

**Carysfort National School**  
**Convent Road, Blackrock, Co. Dublin**  
**Safe Routes to School 'School Zone'**  
**Post Public Consultation Report**

January 2023



## INTRODUCTION

Dún Laoghaire-Rathdown County Council, in conjunction with An Taisce and the National Transport Authority, is proposing to improve road safety adjacent to schools in the county as part of the NTA Safe Routes to School (SRTS) Programme. The purpose of the schemes is to make the areas immediately adjacent to the schools safer so that children can be encouraged and facilitated to walk and cycle to the schools safely.

A period of non-statutory public consultation was carried out for the proposed traffic and road safety works outside the Carysfort National School, Convent Road, Blackrock, Co. Dublin which aim to improve safety at school entrances, improve access routes to school and encourage pupils to walk and cycle.

The Scheme is being prepared in accordance with Section 38 of the Road Traffic Act 1994.

## SCHEME DESCRIPTION

A Parent Survey carried out in 2021 indicated that 89% of the parents of children in Carysfort National School support works at the front of school that improve student safety and put pedestrians and cyclists first.



Source: Google Maps

Image 1: Indicative locations of the proposed works.

The Carysfort National School, Blackrock has entrances off Convent Road and Avoca Avenue. Dún Laoghaire-Rathdown County Council has considered all these locations in developing proposals for public realm upgrades outside this school.

The proposals include:

- Traffic calming in front of the school;
- Provision of wider footpaths in front of the school;
- Highlighting the presence of the school through carriageway colour and coloured road markings, feature bollards and traffic signage;
- Provision of additional raised pedestrian crossings outside the school and on roundabout;
- Provision of enhanced pedestrian space at the school entrances including new biodiverse soft landscaping and tree planting.

The design features will be consistent with those proposed nationally under the NTA Safe Routes to School Programme.

*Appendix A: Scheme Design Drawings* of this report contains the design drawings that were presented as part of this public consultation process.



Image 2: Artist impression of the proposed school entrance on Convent Road





Image 3: Artist impression of the proposed Convent Road looking towards Carysfort Avenue



Image 4: Artist impression of the proposed junction of Convent Road and Avoca Place

## NON-STATUTORY PUBLIC CONSULTATION

Following a briefing of Blackrock Ward Councillors on Thursday 23<sup>rd</sup> June 2022 a period of non-statutory public consultation was carried out for a period of 4 weeks from Thursday 4<sup>th</sup> August to Thursday 1<sup>st</sup> September 2022.

Feedback was gathered through an online questionnaire, which was advertised through the following channels:

- Dún Laoghaire-Rathdown County Council website
- Dún Laoghaire-Rathdown County Council Facebook
- Dún Laoghaire-Rathdown County Council Twitter
- Dún Laoghaire-Rathdown County Council Instagram

Letters informing of the consultation were posted to 16 no. residential properties adjacent to the school's entrance on Convent Road.

At the closing date for the consultation, we received a total of 136 submissions (129 via citizens space, 6 via email and 1 by post). It should be noted that 5 no. duplicate citizen space submissions were identified and there is a total of 131 unique submissions received.

