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Fhine Gall
Fingal County
Council

We're Updating Our Active Travel Strategy for Fingal

At Fingal, we are updating our active travel strategy and we'd like to get your feed back.

This document outlines how we've done so far and at the end you can find out how you can give your input on our updated strategy.



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WHAT IS ACTIVE TRAVEL?

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.

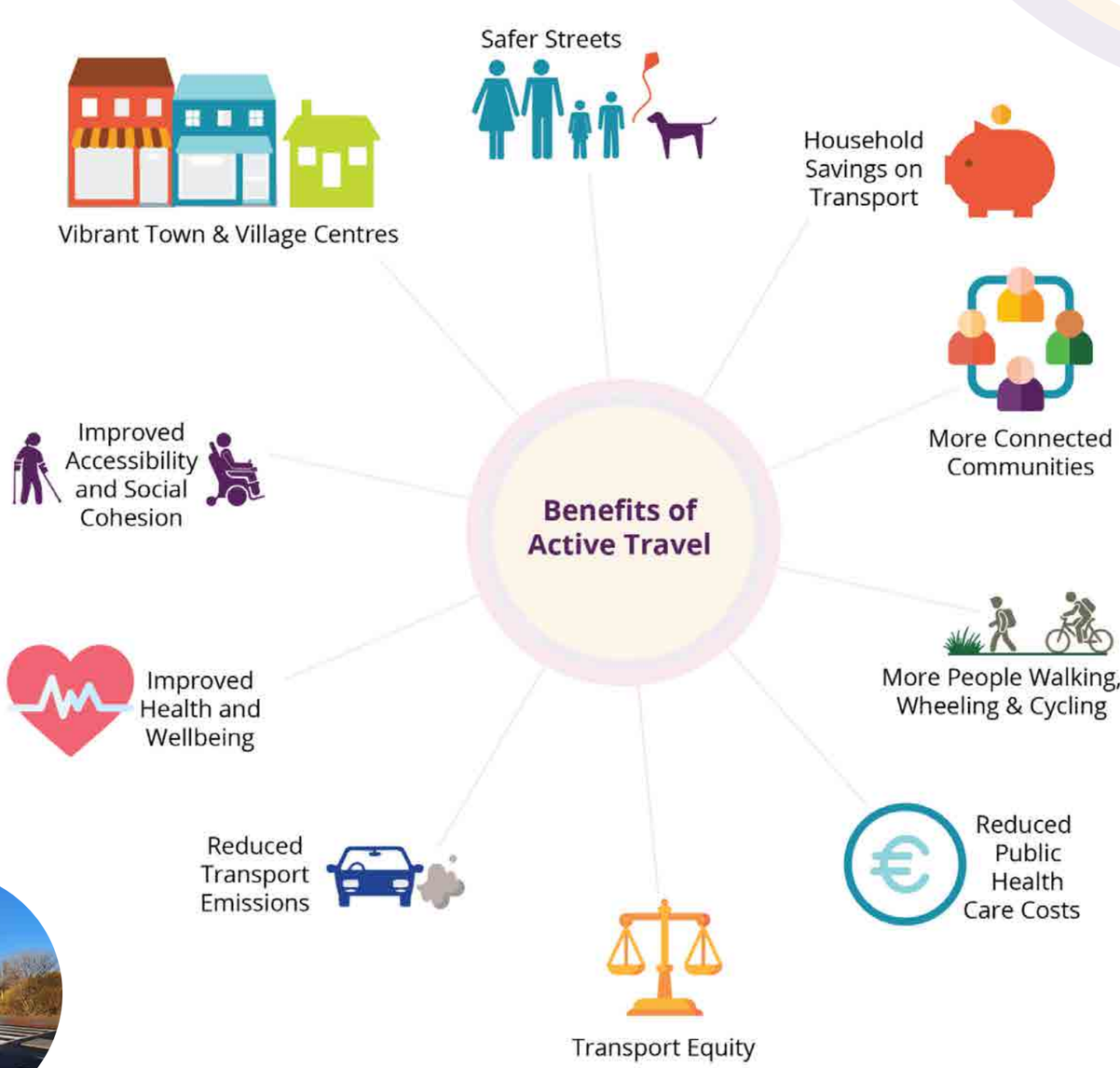
Active Travel is inclusive of the needs of those who use buggies, scooters, wheelchairs and adapted cycles, as well as new mobility modes such as e-scooters and e-bikes.











