

Unique Reference Number: FIN-C467-40
Submission: Active Travel for people and planet

Author: David Healy
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Consultation:
Draft Active Travel Strategy for Fingal

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Observations:

Theme: Active Travel
Title: Incorporating active travel into the street and road maintenance process

Re p. 22, 32 and 33, the reference to funding from road and street maintenance is welcome. However it's vital to make this stronger and clearer. The Strategy should commit to ensuring that the improvement of roads and streets for walking and cycling is integrated into the maintenance programme, including:

- where maintenance is being done, the quality of provision for walking and cycling is reviewed;
- where the review reveals that new designs are needed, they are implemented as part of the maintenance process;
- the identification of required maintenance work is carried out in time to enable the review for walking and cycling;
- walking and cycling needs are factored into the prioritisation of maintenance tasks.

These will be significant changes to the maintenance process in the Council. However, they are essential for achieving best value for money and for maximising the benefits to Fingal residents and visitors. I understand that similar processes to that outlined above operate in Dutch local government.

Theme: Active Travel
Title: Ensuring planning applications deliver quality environments for walking and cycling

Re p. 20, the commitment in relation to planning applications should be stronger. It should specify that all planning applications will be subject to expert review to ensure the highest quality of provision for walking and cycling. (Unfortunately, this has not been the case to date. While some new developments have met good standards, throughout Fingal there are examples of provision for walking and cycling which do not meet the requirements of the National Cycle Manual nor the Design Manual for Urban Roads and Streets.)

Theme: Active Travel
Title: Miscellaneous

Re p. 15, the draft Active Travel Strategy refers to the updated GDA Cycle Network Plan. This is still a draft and there hasn't been any explanation of the changes proposed between the current plan, and the updated draft. Instead there has been an acknowledgement that it needs further work. (We need to ensure that there is proper public consultation on the updated Plan before adoption.) Furthermore some important routes in Fingal have not been included in the current GDA Plan nor the draft update. Ideally this would be explained or rectified. In any event, the

Fingal Strategy should be clear that there are important routes which may not be included in the GDA Plan and that we are also committed to routes in the County Development Plan and to taking other opportunities for delivering walking and cycling connections as they arise.

Re p. 34, the strategy should not display the AM Peak period mode share projection (target?) from the draft GDA Transport Strategy. It is not sufficiently ambitious in terms of shift to walking cycling or public transport and is part of a draft which itself acknowledges that it fails to meet national climate targets and needs to be reviewed. The figures in the GDA strategy are for the entire GDA and not Fingal.

Documents Attached: No

Boundaries Captured on Map: No