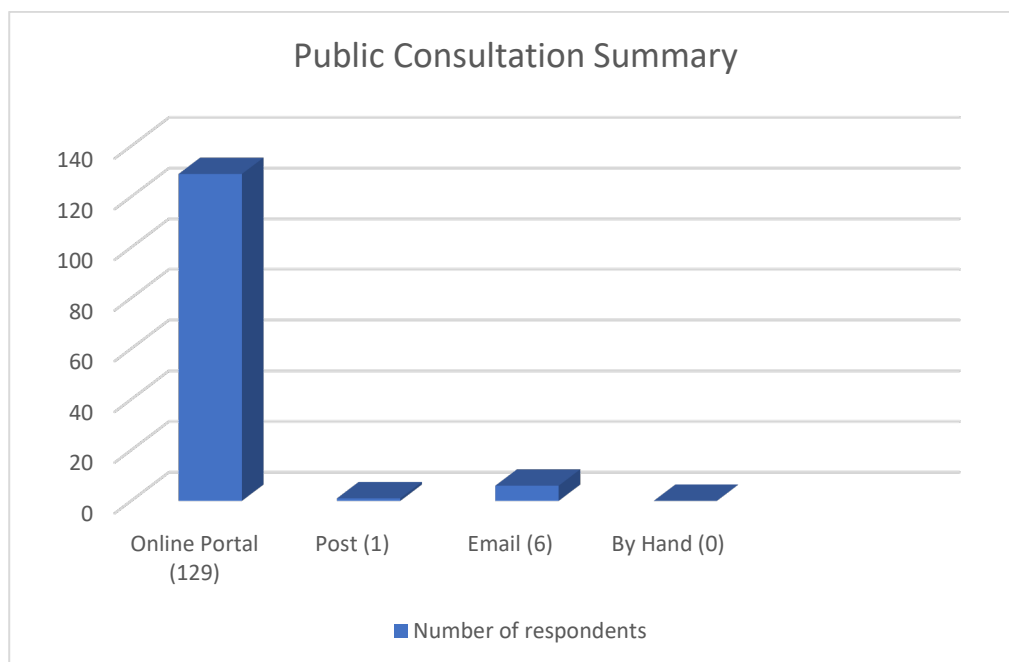


Chart 1

## SUMMARY OF FEEDBACK RECEIVED

DLR Citizen Space was the primary portal for feedback from the public during the consultation process. The responses received have been combined with the feedback received by email and by post to compile the charts below.

In summary the following preference was indicated as part of the feedback:

- 59% were in favour of the scheme proceeding as proposed at the front of school on Convent Road;
- 23% were in favour of the scheme proceeding as proposed at the front of school on Convent Road but had comments /queries /suggestions;
- 14% did not want the scheme to proceed at the front of school on Convent Road citing several different reasons expanded on below.

82.4% of respondents (108 no.) think that road safety is a problem on Convent Road around the Carysfort National School.

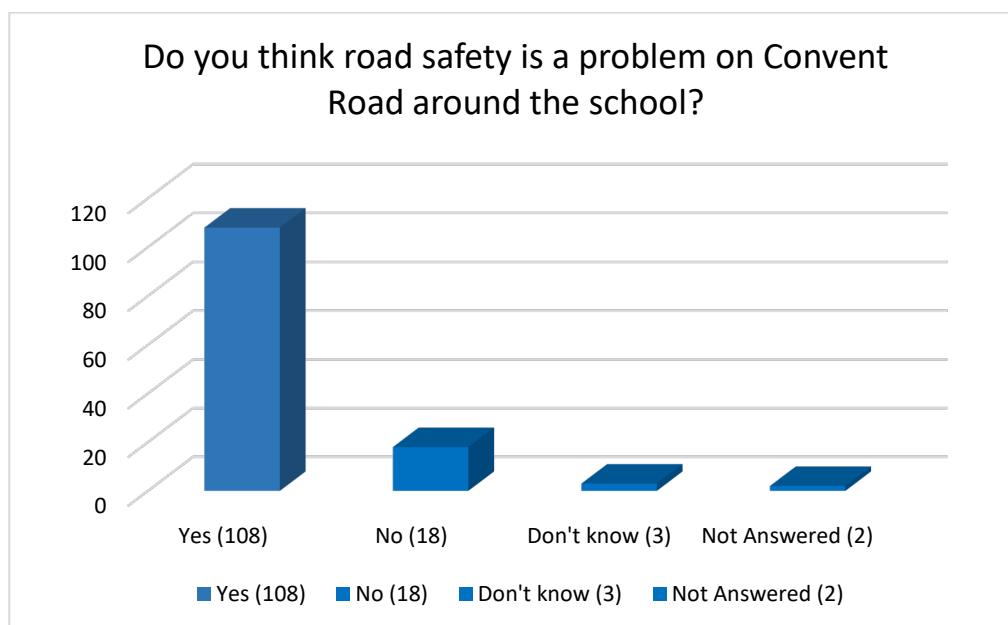


Chart 2

The overall response of 82% showed that the vast majority are in favour of the progression of this project on Convent Road.