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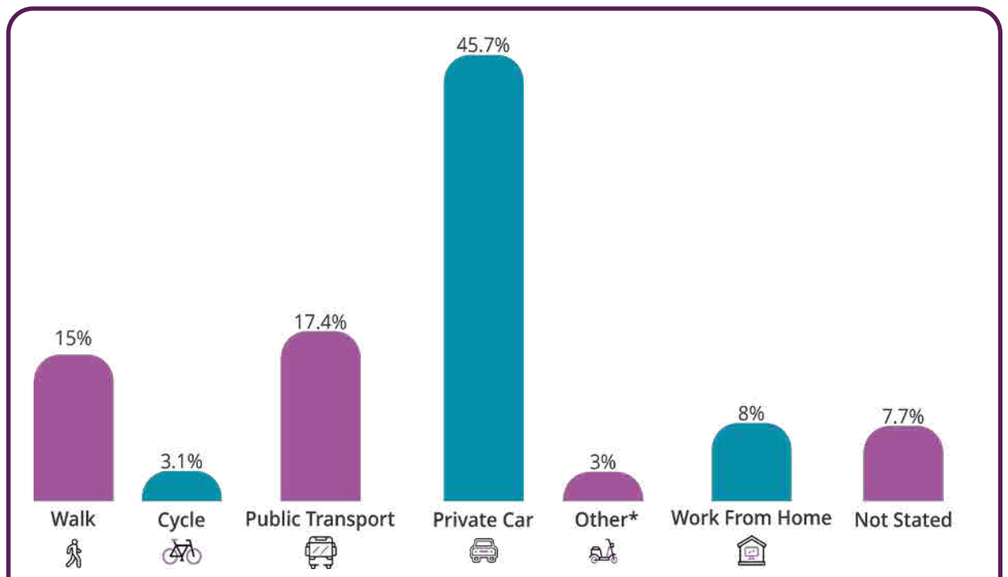
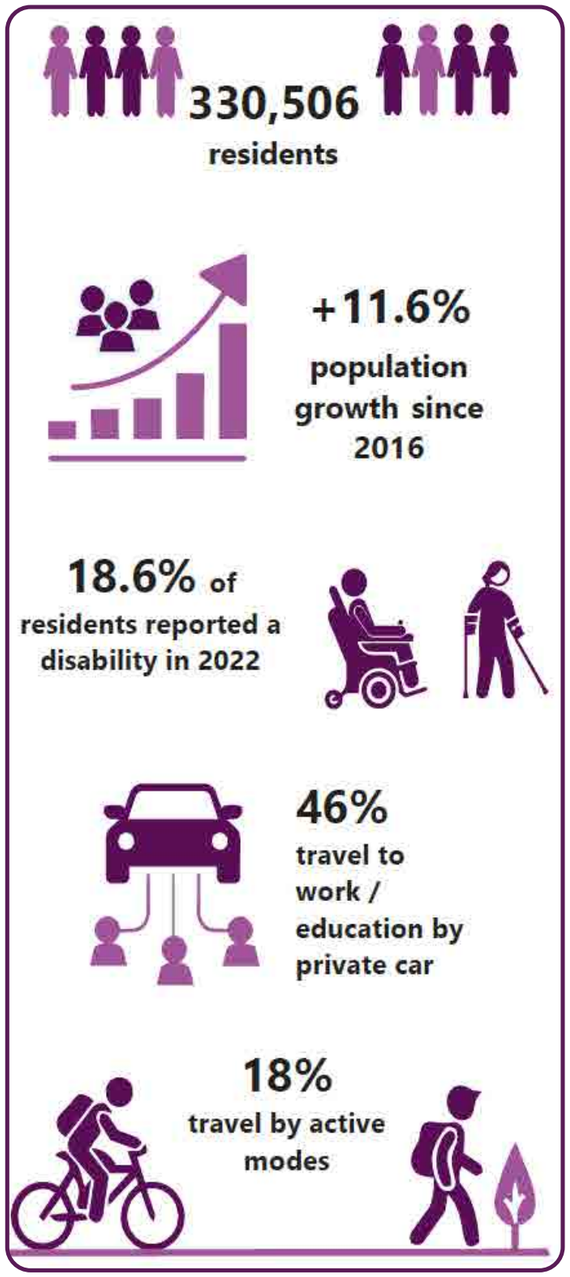
FINGAL TODAY

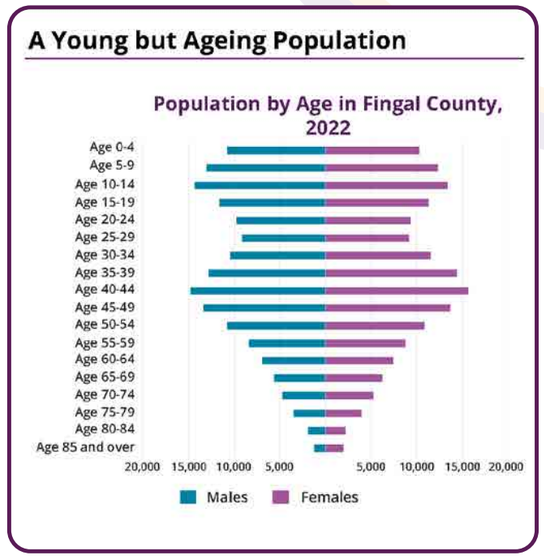
Fingal is one of four Metropolitan Local Authorities in Dublin. In the 2022 Census, Fingal recorded one of the largest population increases (11%) of any Local Authority in the country between 2016 and 2022. The County has one of the youngest, most highly educated and most diverse populations in Ireland.

