

Annex E2: Red C Research Survey Results, Key Extracts

Source

Red C Research survey conducted as part of the daa 2016 Public Consultation on North Runway Flight Paths. Full report within E1 consultation documentation.

Methodology

- 261 respondents total (102 pen-and-paper at events, 159 online)
- Self-selecting sample: Red C explicitly noted it was "not representative of any population"
- All three consultation events held in County Fingal (Grand Hotel Malahide, St Margaret's GAA Club, River Valley Community Centre Swords)

Geographic Distribution of Respondents

Area	Respondents
Swords	49
Tyrrelstown	46
St Margaret's	29
Santry	20
Malahide	17
County Meath (total)	3
Ashbourne	2
Dunboyne	2
Navan	2

Only 3 of 261 respondents were from County Meath, the county that would be most heavily impacted by the divergent departure routes ultimately implemented in 2022-2023.

What the Public Said They Wanted

Most important NPR criteria (10-point scale):

1. Minimise dwellings impacted by night-time noise: 8.89/10 (75% gave 9 or 10)
2. Minimise dwellings exposed to noise: 8.64/10
3. Minimise sensitive buildings exposed: 54% rated "extremely important"

Open-ended priorities:

- No/restricted night flights: 30 comments (average rating 9.7/10)
- Noise/sleep impact: 27 comments (average rating 9.78/10)
- Direct away from populated areas: 16 comments (average rating 9.75/10)

Verbatim quotes from respondents:

- "I am living in Tyrrelstown. Our windows shake, you can't hear TV."
- "Respect the planning board's decision not to allow any night flights and do not try to have it changed, the restriction was imposed for a reason!!"

Four respondents described the proposed community fund as "bribery, a distraction, a shallow attempt

Aarhus Relevance

The self-selecting nature of the sample, combined with the fact that all events and advertising were in Fingal, means that the consultation failed to engage the communities that would actually be most affected by the departure routes. The 3 respondents from Meath (out of 261) could not constitute effective public participation for a decision affecting tens of thousands of Meath residents. The public clearly prioritised noise minimisation and avoidance of populated areas; the routes ultimately implemented achieved neither objective for the Meath communities who were excluded from the process.