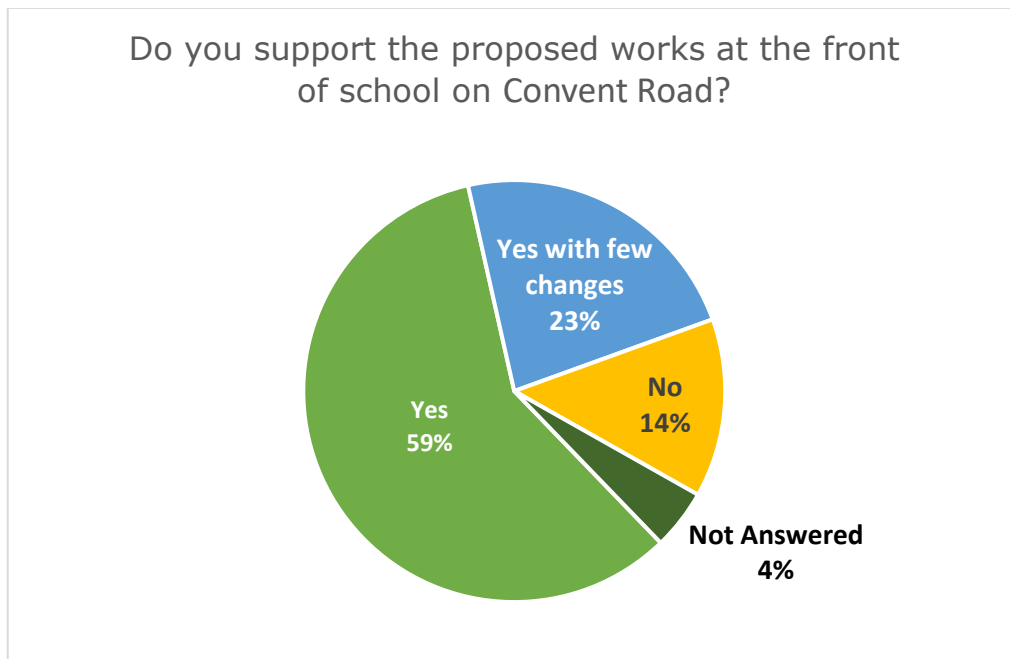


Chart 3

93% of respondents support works that improve the walking and cycling routes to schools, and 83% think that the proposals will provide a safer environment for school children.

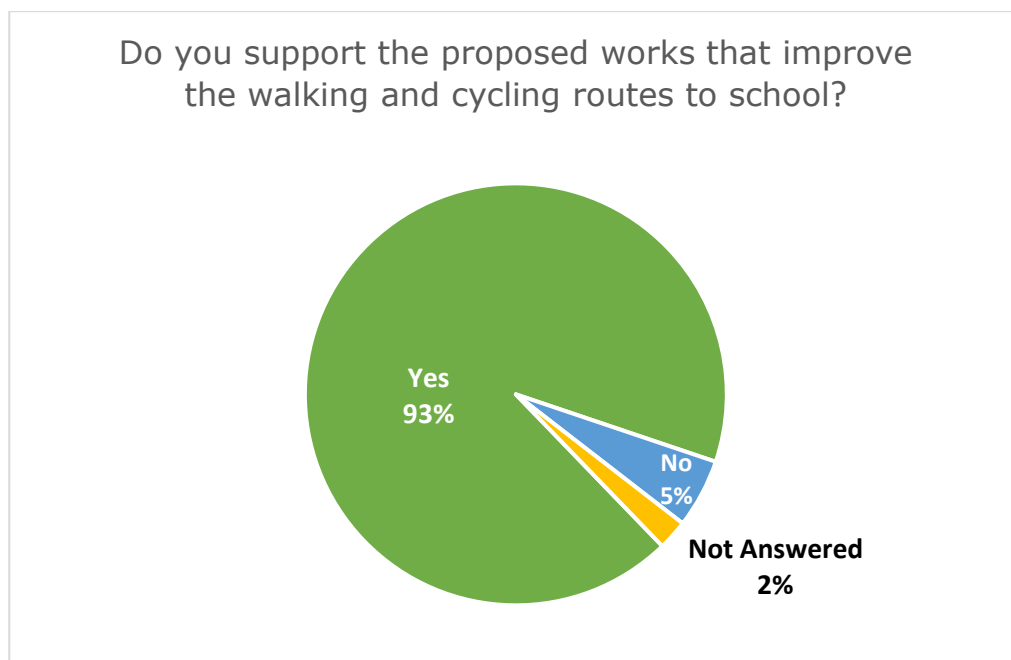


Chart 4

Do you think the proposals will provide a safer environment for school children?

