



Clifton Scannell Emerson
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Public Consultation 1 Report

Feltrim Road Active Travel Project

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1 Introduction

Fingal County Council (FCC) is developing an Active Travel Project for the Mountgorry Way and Feltrim Road area to enhance the Active Travel options in the area and encourage residents to adopt sustainable transport modes. FCC have appointed Clifton Scannell Emerson Associates (CSEA) as Consulting Engineers to assist them in the delivery of the Feltrim Road Active Travel Project.

The project aims to enhance conditions for walking, wheeling and cycling for short-distance journeys, while also improving access to public transport for longer trips. The first stage, "Understanding the Area," focused on identifying key opportunities, challenges, and objectives related to walking, wheeling, and cycling in the area. This stage also aimed to assess potential opportunities for social interaction and better connections to destinations along the route. Additionally, the project team sought to identify areas where placemaking and public realm improvements could be integrated into the active travel solutions, enhancing the overall user experience and benefits of the infrastructure.

This report provides an update on the project's progress following the initial round of community engagement. It also serves to initiate ongoing dialogue, fostering the development of a shared vision and key principles to guide the project as we develop options in Stage 2.

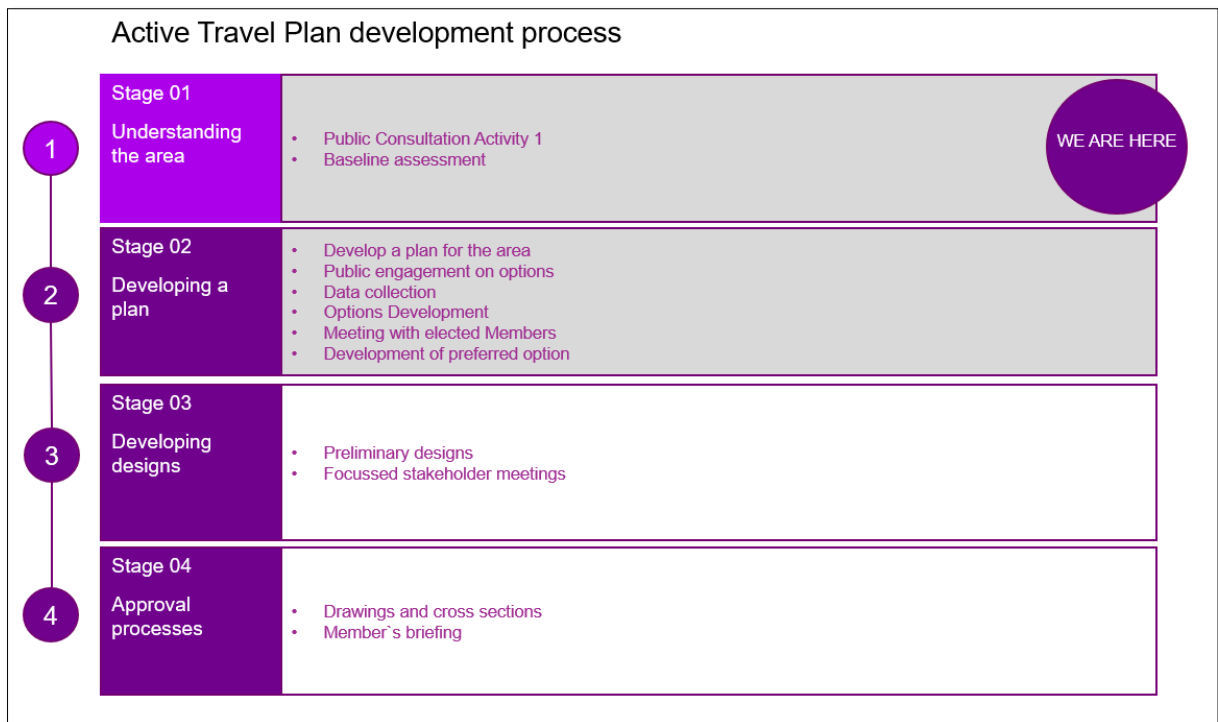


Figure 1.1 – Active Travel Plan development process.

1.1 Project Study Area

The project focuses on the area extending from the Mountgorry Way / Swords Road Roundabout to the Feltrim Road / Kettle's Lane Junction where the proposed scheme shall join with existing pedestrian and cycle facilities on Kettle's Lane. The project aims to enhance active travel infrastructure, including the addition of a new pedestrian crossing near the entrance of Kettles Park on Kettles Lane. Improvements will also address the treatment of three junctions: Swords Road / Mountgorry Way Roundabout, Mountgorry Way / Feltrim Road Roundabout, and Swords Enterprise Park / Liam Rogers Centre / Malahide Portmarnock Educate Together Secondary School Roundabout. The scheme will also focus on providing improvements to existing access route and desire lines within the scheme area. Figure 1.2, shown below, illustrates the project study area.

