

How supportive are you of the following? (click on one per row)							
		Which one of these best describes how often you have cycled in Dublin in the last 12 months?					
		Very frequently (daily or close to daily)	Frequently (at least once a week)	Infrequently (once a month)	Very infrequently (less than once a month)	Never	Response Totals
DublinBikes / bike share	1. Very supportive	85.7% (6)	100.0% (16)	84.6% (11)	83.3% (5)	94.1% (16)	
	2. Supportive	14.3% (1)	0.0% (0)	15.4% (2)	16.7% (1)	5.9% (1)	
	3. Neutral	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
	4. Unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
	5. Very unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
		7	16	13	6	17	59
Bike to Work scheme	1. Very supportive	85.7% (6)	68.8% (11)	84.6% (11)	100.0% (6)	70.6% (12)	
	2. Supportive	14.3% (1)	31.3% (5)	15.4% (2)	0.0% (0)	23.5% (4)	
	3. Neutral	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	5.9% (1)	
	4. Unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
	5. Very unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
		7	16	13	6	17	59
On-the-spot fines for cyclists	1. Very supportive	0.0% (0)	25.0% (4)	23.1% (3)	16.7% (1)	29.4% (5)	

	2. Supportive	57.1% (4)	37.5% (6)	30.8% (4)	66.7% (4)	41.2% (7)	
	3. Neutral	28.6% (2)	6.3% (1)	30.8% (4)	16.7% (1)	17.6% (3)	
	4. Unsupportive	14.3% (1)	12.5% (2)	7.7% (1)	0.0% (0)	11.8% (2)	
	5. Very unsupportive	0.0% (0)	18.8% (3)	7.7% (1)	0.0% (0)	0.0% (0)	
		7	16	13	6	17	59
Dutch or Danish style cycle paths, even if it sometimes means removing traffic lanes or parking	1. Very supportive	57.1% (4)	37.5% (6)	23.1% (3)	0.0% (0)	0.0% (0)	
	2. Supportive	42.9% (3)	43.8% (7)	30.8% (4)	50.0% (3)	29.4% (5)	
	3. Neutral	0.0% (0)	12.5% (2)	23.1% (3)	33.3% (2)	52.9% (9)	
	4. Unsupportive	0.0% (0)	6.3% (1)	23.1% (3)	16.7% (1)	11.8% (2)	
	5. Very unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	5.9% (1)	
		7	16	13	6	17	59
Phoenix Park to Point Village cycle route (including reconfiguring the quays)	1. Very supportive	28.6% (2)	50.0% (8)	15.4% (2)	50.0% (3)	17.6% (3)	
	2. Supportive	42.9% (3)	31.3% (5)	38.5% (5)	16.7% (1)	41.2% (7)	
	3. Neutral	14.3% (1)	12.5% (2)	38.5% (5)	33.3% (2)	41.2% (7)	
	4. Unsupportive	14.3% (1)	6.3% (1)	7.7% (1)	0.0% (0)	0.0% (0)	
	5. Very unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
		7	16	13	6	17	59
30km/h zones in residential areas	1. Very supportive	14.3% (1)	62.5% (10)	38.5% (5)	16.7% (1)	23.5% (4)	
	2. Supportive	42.9% (3)	12.5% (2)	30.8% (4)	50.0% (3)	47.1% (8)	