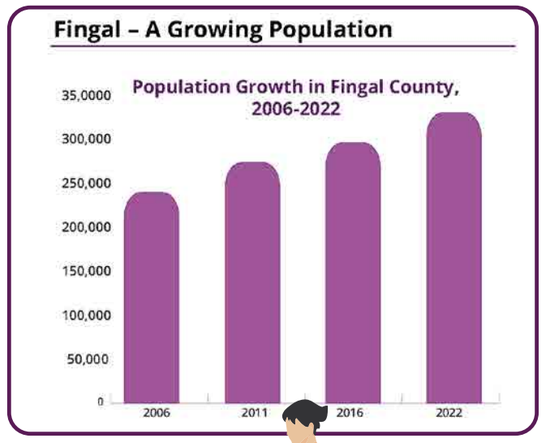
Fingal has a mix of urban and rural areas, often acting as commuter hubs to Dublin City Centre, and to other regional towns such as Blanchardstown, Swords, and Malahide.

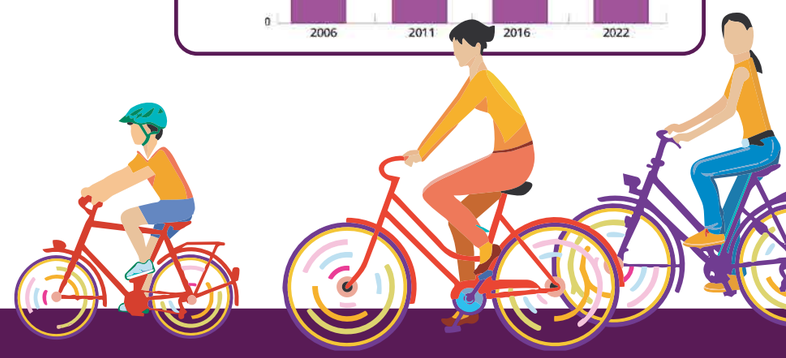


Mode Share in County Fingal by means of travel to work, school, college, or childcare (Census, 2022)









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THE STRATEGIC VISION

Our Vision is for a Fingal where walking, wheeling, and cycling are **safe**, **accessible**, and **attractive choices** for everyday journeys, enabling people of all ages and abilities to **travel independently** and **participate fully in community life.**

We will achieve this by prioritising Active Travel in the planning, design and delivery of infrastructure and initiatives to create **healthier**, **more connected**, and **sustainable communities**.

The proposed new Active Travel Strategy for Fingal is built around **six core pillars** that will guide the planning, design and delivery of active travel infrastructure over the lifetime of this Strategy.



1. Inclusive Mobility

This Pillar places inclusion, transport equity, and accessibility at the heart of planning and design of active travel in Fingal.

By adopting universal design principles and considering the diverse needs of users from the outset, we can ensure that the active travel network works for children, older people, people with disabilities and those with caring responsibilities.

2. Safer Streets for All

Fingal will seek to provide safer environments for all road users through better street design, high quality and well-lit footways, crossings and segregated cycle paths. The Strategy also recognises the importance of addressing personal security concerns.
Measures such as improved lighting, visibility and natural surveillance, reduced vacancy and more active frontages, can improve the perception of safety.

3. Connected & Integrated Networks

This Pillar is founded on the need to deliver seamless, end-to-end journeys through well-connected active travel and public transport networks such as bus and train. Fingal County Council will work toward delivering a connected, integrated, and accessible sustainable transport network, ensuring active travel becomes a convenient and reliable choice for everyday travel.

4. Liveable Neighbourhoods

This Pillar focuses on creating streets, public spaces and transport routes that prioritise people, support vibrant communities and economic vitality, and enhance everyday experiences that can encourage more people to walk, wheel and cycle.
In doing so, Fingal can support healthier lifestyles, strengthen social cohesion, and create more vibrant and resilient communities.

5. Vibrant Towns & Villages

This Pillar focuses on supporting vibrant and accessible communities through targeted investment in active travel infrastructure and coordination with land use planning in Fingal's towns and villages. By improving local connectivity and access to schools, shops, community facilities, parks and services, Fingal can strengthen the vitality of its towns and villages while supporting sustainability.

6. Culture & Participation

Evidence suggests that people's travel choices are influenced not only by infrastructure provision, but also by perceptions of safety, convenience, social norms and confidence.
Fingal County Council will promote and encourage lasting behaviour change by increasing awareness, participation, and confidence in active travel through education, engagement, and behaviour change programmes.