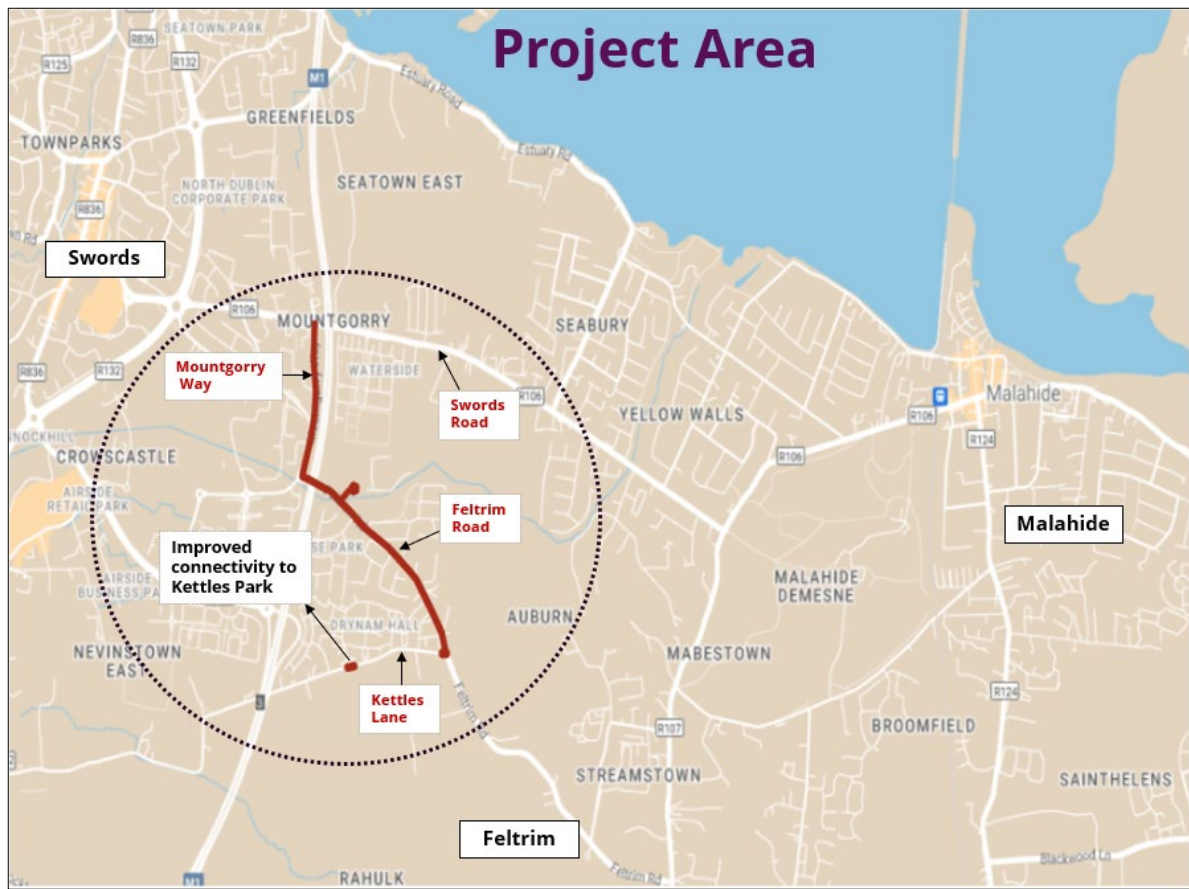


Figure 1.2 – Project Study area

1.2 Benefits of Active Travel

In today's fast-paced world, finding time for exercise can be a challenge. However, incorporating active travel into daily routines offers a simple solution with profound benefits. By choosing to walk, wheel, or cycle, individuals are not just moving from one place to another—they are taking steps towards living a healthier lifestyle and creating a more sustainable world. Active travel is more than just a personal choice; it's an investment in the community. When people opt for active modes of transportation, they help reduce traffic congestion and improve air quality. This contributes to creating more liveable places with cleaner air, quieter streets, and safer neighbourhoods.

The economic advantages of active travel are equally compelling. Reduced congestion means goods and services can move more efficiently, boosting local economies. Moreover, the health benefits of active travel helps to reduce healthcare costs, as regular physical activity lowers the risk of chronic

diseases. Perhaps the most immediate reward, however, is the positive impact on mental well-being. The simple act of walking or cycling can be a meditative experience, offering moments of calm in an otherwise hectic world. It provides an opportunity to disconnect from the digital sphere and reconnect with the surroundings.

Looking ahead, it's clear that active travel is not just a trend but a fundamental component of sustainable development. It's a choice that benefits individuals' health, supports local economies, and protects our planet.

Within the recent 'Sustainable Mobility Policy Paper 2: Active Travel' (Department Transport, Tourism and Sport) 5 key benefits are outlined related to increasing modal share for active travel in Ireland and highlight that there are a number of multi-disciplinary co-benefits which come with Active Travel which are summarised below:

1.2.1 Health Benefits

- Improved levels of fitness and general public health from increased activity.
- Improved air quality in towns and cities as a result of reduced car volumes.
- Spending time outdoors and within nature has proven mental health benefits such as improved brain function, mood and overall mental well-being.

1.2.2 Safety Benefits

- Increased levels of cycling tend to lead to lower overall collision rates for cyclists arising from a "safety in numbers" effect.
- Increased levels of active travel can also stimulate an increased provision of quality footpaths and cycle paths by public authorities. This further increases the general safety of pedestrians and cyclists.

1.2.3 Social Benefits

- Increased provision for active travel modes can drive improved transport equity.
- Increasing the provisions for active travel modes can improve accessibility and mobility for lower income groups.
- Improved active travel infrastructure (e.g. high-quality footpaths and cycle tracks) can also increase accessibility for people with mobility impairments or disabilities.

1.2.4 Economic Benefits

- Increased active activity usage can lead to reduced congestion levels and improved accessibility in urban areas.
- The space and infrastructure required for large numbers of pedestrians and cyclists are often significantly more economical to provide when compared to the costs associated with new roads, for example.

1.2.5 Environmental Benefits

- Reduced levels of carbon emissions and greenhouse gases.
- Improved air quality levels in towns and cities including lower levels of harmful particulates.
- Reduced noise levels due to lower vehicle volumes / speeds.
- Reduced environmental impacts due to reduced levels of energy and materials used in car manufacturing.

2 Summary of Public Engagement

The community surrounding Mountgorry Way and Feltrim Road will be included in the development of the Active Travel Plan, as illustrated in the Active Travel Plan Timeline shown in Figure 2.1 below. This ensures that the proposed changes to the area align with the specific needs of residents, business owners, and visitors to the area.

