Comhairle Contae County Council
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APPROPRIATE PROCEDURE DECISION

Project Name	Safe Routes to School – Our Lady's Girls' N.S. & Our Lady's Boys' N.S.	
Project Description	Dún Laoghaire-Rathdown County Council, in conjunction with An Taisce and the National Transport Authority (NTA), is proposing to improve road safety adjacent to Our Lady's Girls' N.S. Ballinteer Avenue, Ballinteer, Dublin 16 and Our Lady's Boys' N.S., Broadford Rise, Ballinteer, Dublin 16 as part of the NTA Safe Routes to School (SRTS) Programme. The schools are adjacent to each other. The purpose of the SRTS scheme is to make the areas immediately adjacent to the schools including school entrances and access routes safer so that students can be encouraged and facilitated to walk and cycle to school, safely. The proposed scheme consists of the following works: • Provision of enhanced pedestrian and cycling facilities in the vicinity of both school entrances. Segregate pedestrian and cyclist access whilst improving access routes to the schools by enhancing walking and cycling infrastructure. • Encourage drivers to slow down in the vicinity of the school via specific and eye-catching traffic calming measures • Girls National School entrance on Ballinteer Avenue: provision of public realm improvements, which includes include continuous footpath at the entrance/exit to the petrol station and the car park of St. John The Evangelist Church. • Boys National School entrance on Broadford Rise: provision of similar access and public realm improvements to support safer pedestrian movement, improve visibility, and enhance the arrival space at the school entrance. Construction of a raised table with zebra crossing and traffic calming measures at the front of the school. • Introduction of traffic calming and junction improvement measures on the surrounding road network. • Consideration of upgraded existing traffic warden crossing points to zebra crossings and school zone treatments to support safer movement for children and accompanying adults. • Provision of ancillary placemaking and landscape measures, to create a safer and more attractive environment around the schools. The design features will be consistent with those proposed nationally under the NTA SRTS Programme.	
	APPROPRIATE PROCEDURE	**Yes/No**
Does the proposed scheme fall within the ambit of Section 38 of the Road Traffic Act, 1994?	Do proposed works comprise Traffic Calming Measures as defined in S.38(9) Road Traffic Act, 1994?	Y
	Is the scheme undertaken within (and does not extend beyond) the boundaries of a public road as defined by the Roads Act, 1993?	Y
DECISION 1	**SECTION 38 IS THE APPROPRIATE EMPOWERMENT PROVISION**	**Y**
AA Screening Determination	Has Appropriate Assessment (AA) Screening determination identified that Appropriate Assessment is NOT REQUIRED?	Y
EIA Screening Determination	Has Environmental Impact Assessment (EIA) Screening determination identified that Environmental Impact Assessment is NOT REQUIRED?	Y
DECISION 2	**APPLICATION TO AN COIMISIÚN PLEANALA IS NOT REQUIRED**	**Y**

Exemptions from Part 8 Procedure as per Section 179(6) of the Planning & Development Act 2000, as amended	Is the primary purpose of the proposals to enhance public bus services or improve facilities for cyclists as identified in S.179(6)(bb) of the Planning and Development Act of 2000, as amended, and thus exempt?	Y
	Does the proposal consist of works of maintenance or repair, other than works which would materially affect the character of a protected structure or proposed protected structure pursuant to S.179(6)(a) of the Planning and Development Act of 2000, as amended, and thus exempt?	N
	Is the development necessary for dealing urgently with any situation which the manager considers an emergency situation calling for immediate action pursuant to S.179(6)(b) of the Planning and Development Act of 2000, as amended, and thus exempt?	N
	Does the development consist of works which a local authority is required by or under statute or by order of a court to undertake pursuant to in S.179(6)(c) of the Planning and Development Act of 2000, as amended, and thus exempt?	N
Exemptions from Part 8 Procedures below the thresholds/requirements set out in Article 80(1) of the Planning & Development Regulations 2001, as amended	Is the estimated cost of the proposal below €126,000 and thus exempt under Article 80(1)(k) of the Planning and Development Regulations 2001, as amended?	N
	Is the proposal below the following threshold set out in Article 80 (1)(b) of the Planning and Development Regulations 2001, as amended?: 80.(1)(b) the construction of a new road or the widening or realignment of an existing road, where the length of the new road or of the widened or realigned portion of the existing road, as the case may be, would be— i) in the case of a road in an urban area, 100 metres or more, or (ii) in the case of a road in any other area, 1 kilometre or more	Y
	There is no bridge or tunnel proposed as set out in in Article 80 (1)(c) of the Planning and Development Regulations 2001, as amended?	Y
DECISION 3	**THE PROPOSALS ARE EXEMPT FROM PART 8 PROCEDURE**	**Y**
APROPRIATE PROCEDURE DECISION	**THE OUTCOME OF THE ABOVE DECISION IS AS FOLLOWS:**	
	The proposal will progress under the provisions of Section 38 of the Road Traffic Act, 1994 and CE Order (Traffic Works Order) will be sought.	
Signature of Decision Maker **Position / Department** **Date**	 Senior Executive Planner, Active Travel Section, Infrastructure & Climate Change Department. 29/10/2026	