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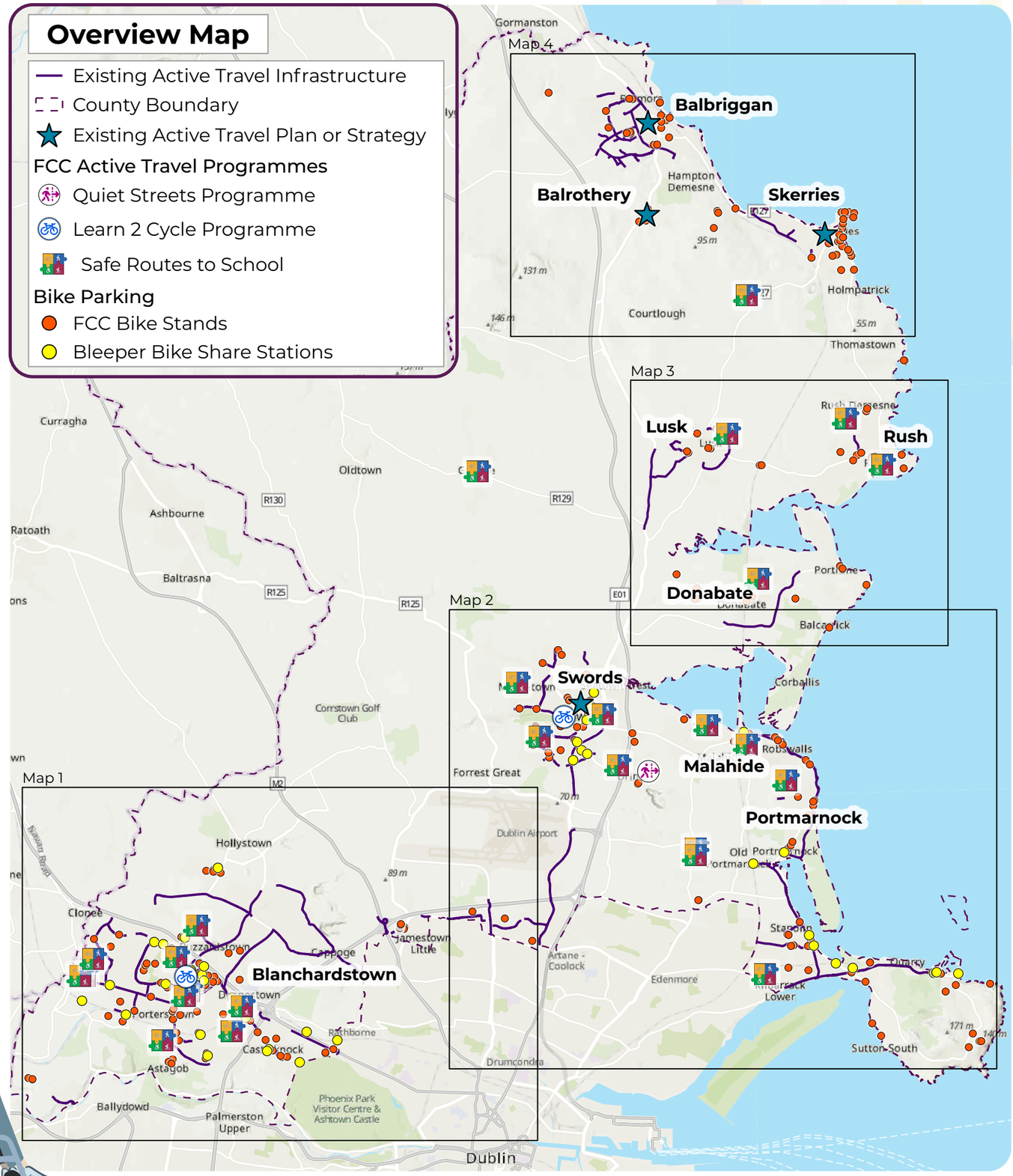
BUILDING ON SUCCESS

Since the launch of the first Fingal Active Travel Strategy in 2023, Fingal County Council have continued to deliver active travel improvements across the County. These improvements have not only enhanced journeys for people choosing active modes, but they have also contributed to the creation of more vibrant, attractive and people-focused places.

This following selection of case studies highlights some of the progress made to date, showcasing the range of benefits that schemes have brought have towns, villages and communities across Fingal. They demonstrate how investment in active travel is helping to create safer, more connected and healthier places for people of all ages and abilities.