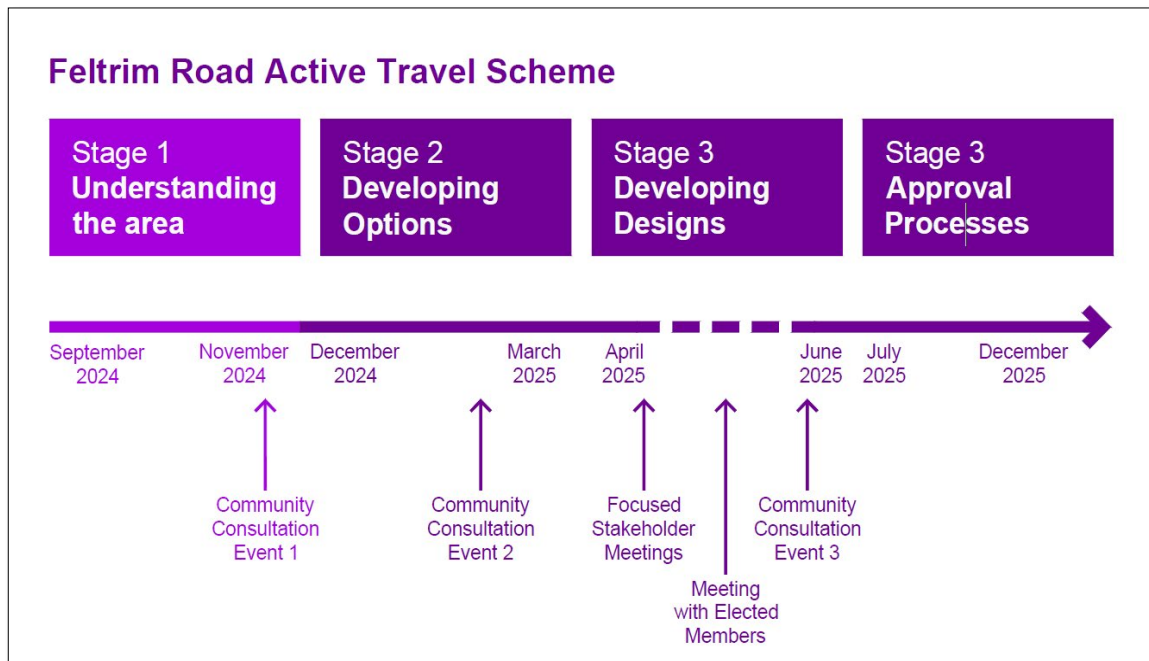


Figure 2.1 – Active Travel Plan Timeline

2.1 Stage 1 and Public Consultation 1

Stage 1 (Understanding the Area) aimed to establish the foundation for the project by gathering information about travel patterns, the current experience of those using the existing infrastructure, and the barriers that different groups face in engaging with active travel options. The insights collected will guide key decisions and considerations for the next stage of the project, including improvements to existing links, the creation of new link routes and desire lines, and enhancements to the public realm of the area.

A project webpage was created to inform members of the public of the scheme and give them an understanding of the scheme as it progresses through each project stage. This webpage will be continuously updated throughout the duration of the project.

An initial public consultation was held prior to the development of the scheme concept designs / options to identify issues raised by the public and encourage proactive engagement with the project. The consultation took place at the Riasc Centre in Swords on Thursday, November 28th, from 3pm to 8pm.

Three activities were used to gather feedback from the public in relation to the scheme during Stage 1. These three activities, and a breakdown of the feedback gathered using each, are outlined in Section 2.2 of this report.

2.2.1 Breakdown of Feedback from Activity 1 – Active Travel Survey

An active travel survey was used to gather insights on how people currently travel around the area, the challenges they experience in active travel and the opportunities they see for the area. The survey was available in printed hard copy format for completion during the consultation. The survey was also available for completion online on the project webpage until December 6th. A total of 319 survey responses were collected: 34 during the initial public consultation event held at the Riasc Centre, 71 from students of the Malahide Portmarnock Educate Together Secondary School, and 214 were carried out by means of the survey link on the project webpage.

The survey comprised of 18 questions covering demographics, travel modes and reasons for choice, barriers to walking and wheeling, and attitudes towards cycling. The majority of respondents were residents of the area, with a noted small representation from local businesses. The results of the surveys show a good demographic spread of respondents broadly representative of the population of the area.

The survey revealed high levels of walking in the Mountgorry Way / Feltrim Road area, while cycling levels were notably lower. For trips beyond the local area, private vehicles were heavily utilised, accompanied by significant public transport use. In contrast, walking and cycling were less common for these journeys. Private car trips encompassed a variety of purposes, including leisure activities, visiting family and shopping.

Despite many respondents owning a bike, most participants reported cycling infrequently—once a month or less, or not at all. Additionally, the absence of adequate cycling infrastructure connecting to key facilities was identified as a major barrier to greater bike usage.

Graphics illustrating key responses gathered from the survey are shown in Figure 2.2 and Figure 2.3. These visuals provide a clearer understanding of the data, highlighting trends such as travel mode preferences, frequency of cycling, and perceived barriers to active transport.

