in school related traffic, and 20% reduction in air pollution at the schools¹⁶.

"School Streets is the best thing that has happened in Malahide. Before it started, I had to walk out blindly into the road to cross children as cars were parked all along the footpath"

Breda Crawford, Former St Andrew's Warden

Gearing up for Training

Fingal County Council Road Safety Section has partnered with Cycle Right approved training providers to give young people safety skills to travel independently to sports clubs. This promotes fitness and wellbeing, and reduces congestion around the club. The scheme has been implemented at St. Finians GAA and Loreto College in Swords.

"Fingal is committed to improving the roads and streets for people cycling, especially to go to local schools and sports facilities. Cycle training is an important complement to this infrastructure provision. It builds skills and confidence of people using bicycles on the roads."

Cllr David Healy



Cycling Without Age

This project aims to help older adults or isolated people or those with impaired mobility to return to cycling and experience a new sense of independence. Over seventy volunteers have already registered, training to ride a fleet of trishaws which will operate initially in Skerries, at Baldoyle/Portmarnock Greenway and St Catherine's Park.

"The project is important because it allows our older citizens and those with mobility issues an opportunity to remain an active part of society and the local community"

Grainne Carroll, Senior Staff Officer Active Travel, Fingal County Council



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School Streets Pilot Review (SYSTRA, 2020)

5 Building on Success

Safe Routes to School

This programme is co-ordinated by An Taisce Green Schools and implemented by local authorities on behalf of the National Transport Authority.

Feasibility designs have been prepared for safety improvements to benefit several schools in the Fingal County Council area.

Proposals include School Zone treatments (including road narrowings, raised zebra crossings, new footpaths, road surface changes and lower speed limits) along with School Streets at selected sites.



E-Cargo Bike Pilot Initiative

This project aims to support climate positive growth of local businesses by providing environmentally friendly bike deliveries. Fingal County Council have purchased 4 e-Cargo bikes and engaged with local business to trial them for a 12 month period. Data on levels of usage, frequency and beneficial environmental impacts will be monitored and reviewed to determine the success of this initiative.



Smarter Travel Plans with Workplaces and Colleges

TFI Smarter Travel is a national voluntary travel plan programme, funded by the Department of Transport and managed by the National Transport Authority. It aims to promote more sustainable travel options, reducing the need for employees and third level students to travel alone by car and consider flexible working arrangements. Campuses are also encouraged to promote Smarter Travel as part of the curriculum and through student projects. Partners in Fingal include Fingal County Council, Alexion Pharmaceuticals, Bristol Myers Squibb, Connolly Hospital, Dublin Airport Authority, ebay, IBM, Nortonlifelock, Paypal, Special Olympics Ireland and TU Blanchardstown.¹⁷



Protected Cycle Lanes

Fingal County Council has implemented a successful upgrade of 5km of existing cycle and pedestrian infrastructure in the Baldoyle and Howth areas. These schemes aim to reduce traffic congestion, improve air quality and maximise cyclist safety. Segregation from traffic has been achieved using signs and bollards.



Mobility Hubs

The aim of the Mobility Hub is to offer a choice of sustainable transport in areas that are close to existing public transport links and popular destinations. Over the coming months, the Mobility Hubs will be rolled out on a phased basis across Fingal towns and villages.

A mobility hub could include bike parking, bike and scooter hire, electric charging points and public transport information.