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BUILDING ON SUCCESS

Learn 2 Cycle (2024)

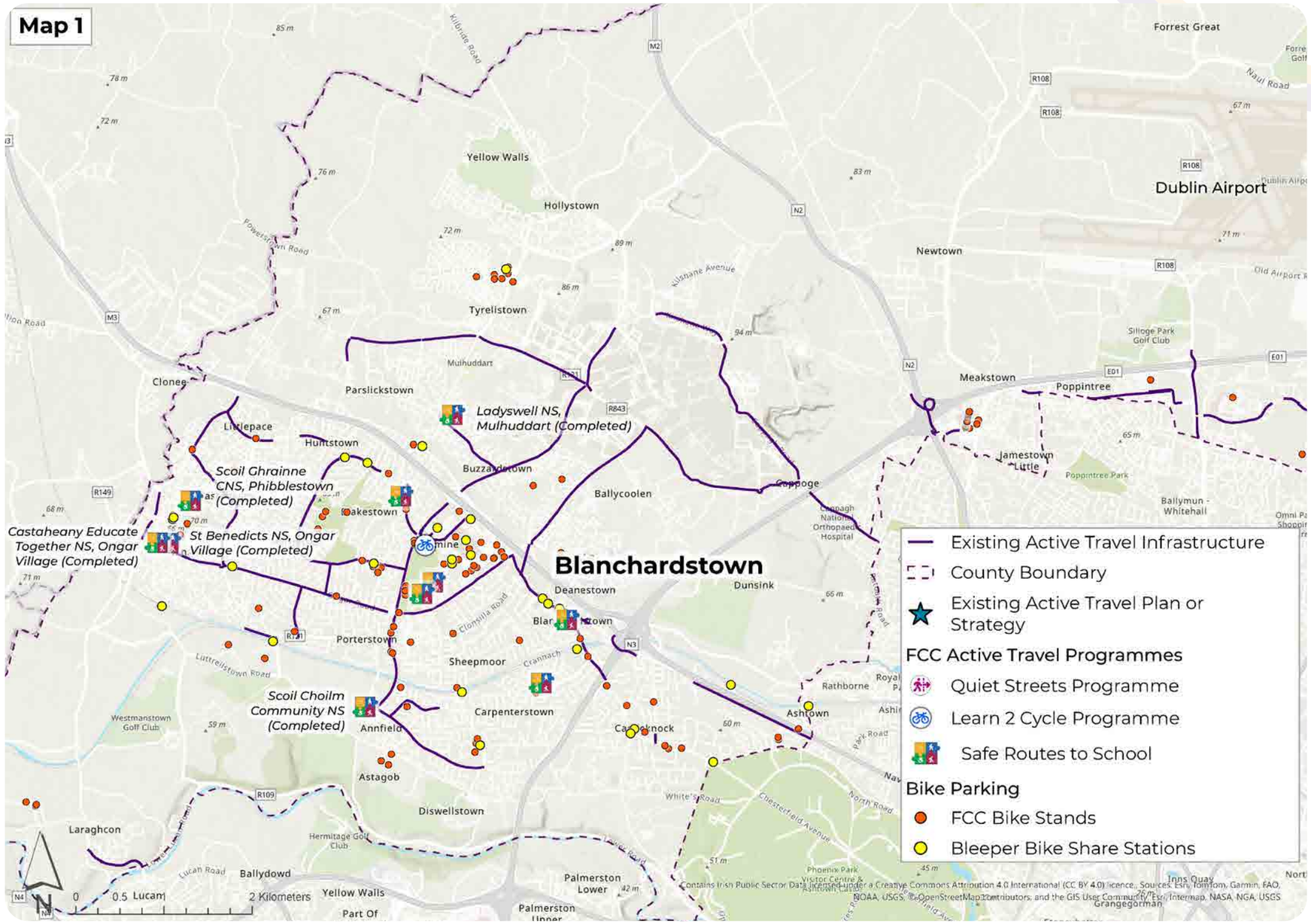
- Millennium Park, Blanchardstown
- Brackenstown Road, Swords

Learn 2 Cycle Tracks are dedicated cycling practice facilities that provide a safe, off-road environment for people of all ages to develop cycling skills and confidence. Featuring road markings and layouts, they support cycling education, school training and independent practice.

Benefits

Two Learn 2 Cycle Tracks were installed at Millennium Park in Blanchardstown and adjacent to Brackenstown Road, Swords in 2024. The new facilities help encourage greater participation in cycling by providing accessible spaces where users can learn to cycle safely before progressing to on-road journeys.





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BUILDING ON SUCCESS

School Streets (2026)