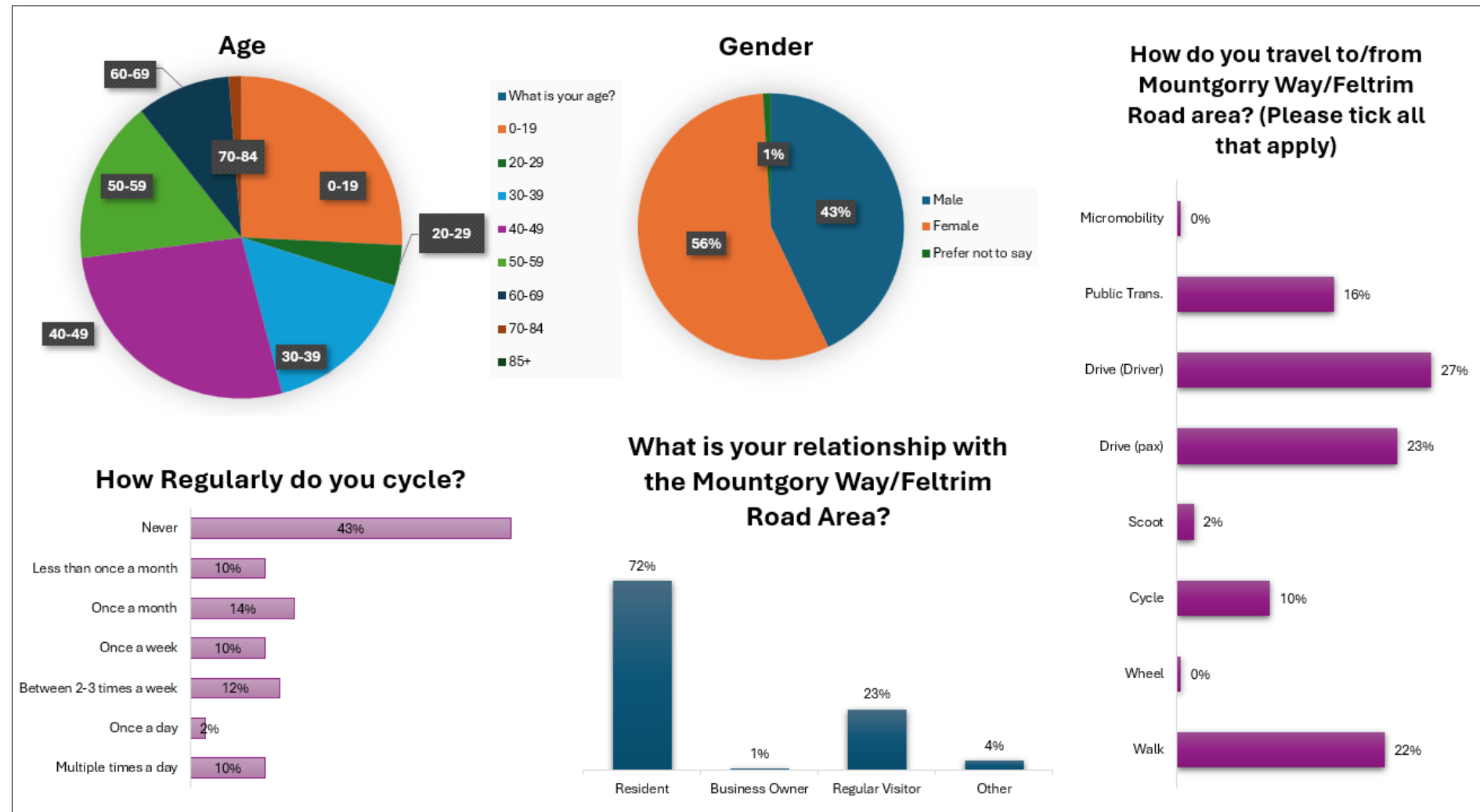


Figure 2.2 – Graphic illustrating key survey responses

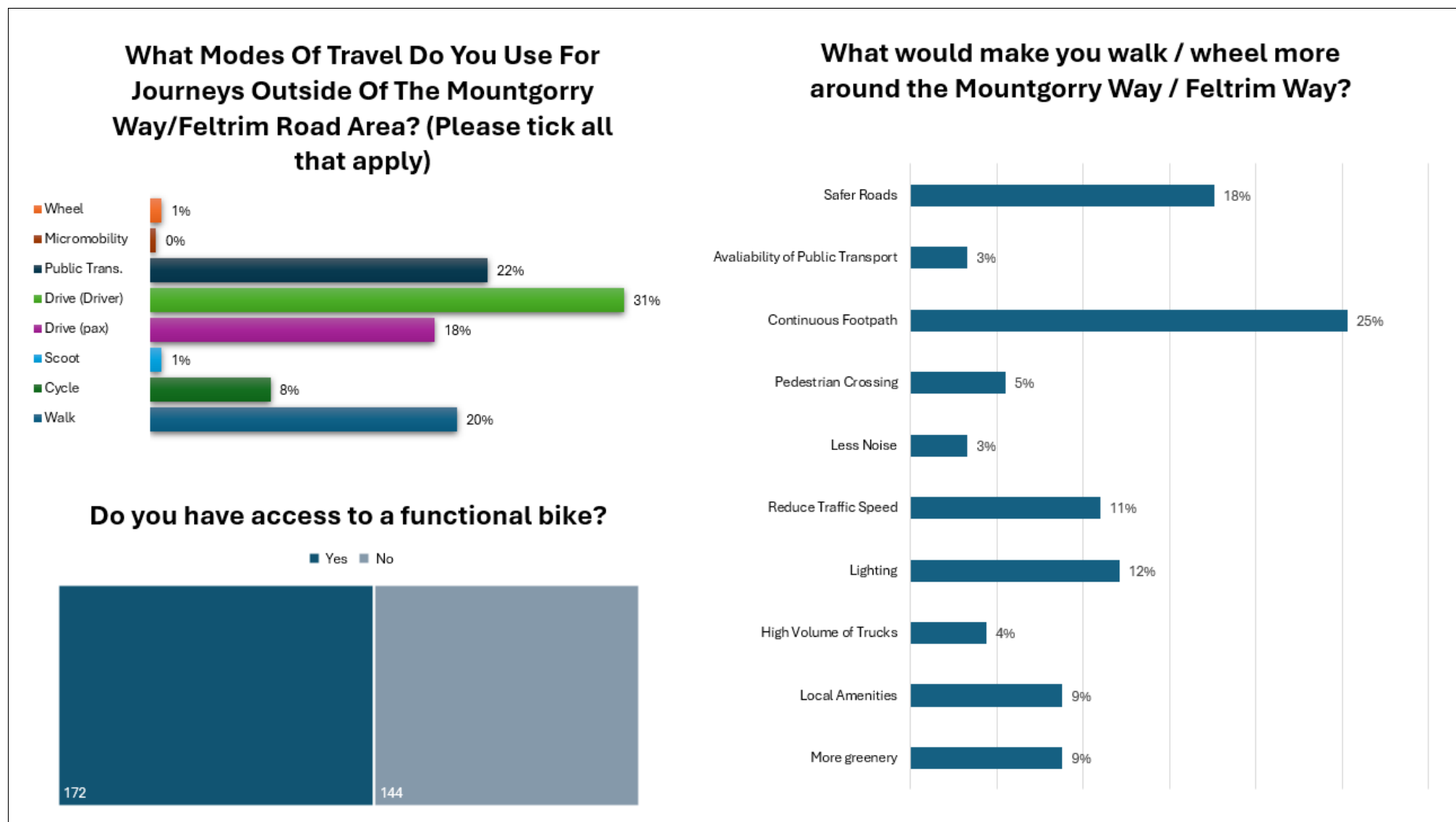


Figure 2.3 – Graphic illustrating key survey responses

2.2.2 Breakdown of Feedback from Activity 2 – Opportunities and Challenges

Activity 2 was made available to attendees of the Public Consultation 1 event and was designed to identify, on a printed hard copy map, specific areas of concern for local residents as well as to capture future aspirations for active travel infrastructure upgrades and new amenities. Using the Activity 2 maps, five key challenges were identified. These are the following:

1. The area faces some pedestrian safety issues due to the lack of continuous walking infrastructure. The existing footpath is narrow, which can be difficult for pedestrians to navigate, including those with buggies, children, or dogs, especially when HGVs pass by at higher speeds.
2. A dedicated cycle path would improve safety for cyclists in the area, as there is currently no separation between cyclists and vehicular traffic. Cyclists currently choose non-direct routes through Drynam, avoiding main routes. Additionally, they encounter depressed sections of roadway, drains and potholes and experience vehicles driving too closely to them.
3. HGVs that use the route contribute to challenges through speeding, road wear, air pollution, and occasional non-compliance with traffic regulations (sometimes proceeding through red or orange traffic signals). They can cause damage to speed bumps, accelerate road degradation, and spread dirt from uncovered loads. Additionally, they contribute to making the route a more hostile environment for walking and cycling.
4. Access to the bus stops is deemed challenging due to the lack of safe crossing options, particularly for residents at the top of the hill trying to reach Kettle Park. There is a desire for pedestrian crossings to improve access to the bus stop and improve safety of bus users.
5. Improving lighting in Mountgorry Way and the surrounding areas is crucial for boosting safety and visibility. The park also lacks lighting, and the poorly lit roads provide an opportunity to upgrade the area's lighting infrastructure for improved security and visibility.