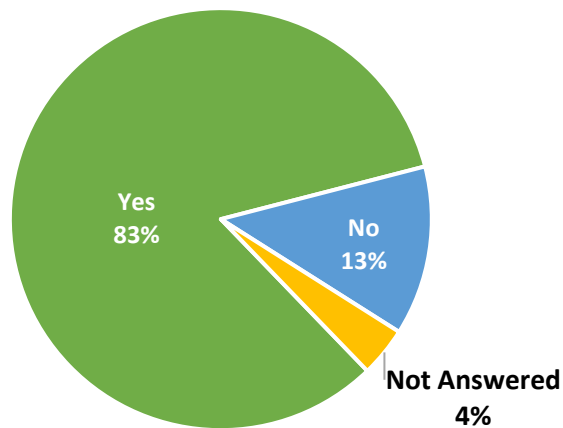


Chart 5

There was a wide recognition that the proposals will provide a safer, more attractive environment for pedestrians and cyclists generally.

Do you think the proposals will provide a safer, more attractive environment for pedestrians and cyclists generally?

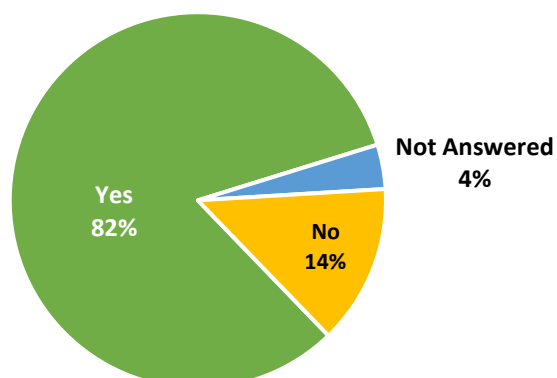


Chart 6



The questionnaire also gave us the opportunity to state the nature of participants' interests in the scheme.