“The Mobility Hub is a worthy initiative that shows Fingal’s commitment to helping our people and environment to thrive” -

Cllr. Eoghan O’Brien



6 Changing Travel Behaviour

This strategy will be accompanied by an Active Travel Delivery Plan which will set out future steps in more detail. We will ensure that Council staff are fully engaged by:

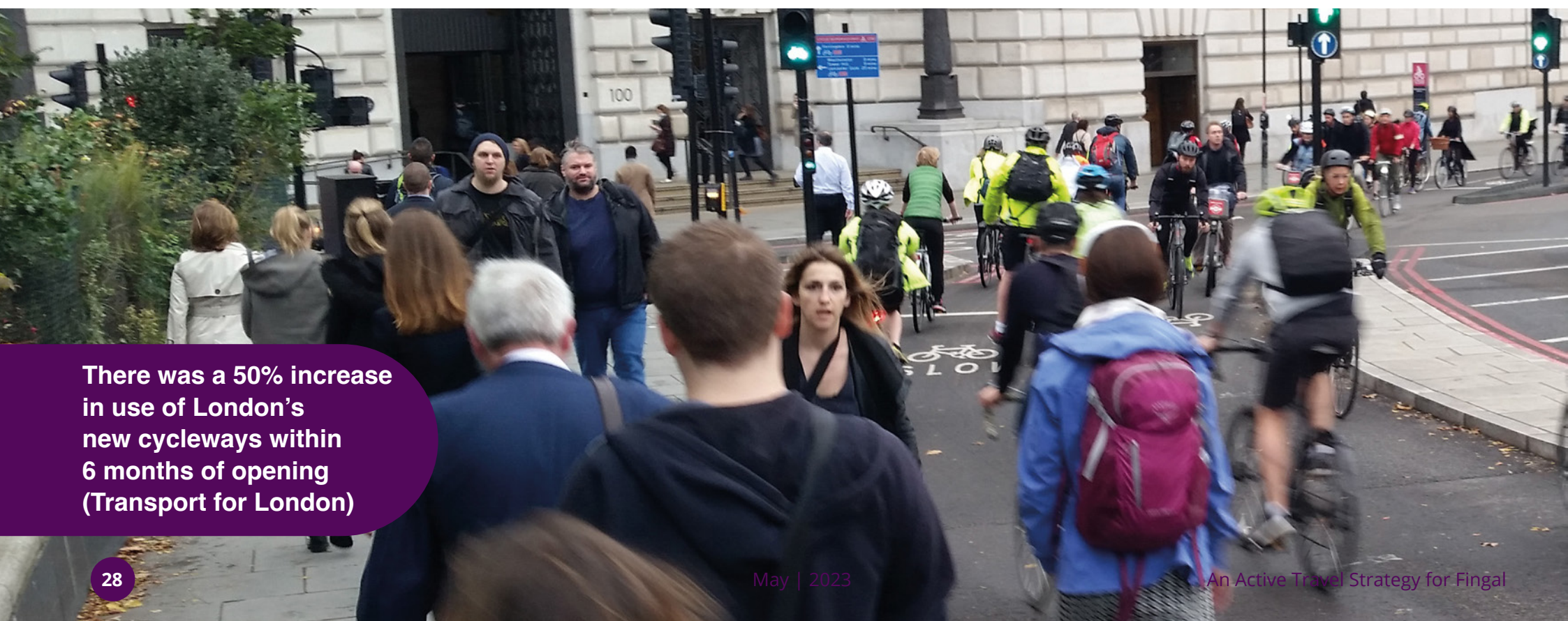
- ▶ establishing multi-disciplinary teams
- ▶ promoting cross-sector collaboration
- ▶ providing professional training and development; and
- ▶ emphasizing the importance of the transport users' hierarchy.

- ▶ Conducting trials of new schemes, and making adjustments to address local concerns.

Changing travel behaviour requires insight from behavioural science and applying this to the transport field. To deliver successful outcomes we will develop a clear logic to our action plan, making sure that we:

- ▶ Start with the problem and not the solution

- ▶ Clearly define the specific behaviours involved
- ▶ Identify the target populations and assess their amenability to change their travel behaviour
- ▶ Learn lessons from what has worked well in the past
- ▶ Test and refine the logic as we proceed with the strategy



There was a 50% increase in use of London's new cycleways within 6 months of opening (Transport for London)



We will ensure that Council staff and the general public understand the importance of Active Travel by following these five steps:

Engagement

The Fingal County Council Active Travel Unit has prepared a communications strategy which will outline how we engage with stakeholders, including cross departmental teams, elected representatives, citizens and various representative groups to ensure a collaborative approach.