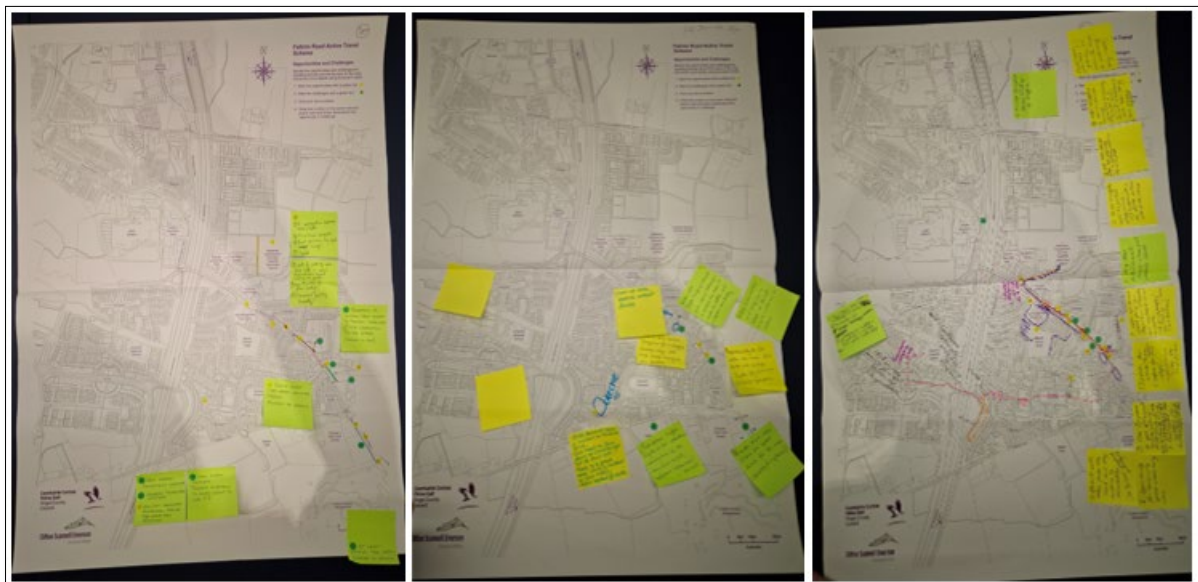


Figure 2.4 – Activity 2 – Opportunities and Challenges hard copy maps

The table, shown below (and on following pages) captures and consolidates the feedback received using the Activity 2 maps that were made available at the Public Consultation 1 event.

Challenges (As outlined by attendees of the Public Consultation 1 Event)	Opportunities (As outlined by attendees of the Public Consultation 1 Event)
<i>Busy bus stop. Is this an issue that is on opposite side of road. Provide cycle parking.</i>	<i>Additional bus shelters. There's a big lack of them.</i>
<i>Very dangerous access to the bus stop. No lights residents have been mugged.</i>	<i>Reconfiguration of bus stops, closer to the junction</i>
<i>Route from bus stop 'feels unsafe'</i>	<i>Opportunity for buses (coaches) that drop kids to school to park here instead of Feltrim Rd where they constantly block the road</i>
<i>No footpath after bus stop, hard to cross with buggy</i>	<i>Shortcut through the school grounds. Scoil an Duinnínigh even though it is not allowed. See desired Line, also to bus stop.</i>
<i>No crossing to bus stop.</i>	<i>Bus stop (no safe route to)</i>
<i>Bus bay + shelter at Scoil an Duinnínigh block sightlines</i>	<i>Zebra crossing at bus stop</i>
<i>Very narrow no footpath. No crossing at all need for traffic lights</i>	<i>Zebra for Whitethorn and / or 2. zebra for bus stops - people run across the road for the bus.</i>
<i>Path is very narrow. Dangerous for a buggy, children, dogs with large trucks driving by very quickly.</i>	<i>Footpath to extend from bus stop to the new dwellings and or crosswalk to be added</i>
<i>Very narrow Pedestrian walkway</i>	<i>Bus shelter outside ploughman's</i>
<i>Lack of walking infrastructure. Path ends on west, discontinuous road. Crossing on bends.</i>	<i>Dedicated cycling lanes</i>
<i>Path is so narrow, and verge has a slope so it's not nice to walk on it either.</i>	<i>Very narrow pathway. Possible to extend to allow cyclist to use it?</i>
<i>No proper footpath. Area for cycling needed.</i>	<i>Need for cycle path (difficult to navigate drains and potholes) Cars / Lorries tend to drive very close to cyclists</i>
<i>School pickups buses / cars can block the road at collection time.</i>	<i>Walkways through Drynam needed</i>
<i>Obstructed sightline by bushes, have to go up the road to see if cars are coming.</i>	<i>Many people currently use Feltrim Road on daily basis to get access - move to active travel means</i>
<i>U-turns an issue have due to congestion particularly at school drop off and collection.</i>	<i>Mountgorry Way is the access to 3 schools and also buses into city centre. It's a pretty busy place. Giving spaces to cyclists would improve the commute for everyone</i>

Challenges (As outlined by attendees of the Public Consultation 1 Event)	Opportunities (As outlined by attendees of the Public Consultation 1 Event)
<i>No sightlines when turning right</i>	<i>Walkway Should be extended. Because the apartment buildings.</i>
<i>Trees Blocking</i>	<i>Look at crossings along all Feltrim Road.</i>
<i>Pedestrian difficulty at the roundabout.</i>	<i>Control school traffic into Educate Together School</i>
<i>Completely packed speed of cars coming downhill. Obstruction from the bus shelter. (volume and speed of traffic)</i>	<i>Explore the possibility of signalling this junction (Kettles Lane) to slow traffic entering the residential schools of Feltrim Rd.</i>
<i>View from the junction isn't great - is too close to the roundabout and there are 2 bus stops here. Hard to get out.</i>	<i>Traffic control. Traffic Lights or roundabout to roundabout. To let traffic join Feltrim Rd from Kinsealy Court.</i>
<i>Mountgorry way is very dark. Improve the lighting.</i>	<i>Traffic calming to slow down cars and lorries.</i>
<i>Lighting awful along Feltrim - Kettles Lane</i>	<i>Sightlines to traffic lights blocked by bushes or buses.</i>
<i>Poor lit road.</i>	<i>Timers on traffic lights are better.</i>
<i>No lights in the park.</i>	<i>Push button traffic light on the pedestrian crossing here as the cars drive too fast.</i>
<i>Speeds on Feltrim</i>	<i>I would like a crossing from Drynam to Kettles Park</i>
<i>Speed of Trucks.</i>	<i>Link from Waterside drop off point from kids arriving from Malahide + Portmarnock</i>
<i>Dirt of roads from quarry. Trucks coming out without cover</i>	<i>Connection to waterside from MPETSS</i>
<i>No tonnage restriction on Kettles Lane. Trucks taking shortcuts.</i>	<i>Ramp and stair here adjacent RIASC junction. They would create a great link to the residential areas to the south of Feltrim Rd.</i>
<i>No segregation between HGV and Bikes.</i>	<i>Gateway</i>
<i>Road out past the quarry, high speed. Very unsafe for peds + cyclists. Very difficult for residents at top of hill to cross to bus stop. Traffic calming at these hours.</i>	<i>Make an entrance to Educate Together directly from R106 Swords Rd.</i>
<i>Trucks are destroying the speed bumps and quality of the road is bad. Quality of the air from trucks bad also.</i>	<i>Opportunity to add signs and pencil bollards at the front of the school make it more visual.</i>