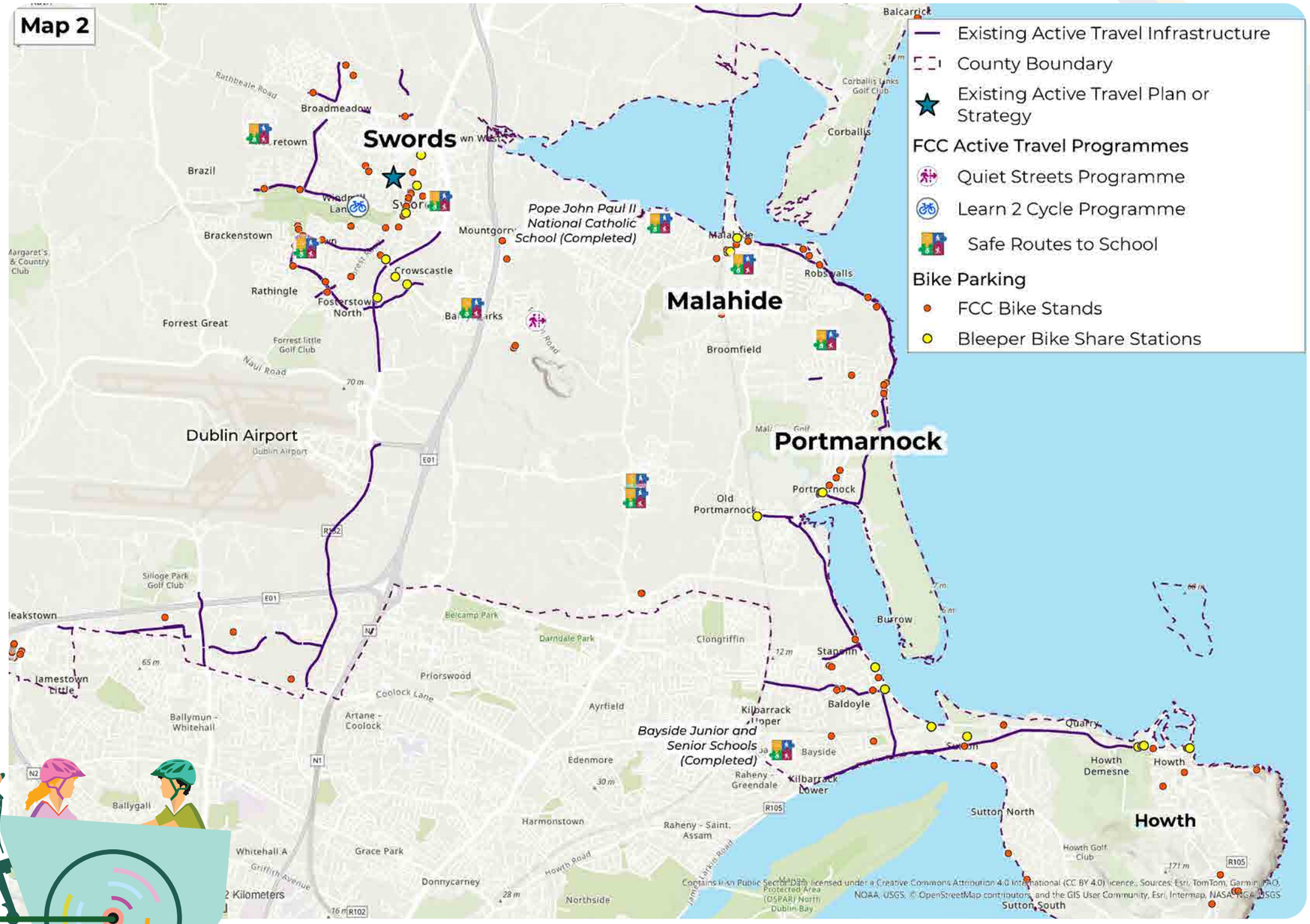
- St. Oliver Plunkett's School, Malahide (2019)
- Rush National School (2024)

A School Street is a street where motor traffic is restricted during specific timed closures. 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.

Benefits

A pilot scheme at St. Oliver Plunkett's School, Malahide resulted in a 20% reduction in air pollution around the school, a 43% reduction in school-related traffic and increases in sustainable travel modes by students.





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BUILDING ON SUCCESS

Quiet Streets - Filtered Permeability (2024)