Enablement

We will provide appropriate infrastructure and activities which promote Active Travel. These should be designed to have maximum convenience, enabling easy and obvious door to door journeys. Our planning and design processes will follow the transport users' hierarchy which put Active Travel modes at the top.

Communication

We will incentivise Active Travel by making improvements which are visible to the wider population, explaining why changes are happening, and sharing stories which demonstrate successful outcomes. Examples include building attractive routes within sight of congested roads, and installing cycle and pedestrian counters which display daily usage and journey times.

Training & Advice

We will assist people to make use of new Active Travel assets by providing access to the right equipment, safety skills, and advice for using journey planners and mobility apps. Much of this training will be carried out by our Cycling and Walking Officers.

Inspiration

We will initiate projects which inspire and celebrate active journeys. These could include gatherings for scheme openings, Active Travel challenges with exciting prizes, interactive experiences along our routes, traffic signals timed to match cycling or scooting speeds... we want your ideas!

7 Leadership, Governance and Partnership

We will encourage local businesses to play their part by promoting Active Travel to staff and customers, and to take advantage of the Greenway network as a business opportunity.



The Active Travel Strategy will be delivered by Fingal County Council in partnership with the National Transport Authority and key stakeholders, several of whom are already mentioned in this document. In some cases the strategy will be delivered by developers through the planning process. In others, local volunteers may lead some of the supporting activities such as Cycling Without Age and led walks. Ultimately the strategy will rely on individuals who choose Active Travel and who lead by example.

Senior political and executive commitment will be essential, as strong leadership is a pre-requisite for any successful strategy and its delivery.

We will appoint an Active Travel Champion to ensure that this strategy is driven forward at all levels across the County, including securing support and investment in Active Travel. This could be a new external appointment or someone from the Fingal County Council Active Travel Steering Group.

An Active Travel Steering Group will be established to monitor progress and coordinate activities, with cross department representatives working together to further embed Active Travel into the Council's governance structures,

policy development and delivery. This will take account of all policies set out earlier in this report.

We will engage in a review of Council policies and design standards which relate to Active Travel, particularly those which can influence the design and location of new housing, employment sites, schools and hospitals.

We will provide appropriate training for relevant design and planning staff and work with our consultancy teams to achieve the highest design standards.

We will ensure that strong local partnerships are fostered with relevant organisations through a process of consultation, regular communication, and where practicable, joint decision making and project delivery.

We will work closely with the voluntary sector and local businesses, committed to community participation in our shared vision for Active Travel.

We will compare our progress with national targets, adjusting the strategy when needed, and updating Fingal residents and stakeholders as we continue on our Active Travel journey.

The Active Travel Strategy will be delivered by a range of partners, including (amongst others) National Transport Authority (NTA); Bleeper and other bike share operators; An Taisce Green Schools; Fingal youth representatives; Healthy Ireland; Cycling Ireland; Cycle Right Approved Trainers; Fingal Cycling Initiative; walking or community organisations active in Fingal; Irish Rail; Bus Éireann, Fingal Youth; and Fingal Age Friendly Group

This partnership work will be supported by an **integrated communications approach** to increasing Active Travel across the county, including Bike Week, Keep Well Walking Challenge and other events. This will build on existing Active Travel communications and activities, and consist of strong branding, promotional material and online resources – supported by targeted campaigns that illustrate the benefits of Active Travel to a range of target audiences. We will provide a range of tailored support to enable more people to choose walking and cycling for trips under 5km.



8 Funding and Value for Money

We aim to increase our spending on Active Travel measures.

To achieve this, we will seek funding and support from the following sources (as of December 2022):

- ▶ National Transport Authority (NTA)
- ▶ Fingal transport, highway maintenance and road safety funds
- ▶ Health Service Executive/Public health funds
- ▶ Sport Ireland
- ▶ EETCD and other rural regeneration funds
- ▶ Development contributions
- ▶ European structural funds
- ▶ Contributions from partners, for example rail and bike share operators
- ▶ Grants and contributions from third sector organisations, for example the national lottery good causes grants.