Challenges (As outlined by attendees of the Public Consultation 1 Event)	Opportunities (As outlined by attendees of the Public Consultation 1 Event)
<i>High speed from the Junction trucks don't respect TL.</i>	<i>Implement desire Line</i>
<i>Challenge to cycle through to Drynam - Zigzag route.</i>	<i>Yield sign required but not given yet. Stop may be more appropriate. Dangerous left turn.</i>
<i>Road uninviting</i>	<i>Parking at Kettles Lane on Weekends.</i>
<i>Should be community hub but it is uninviting, dirty and car park dangerous wall keeps falling. greenery needed.</i>	<i>Maintenance of the footpath is very poor on Feltrim Road. Leaves make the route very dirty and slippery.</i>
<i>Open space not great for play - depression in centre and manhole cover in the centre.</i>	<i>Opportunity for placemaking.</i>
<i>Footpath covered in leaves</i>	<i>Need more planting and greenery as houses so close to motorway + busy roads.</i>
<i>Crossing to Kettles Park is an issue</i>	<i>Please keep the green, existing trees.</i>
<i>No safe crossing to Kettle Park.</i>	<i>Opportunity to green/ enhance the area around Kinsealy Shops / pub</i>
<i>The junction of Kettle's lane and Feltrim Road needs-controlled traffic lights.</i>	<i>More trees would make the place nicer e.g. a greenway to act as a fence.</i>
<i>Traffic lights taking too long to change.</i>	<i>Open up area remove unkept shrubs.</i>
<i>Anti-social behaviour</i>	<i>Maintenance of the facilities particularly where trees exit.</i>
<i>Kinsealy Downs: Anti-social behaviour.</i>	<i>Opportunity for community space where swing was.</i>
<i>Broken wall. People hanging around anti-social behaviour. Enhance the area to make it better and improve sociability</i>	<i>Three triangles could be 'pocket'?? - no playgrounds in the estates on that side of the road.</i>
<i>Junction doesn't feel safe</i>	<i>Triangular piece of land voluntarily maintained by resident of Ashdale. Might be good for bench.</i>
<i>Little Harvard Crèche is located on Muileann Drive. Cars need to slow down as children get out of their cars. There is a small ramp which is insufficient to slow traffic. Ramp needed at creche.</i>	<i>Woodside Cottage should be preserved. One of the oldest cottages in Swords.</i>
<i>Completely packed speed of cars coming downhill. Obstruction from the bus shelter. (volume and speed of traffic)</i>	<i>Opportunity to light the area better. It's dark and unsafe Trucks fly over here.</i>
<i>Traffic lights taking too long to change.</i>	<i>At least extend the safety barrier in length</i>

2.2.3 Breakdown of Feedback from Activity 3 – My Perfect Active Travel Route

Activity 3 encouraged participants attending the Public Consultation 1 event to be creative allowing them an opportunity to use their imaginations by either sketching, writing or describing, to the project team members present, their ideal active travel route.