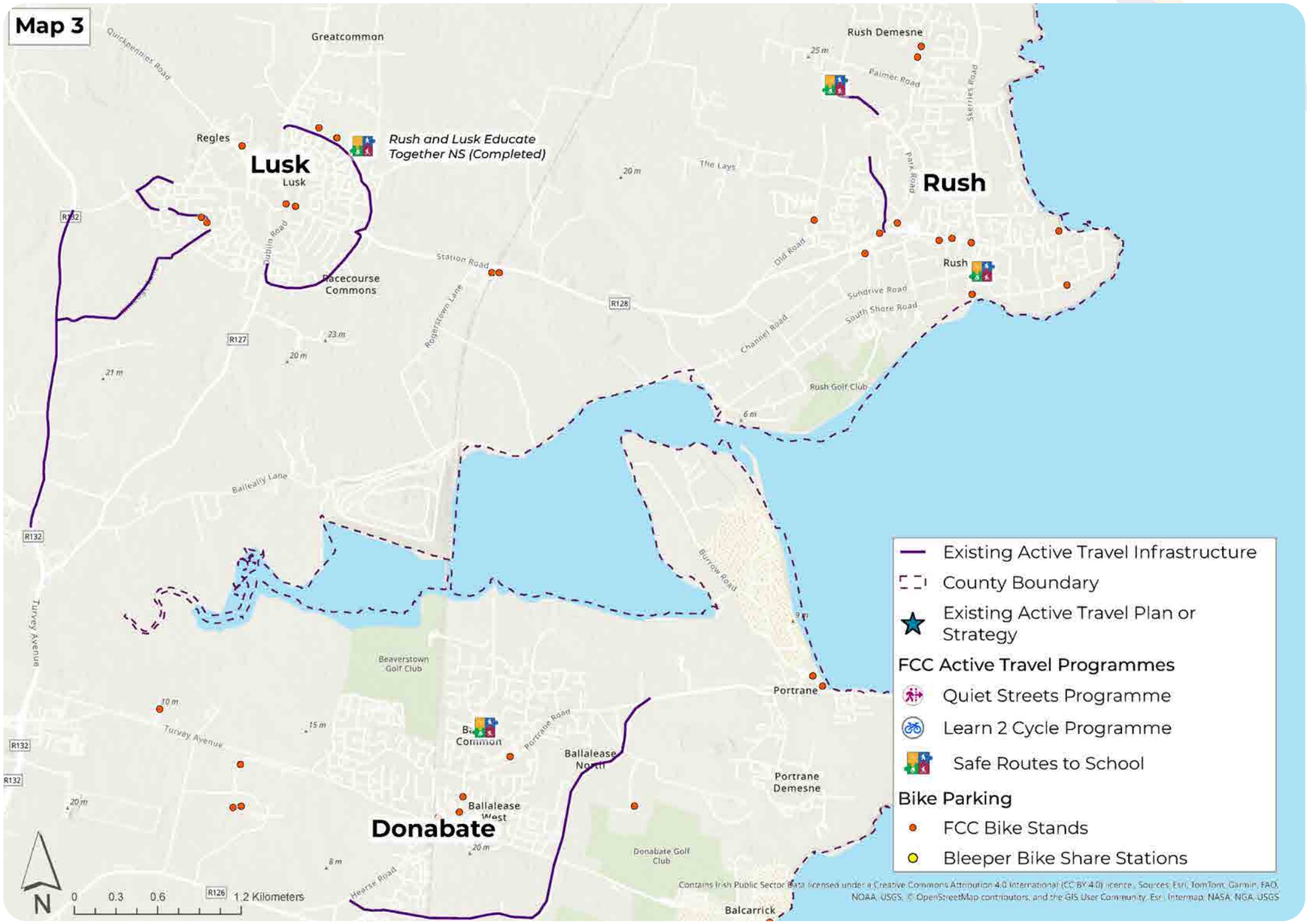
- Drynam, Kinsealy

Quiet Streets is a filtered permeability scheme that uses modal filters, such as bollards and planters, to reduce vehicle speeds which in turn creates a safer environment for active travel. By emphasising direct and accessible routes, this initiative aims to create calmer, better-connected neighbourhoods by prioritising local access, active transportation, and a higher quality of life for residents.

Benefits

The initiative has made the street a more pleasant, safer and calmer environment, and has made it particularly easier for children in the area to walk, wheel or cycle to school.





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BUILDING ON SUCCESS

Harry Reynolds Road Pedestrian and Cycle Route (2025)