	3. Neutral	28.6% (2)	18.8% (3)	30.8% (4)	33.3% (2)	23.5% (4)	
	4. Unsupportive	14.3% (1)	6.3% (1)	0.0% (0)	0.0% (0)	5.9% (1)	
	5. Very unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
		7	16	13	6	17	59
30km/h zones in town/city centres	1. Very supportive	14.3% (1)	50.0% (8)	7.7% (1)	0.0% (0)	23.5% (4)	
	2. Supportive	42.9% (3)	25.0% (4)	38.5% (5)	33.3% (2)	47.1% (8)	
	3. Neutral	14.3% (1)	18.8% (3)	38.5% (5)	33.3% (2)	5.9% (1)	
	4. Unsupportive	28.6% (2)	6.3% (1)	15.4% (2)	33.3% (2)	17.6% (3)	
	5. Very unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	5.9% (1)	
		7	16	13	6	17	59
30km/h zones beside schools	1. Very supportive	28.6% (2)	75.0% (12)	69.2% (9)	100.0% (6)	58.8% (10)	
	2. Supportive	42.9% (3)	18.8% (3)	23.1% (3)	0.0% (0)	35.3% (6)	
	3. Neutral	28.6% (2)	6.3% (1)	7.7% (1)	0.0% (0)	5.9% (1)	
	4. Unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
	5. Very unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
		7	16	13	6	17	59
Shared use areas where cyclists, pedestrians and wheelchair users mix	1. Very supportive	14.3% (1)	6.3% (1)	15.4% (2)	16.7% (1)	0.0% (0)	
	2. Supportive	42.9% (3)	37.5% (6)	38.5% (5)	33.3% (2)	35.3% (6)	
	3. Neutral	14.3% (1)	25.0% (4)	30.8% (4)	33.3% (2)	47.1% (8)	

	4. Unsupportive	28.6% (2)	25.0% (4)	7.7% (1)	16.7% (1)	17.6% (3)	
	5. Very unsupportive	0.0% (0)	6.3% (1)	7.7% (1)	0.0% (0)	0.0% (0)	
		7	16	13	6	17	59
Barriers (such as "kissing gates") on cycle routes	1. Very supportive	14.3% (1)	6.3% (1)	7.7% (1)	0.0% (0)	0.0% (0)	
	2. Supportive	0.0% (0)	18.8% (3)	15.4% (2)	16.7% (1)	11.8% (2)	
	3. Neutral	28.6% (2)	50.0% (8)	53.8% (7)	33.3% (2)	58.8% (10)	
	4. Unsupportive	28.6% (2)	6.3% (1)	15.4% (2)	33.3% (2)	23.5% (4)	
	5. Very unsupportive	28.6% (2)	18.8% (3)	7.7% (1)	16.7% (1)	5.9% (1)	
		7	16	13	6	17	59
Barrier-free cycle routes	1. Very supportive	28.6% (2)	37.5% (6)	15.4% (2)	33.3% (2)	23.5% (4)	
	2. Supportive	57.1% (4)	37.5% (6)	53.8% (7)	33.3% (2)	58.8% (10)	
	3. Neutral	0.0% (0)	25.0% (4)	30.8% (4)	16.7% (1)	17.6% (3)	
	4. Unsupportive	14.3% (1)	0.0% (0)	0.0% (0)	16.7% (1)	0.0% (0)	
	5. Very unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	
		7	16	13	6	17	59
Contra-flow cycle paths (allowing cyclists to safely go two-ways on one-way streets)	1. Very supportive	71.4% (5)	31.3% (5)	30.8% (4)	50.0% (3)	17.6% (3)	
	2. Supportive	28.6% (2)	50.0% (8)	46.2% (6)	16.7% (1)	47.1% (8)	
	3. Neutral	0.0% (0)	12.5% (2)	15.4% (2)	16.7% (1)	17.6% (3)	
	4. Unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	16.7% (1)	11.8% (2)	

	5. Very unsupportive	0.0% (0)	6.3% (1)	7.7% (1)	0.0% (0)	5.9% (1)	
		7	16	13	6	17	59
Allowing bicycles on Luas (off-peak / when it's not busy)	1. Very supportive	28.6% (2)	37.5% (6)	46.2% (6)	33.3% (2)	23.5% (4)	
	2. Supportive	71.4% (5)	31.3% (5)	46.2% (6)	33.3% (2)	41.2% (7)	
	3. Neutral	0.0% (0)	6.3% (1)	0.0% (0)	0.0% (0)	23.5% (4)	
	4. Unsupportive	0.0% (0)	25.0% (4)	7.7% (1)	33.3% (2)	5.9% (1)	
	5. Very unsupportive	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	5.9% (1)	
		7	16	13	6	17	59
	answered question	7	16	13	6	17	59
skipped question							5