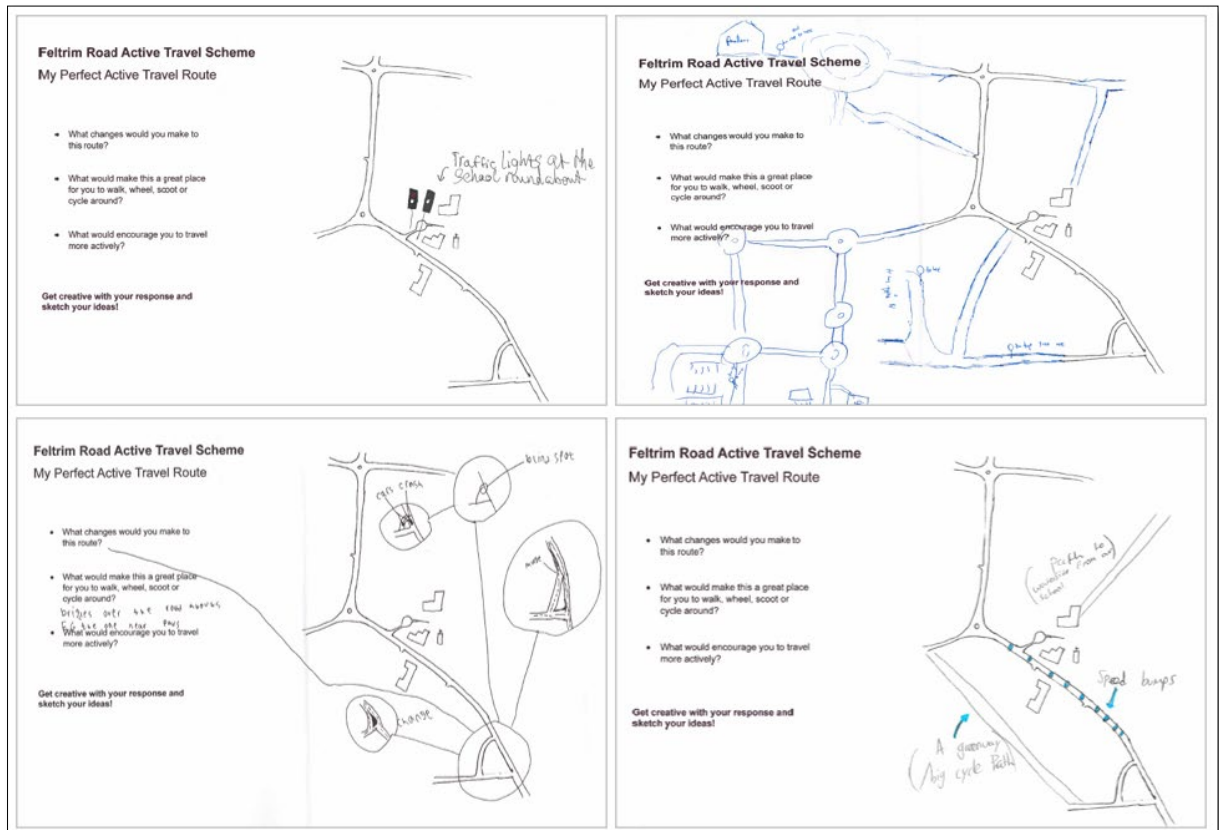


Figure 2.5 – Activity 3 – My Perfect Active Travel Route feedback sketches

3 Key Findings

3.1 Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis

Stage 1 of the project has identified significant opportunities for placemaking and public realm enhancements in the Mountgorry Way and Feltrim Road area. Adopting a thoughtful and holistic 'place-based' approach, this initiative aims to upgrade infrastructure and improve public spaces, promoting a more accessible, vibrant, and sustainable environment. By prioritising active travel, the project seeks to encourage community members to adopt walking, wheeling and cycling, and other sustainable travel modes.

A SWOT (strengths, weaknesses, opportunities and threats) analysis has been created based on the baseline report findings. It highlights key strengths, weaknesses, opportunities, and threats that should be addressed as the plan progresses.

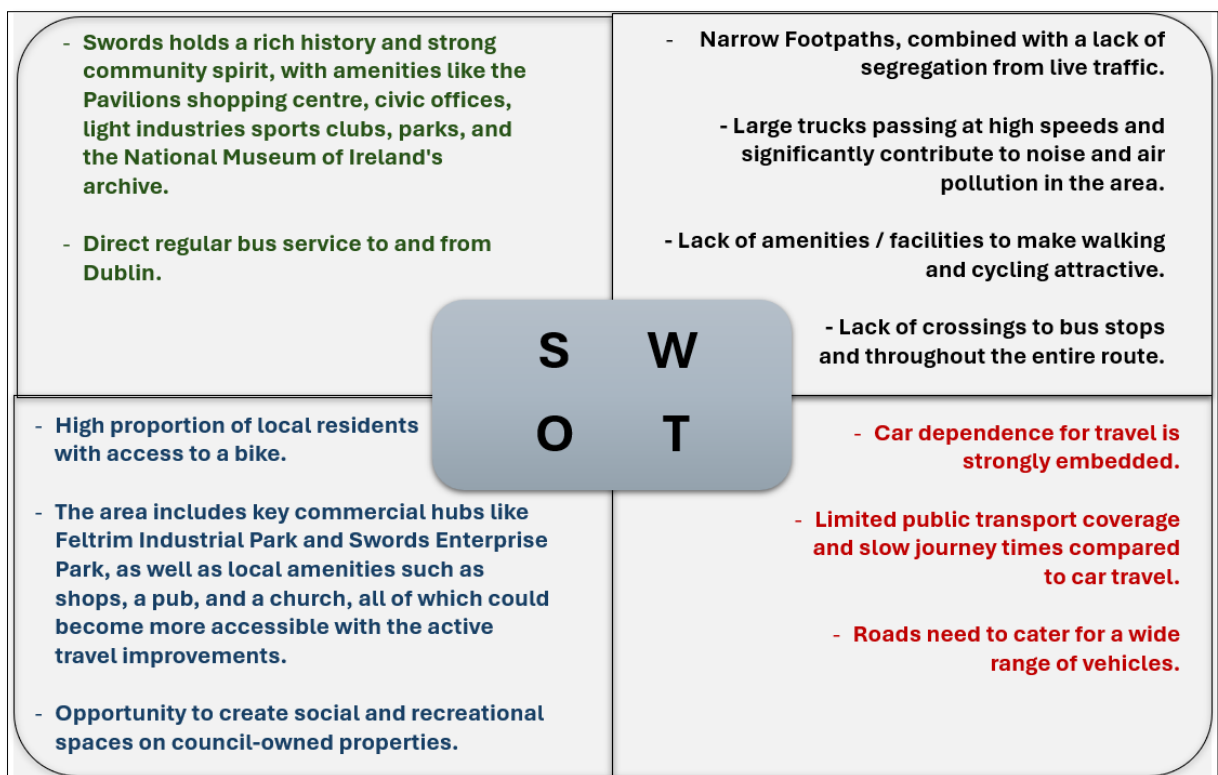


Figure 2.6 – Strengths (S) / Weaknesses (W) / Opportunities (O) / Threats (T) for Mountgorry Way/Feltrim Road area.

The Mountgorry Way and Feltrim Road route suffers from a lack of public transport options. Bus route 43 runs along Feltrim Road, connecting people to and from the city centre. However, there is no nearby route that covers journeys to Swords or Malahide town centres, leaving a gap in service for residents needing to travel between these areas. Even with the proposed new routes, such as the Swords to City Centre Core Bus Corridor (CBC), which begins on the R132 Swords Road and connects to Drumcondra Road Upper & Lower and Dorset Street, it still does not address these problems. Figure 2.7 displays the Swords area Bus Connects map.