- Drogheda Street to Hamilton Road, Balbriggan

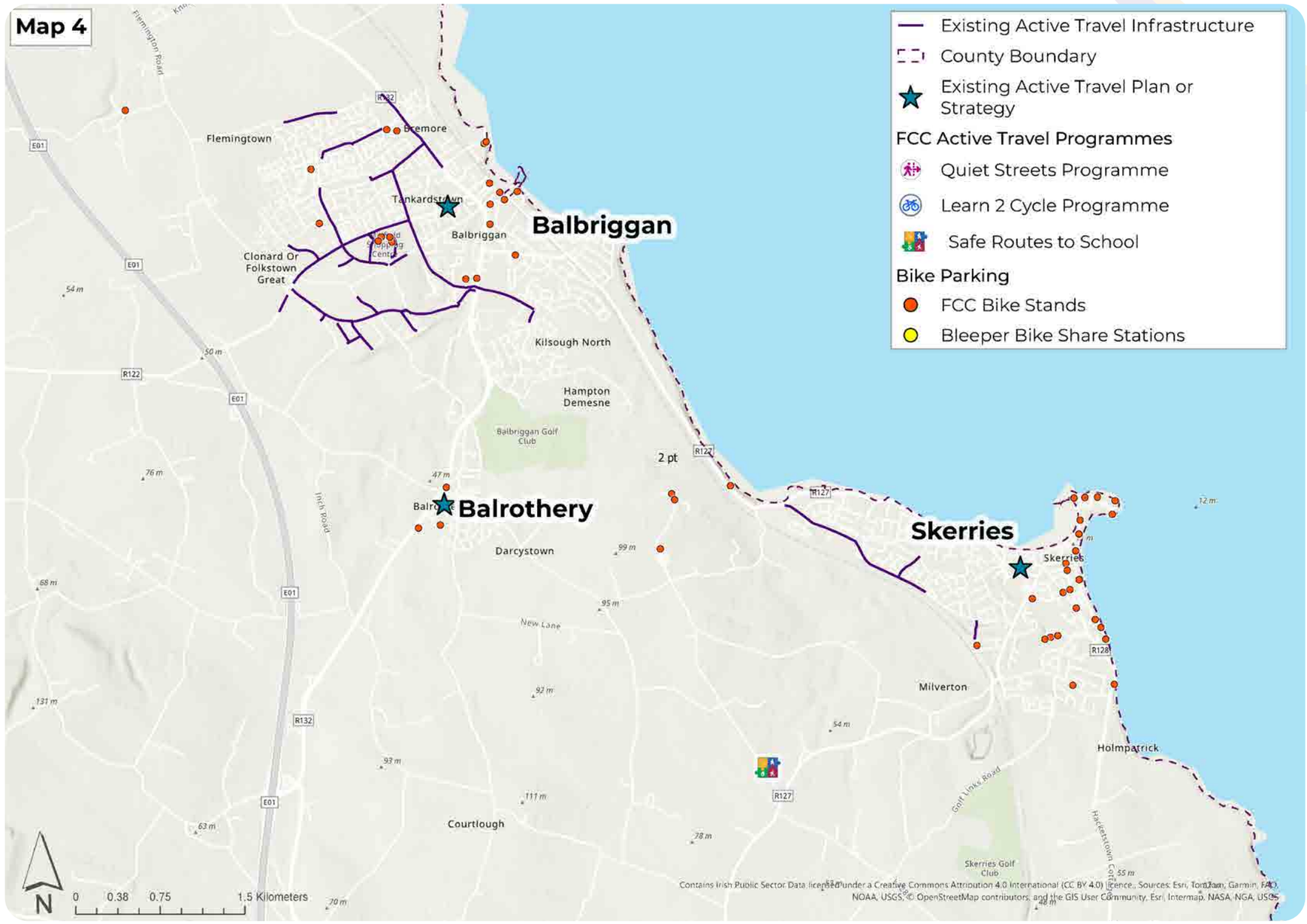
The 3 km route features fully segregated cycle tracks upgraded junctions and wide, accessible footpaths designed to support safe, comfortable and convenient active travel for people of all ages and abilities.

Benefits

Serving three major school campuses and linking residents to shops, childcare facilities, parks and community services, the route supports healthier, more sustainable travel choices. It is helping to make active travel a safer, more convenient and attractive option for everyday journeys, particularly for children, older people and those new to cycling.







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WHAT'S NEXT?

We want to hear **your feedback** on the progress made on active travel measures to date, and suggestions as to how we can continue to improve this infrastructure.

There will be an online webinar held on Tuesday **8th December 7-8pm.** Please register **here**
There will be a public information drop-in session between the hours of **5-8pm Wednesday 9th December,** in the Fingal County Council County Hall, Main Street, Swords

Visit **www.fingal.ie/activetravel** or scan the QR Code for more information on the draft strategy, to sign up for the webinar, or to provide your feedback.



Scan Me

Some questions that we have:

What do you think are the main barriers to walking or wheeling in Fingal currently?

- Danger from traffic
- Incomplete or unconnected walking and cycling networks (e.g. lack of cycle lanes)
- Lack of/poor quality road crossings
- Condition of pavements/ paths
- Personal safety concerns
- Distance/time constraits
- I have to make multiple stops across journeys
- Need to carry heavy/bulk items
- Lack of information on walking or cycling routes
- Cars parked on pavements and cycle paths
- Street clutter such as poles or advertising boards

Which of the following measures would you like to see prioritised to support walking and wheeling?

- More/better pedestrian crossings
- Fully pedestrianised streets
- Wider footpaths
- Protected cycleways
- Reallocating street space to create attractive places to sit, rest and meet others
- Improved accessibility for all (universal design)
- Better connections & permeability (e.g a new entrance in a wall, a new footbridge over a stream)
- Better street lighting
- More public conveniences such as accessible toilets
- Planting and greening in public realm

What traffic reduction or calming measures would you like to see prioritised in the Fingal Active Travel Strategy?

- Contra-flow or 2-way cycling on streets
- Modal filters (preventing motor vehicles from passing through, while allowing non-motorised vehicles and pedestrians)
- Bus gates (prioritising buses and emergency vehicles)
- School streets/school zones (sections outside schools closed to traffic temporarily during dropoff and pick-up times)
- Junction tightening
- Carriageway narrowing
- Speed limits (e.g. 30kph)
- Speed humps / raised tables / build-outs / chicanes