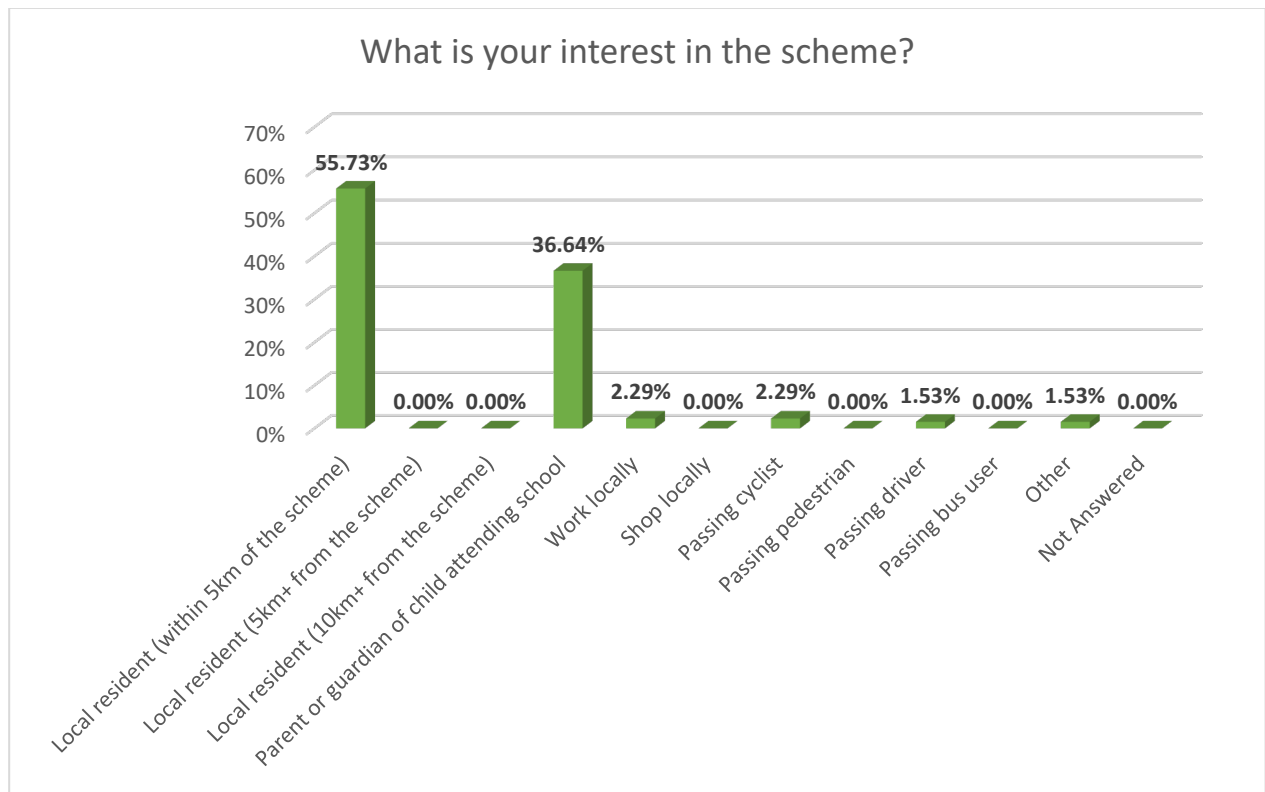


Chart 7

## DETAILED FEEDBACK RECEIVED

Various comments were received as part of the submissions. These are summarised and responded to in the *Appendix B: Public Consultation Responses*.

In their submission Carysfort National School in association with the Carysfort National School Parents' Association welcomed and were very supportive of the proposed Carysfort NS School Zone as they believe that it will provide for a safer and more attractive environment for the children and their families to travel to school on foot, wheels and bicycles, as well as providing a more welcoming, calmer and safer environment for the wider community. Also in their submission they have described areas of design that they think could be further improved, including additional placemaking features integrated into the design on the Avoca Avenue Roundabout, changes to the junction of Convent Road and Carysfort Avenue to allow more footpath space, and a different location for the proposed new bike stands. The Carysfort National School in association with the Carysfort National School Parents' Association also expressed a desire to see engagement with the school children and families throughout the School Zone process.

A number of Convent Road residents have also made submissions. They were mostly concerned about how access and egress from their properties would be affected by the proposed changes as well as effect on the number and location of available car parking spaces, potential risk of drivers encroaching on the footpaths and parents parking on the widened pathway and blocking driveways when dropping their children off/ collecting them. There were calls for enforcement measures and traffic wardens to be put in place by dlr and for creation of a one-way system on Convent Road. One resident asked for more ramps and bollards.

A resident requested that the report on the consultation gives specific details of how many parking tickets dlr has issued to motorists in breach of Parking Legislation between 8.30 and 9 am on Convent Road on week day mornings during school terms in the last two years. Same resident also requested that should dlr proceed with the proposals, they should be subject to a full impact review after six months.

Residents expressed desire to be consulted to a larger extent, with a public hearing to review the proposals with access to the authors of the plan.

Please note that some submissions commented on issues outside of this scheme e.g., other projects, potential future applications for planning permissions and issues around enforcement etc. These did not relate to this project and have not been included.

## CONCLUSION AND RECOMMENDATION

The vast majority of feedback received supported the proposed scheme and acknowledged that it would improve the walking and cycling routes to schools and provide a safer environment for school children. It was widely recognised that the proposals would provide a safer, more attractive environment for pedestrians and cyclists generally.

The proposed scheme received strong support with several submissions making suggestions on how the scheme could be improved or expanded.

The above comments, as well as comments outlined in the responses below in the *Appendix B: Public Consultation Responses*, will be considered as part of the detailed design.

There were several recurring concerns raised by members of the public that have been noted in this report and should be considered by the design team preparing the detailed design for this scheme, these include recommendations to:

- Introduction of double yellow lines along the northern footpath on Convent Road.
- Installation of sockets to allow for future installation of bollards, if required, along the northern footpath on Convent Road.