Measures which increase Active Travel can contribute to a wide range of social, environment and economic objectives at relatively low cost. Economic appraisals of Active Travel schemes demonstrate high benefit cost ratios (BCRs), arising mainly from congestion and health savings. The pressing need to address climate change will increase the focus on carbon savings in future appraisals and demonstrate even greater value for money of investment in Active Travel.

A recent study in Dublin showed that there was a net benefit of €1.14 to individuals and society for every mile cycled instead of driven. This is equivalent to an annual saving of €311 million annually in the Dublin area from all miles cycled. Savings include travel time, vehicle operating costs, medical costs and work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.¹⁸

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Dublin Metropolitan Area
Walking and Cycling Index, NTA
and Sustrans, 2021

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9 Strategy Outcomes

The GDA Transport Strategy forecasts the majority (51%) of journeys will be made by Active Travel and public transport by 2042 (see chart below).

Monitoring and evaluation is vital for the effective delivery and management of different projects. It can also inform the effectiveness of promotional campaigns and messaging.

The national Climate Action Plan 2023 includes a target for a 50% increase in daily Active Travel journeys by 2030.

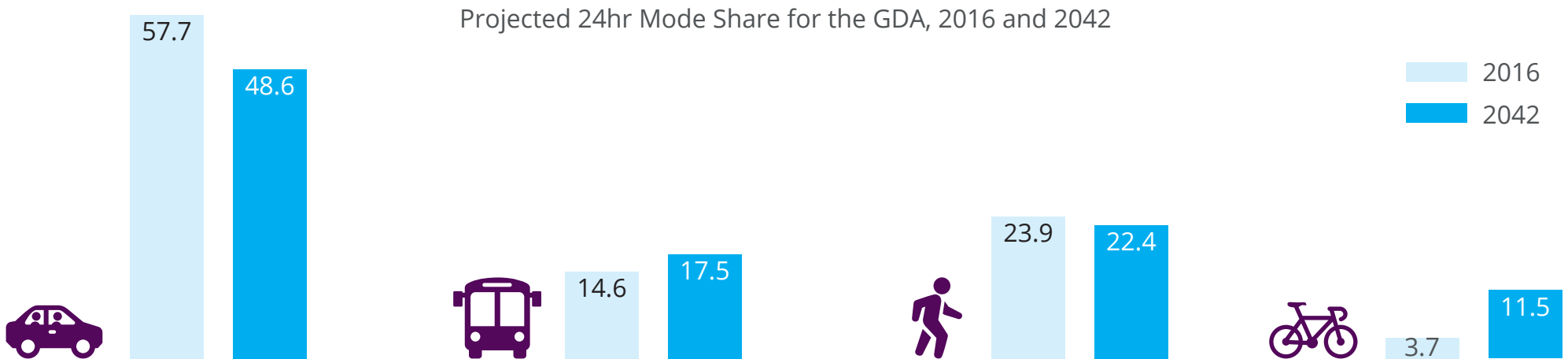
We will help meet national and GDA transport targets, measuring progress against Fingal County Council baseline data and pursuing the following aims:

- ▶ increasing the number of journeys to work and college by foot and bike
- ▶ delivering additional protected cycle routes
- ▶ providing more secure cycle parking spaces, including provision for adapted cycles, e-bikes and cargo bikes
- ▶ 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

An **Active Travel Delivery Plan** will be updated on an annual basis, meeting

funding commitments from our sponsoring bodies across the six Active Travel pillars described in this report.

A **Monitoring & Evaluation framework** will be developed as part of the Active Travel Delivery Plan including engineering, economic & behavioural change data. This will utilise a range of sources including the NTA Household Travel Survey, latest Census data, and Fingal resident surveys along with investment in more automatic counters and travel surveys. Schools and businesses will also be encouraged to report progress with their Mobility Management plans.