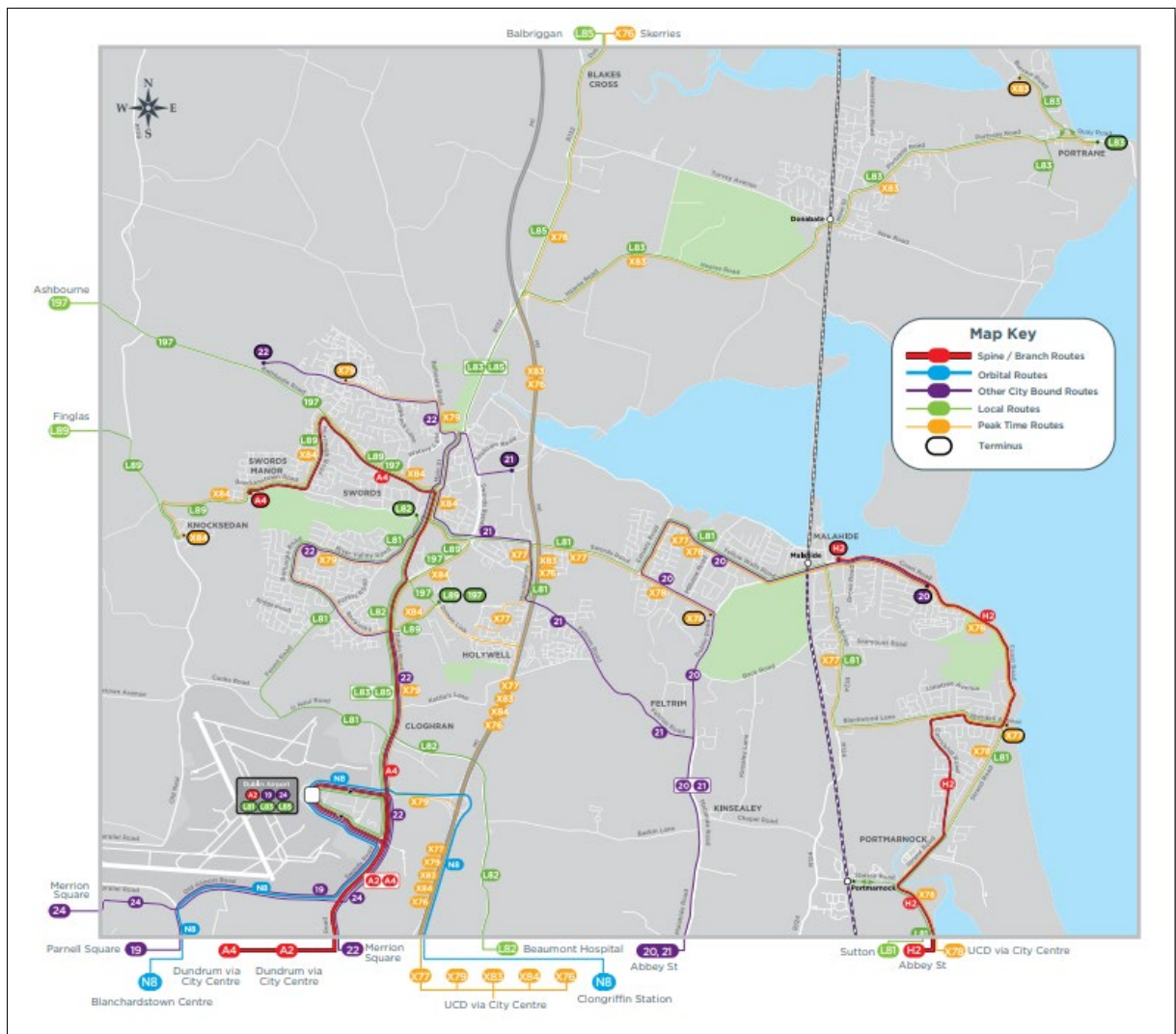


Figure 2.7 – Bus Connects map - Sword's area.

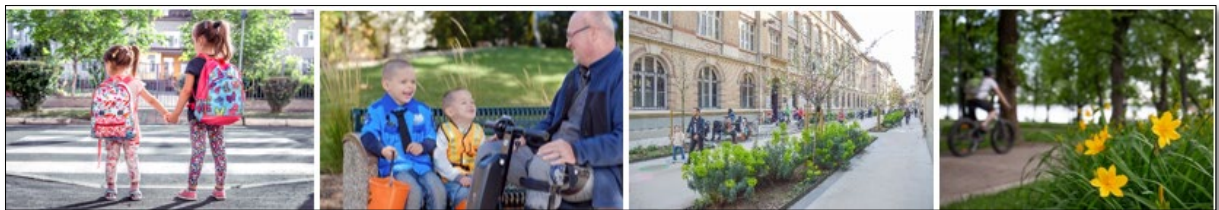
As can be seen from the above image, The CBC focuses on the Swords to City Centre journey, providing dedicated bus lanes and priority for buses along the route, but does not include coverage for the Malahide or Swords Town Centres. This situation exacerbates traffic congestion and contributes to environmental challenges, as more cars are required to meet the transportation demands that could otherwise be addressed through improved public transit infrastructure.

The area has many strengths, including an active local community that is supportive of change. However, like any place, it also faces weaknesses and challenges. The plan will need to acknowledge these and work towards resolving them. Some challenges can be addressed relatively quickly, while others may require more long-term planning. There are identified opportunities that could support active travel, enhancing the quality of life for both local residents and visitors, boosting the local economy, and contributing to more sustainable living.

3.2 Key Principles for Active Travel in the Mountgorry Way/Feltrim Road area.

During the initial phase of the Feltrim Road Active Travel project, the team had the privilege of engaging with a diverse group of individuals connected to the Mountgorry Way / Feltrim Road area. These included local residents, school students, business owners, representatives from the local authority and other relevant stakeholders. As the project advances, several key objectives will be established to serve as guiding principles for decision-making.

These objectives, which are outlined in Section 3.2.1 below, build on the original project brief and have been enriched by ideas and themes gathered through community engagement and conversations with key stakeholders during Stage 1 of the project. The project team remains committed to further refining and testing these principles with stakeholders to ensure they align with a shared vision for the active travel plan.



3.2.1 Key Objectives serving as guiding principles for decision making

Healthier Lifestyle

Encourage regular physical activity through walking and cycling to improve public health.

Accessibility for All

To make Active Travel in Mountgorry Way/Feltrim Road area easy and accessible for all abilities and ages.

Clean, Quiet and Low Carbon

Reduce air pollution and noise by encouraging local trips being made using active travel, reducing car travel and minimising road congestion.

Feels Safe

Improve road safety to protect pedestrians and cyclists and reduce barriers to active travel.

Quality Public Realm

Design spaces that enrich community life and contribute to the area's vitality by supporting the development of recreational, social, youth, educational, and community-oriented facilities.

Integration with Other Travel Modes

Help to facilitate longer trips by connecting walking and cycling routes efficiently with the public transport network as well as other shared mobility services

Enables Local Business

Boost the local economy by facilitating active tourism and increasing the number of visits to local businesses.

Unique Heritage and Character

Preserve the area's heritage while promoting the creation of a vibrant, character-rich environment that celebrates its unique identity.

Thriving Natural Environment

Enhance the area's natural environment by safeguarding existing habitats and creating new opportunities for greenery and biodiversity.

Comfort and Convenience

Provide amenities, facilities and places to rest to support active travel by making it an easy and convenient choice of travel.

Well-connected Local Destinations

Provide pleasant and comfortable routes for active travel that link local destinations (e.g. school, business centres, Kettles Park) together and to residential areas.

Linking to Surrounding Areas

Create a cohesive network of cycle paths and walking routes within the area and linked to a wider network.

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