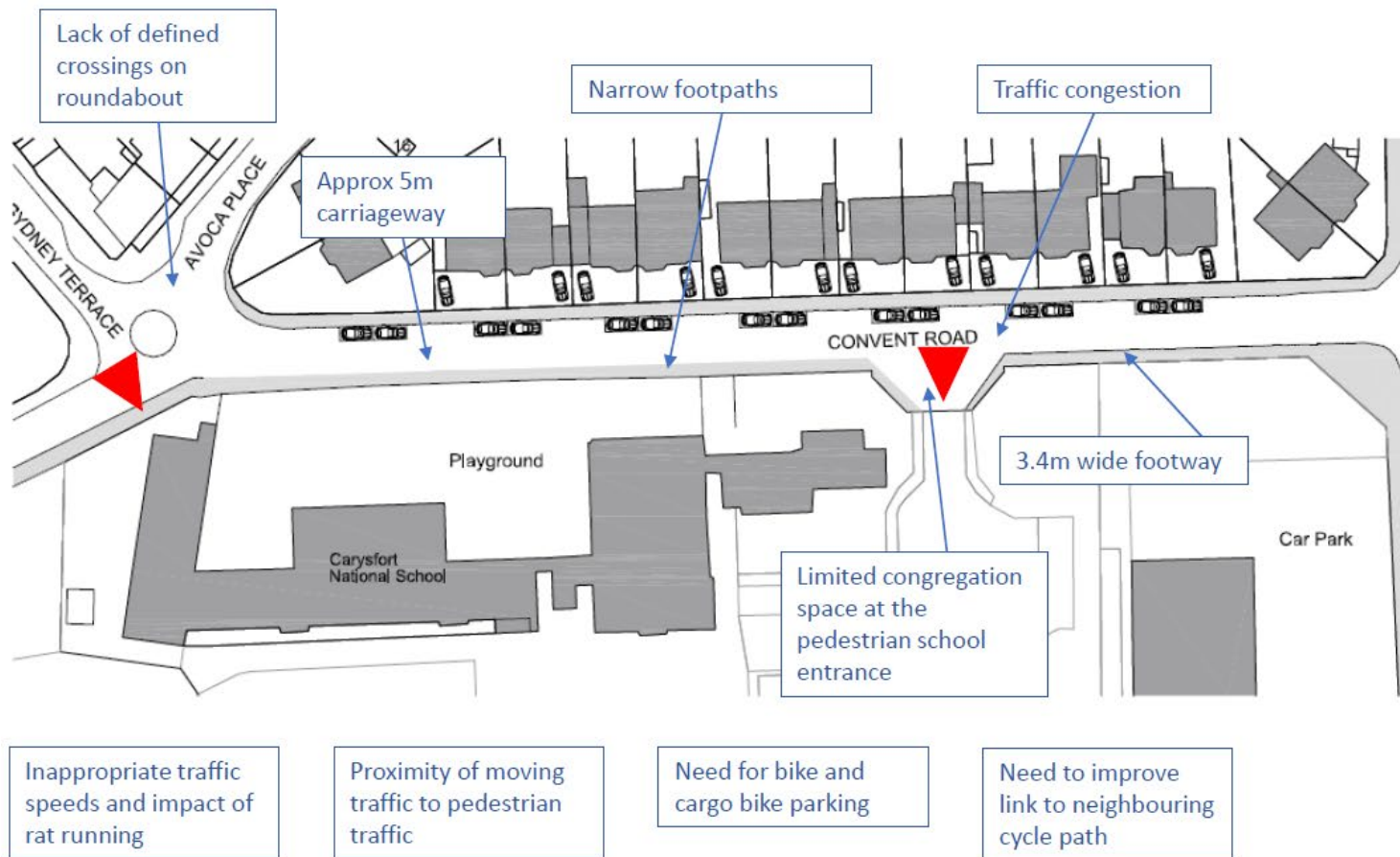
Several comments raised by the public relate to items that are outside the scope of this scheme at this time. These include comments raised relating to the enforcement, potential future applications for planning permissions etc. These did not relate to this project and have not been included.

The National Transport Authority have confirmed funding is available to progress such schemes in 2023. Subject to detailed design being completed and the necessary approvals and requirements being met, it is anticipated that construction will commence in 2023.

It is recommended that the scheme proceeds to detailed design and construction.

## **APPENDIX A: SCHEME DESIGN DRAWINGS**





Safe Routes to School 'School Zone' Concept  
Carysfort National School, Blackrock