Glossary

Active Travel	Walking, wheeling, running and cycling
BCR	Benefit Cost Ratio
CAP23	Climate Action Plan 2023
Car dependency	Having no alternative to the car either through travel habits, or lack of travel choice.
CDP	County Development Plan
Climate Emergency	A situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it.
Cycle To Work scheme	A 'salary sacrifice' scheme which aims to encourage people to cycle to and from work. Under the scheme, your employer can buy a bicycle and safety equipment for you and this will not be a taxable benefit-in-kind.
e-bike and e-cargo bike	Electric assist/powered bikes
EETCD	Economic, Enterprise, Tourism and Community Development
Fifteen minute neighbourhoods	The 15-minute neighbourhood concept is that the population of local communities should be able to access everything to meet their daily needs within a safe 15 minute walk or cycle journey, including access to public transport to reach more distant services or workplaces. At its core is the idea of liveable, walkable communities, where what people need is within easy reach i.e. employment opportunities, shops, education, healthcare, leisure and recreation facilities.
GDA	Greater Dublin Area
Greenhouse gas emissions	Emissions (including carbon dioxide, methane and nitrous oxide) which contribute to global warming and climate change.

Glossary

Low (or Slow) Traffic Neighbourhoods (LTNs)	Areas where traffic speeds are generally limited to 30kph or lower and through traffic is discouraged.
MASP	Metropolitan Area Strategic Plan
Mobility Hub	Highly visible, safe and accessible spaces where public transport, shared and Active Travel modes are co-located, often with improvements to public space or enhanced community facilities.
Mobility Plans & Travel Plans	Local, site-specific or neighbourhood action plans which integrate infrastructure improvement schemes and behaviour change incentives to promote and enable reduced car use.
Modal shift	Process of changing people's means of travel from one mode of travel to another, generally away from the private car.
Multi-modal strategy	A planning approach which considers all types of transport, and how they can be combined and integrated to best effect.
NDP	National Development Plan
NIFTI	National Investment Framework for Transport in Ireland
NPF	National Planning Framework
NSOs	National Strategic Outcomes
NTA	National Transport Authority
Permeability	The ability for pedestrians and cyclists to pass easily through an area.
Personal Mobility Vehicles	Powered mobility scooters and powered wheelchairs
Protected or Segregated Cycleway	A cycleway with a physical barrier next to motorised road traffic. Can be achieved with kerbs, a grass verge, bollards or planters, but not painted road markings.

Glossary

RSES	Regional Spatial and Economic Strategy
Safe Routes to Schools	A programme to support walking, scooting and cycling to schools by: creating safer walking and cycling access routes to schools within local communities; improving safety at the school gate by providing ‘front of school’ treatments to alleviate vehicular congestion and improve access; and expand cycle and scooter parking at schools.
School Streets	An initiative where road(s) near schools are subject to time limited vehicle restrictions at school opening and closing times, with the road(s) opened up to those walking, wheeling and cycling to school.
School Zone	An initiative designed to give priority to students at the school gate by freeing up footpaths and reducing vehicle drop-offs, pick-ups and idling. The aim is to reduce congestion and increase safety at the front of school, and prioritise Active Travel. School Zones aim to encourage traffic to slow down in the School Zone area; prevent parking on pavements; and encourage drivers to make drop-offs outside the School Zone area.
Smarter Travel	Changing travel behaviour towards more sustainable modes such as walking, wheeling, cycling, using public transport and car-sharing.
SUDs	Sustainable Urban Drainage systems (SUDs) are drainage systems that are environmentally beneficial and reduce the risk of flooding.
TFI	Transport for Ireland
TII	Transport Infrastructure Ireland
Transport users’ hierarchy	Prioritising the least polluting types of travel, with walking and wheeling at the top, and sole drivers in private cars at the bottom.

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National **Transport** Authority

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National Transport Authority