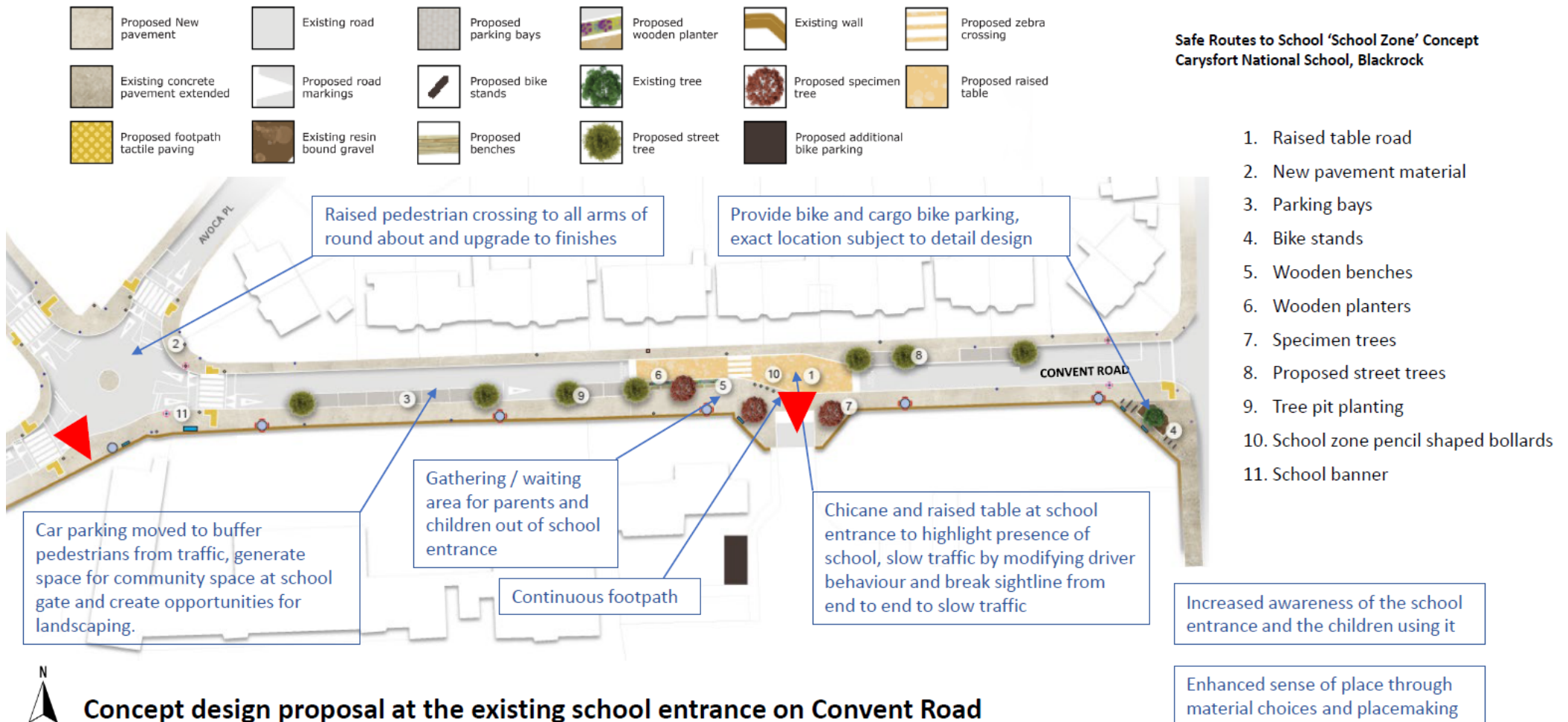
## Challenges at the existing school entrances



Rialtas na hÉireann  
Government of Ireland

Tionscadal Éireann  
Project Ireland  
**2040**





Rialtas na hÉireann  
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Project Ireland  
**2040**





Tree planting



Pencil shaped bollards



Raised pedestrian crossing



School branding banners



Change in road surface within school zone



Colour themed signage



Colour themed asphalt features



Continuous footpaths at junctions



Colour themed bicycle stands



SUDS, low level shrub planting

**Safe Routes to School 'School Zone' Concept**  
Carysfort National School, Blackrock

**Design Elements developed by NTA which are being incorporated as per the Safe Routes to School Design Guidance**



Rialtas na hÉireann  
Government of Ireland

Tionscadal Éireann  
Project Ireland  
2040



**APPENDIX B: PUBLIC CONSULTATION RESPONSES**

|          | Submissions   | Frequency | Responses   |
|----------|---|-----------|---|
| <b>1</b> | <b>Traffic safety/ congestion</b>   |           |   |
|          | Respondents have concerns over the proposal creating more traffic congestion in the area and in surrounding areas.                                    | 5         | The proposed scheme is introducing traffic calming to improve road safety adjacent to the school. During September 2020 traffic management was put in place at this location to provide more space for social distancing. This traffic management is a similar geometric layout to the proposed scheme and did not cause any notable congestion                             |
|          | One-way traffic should be introduced.   | 4         | A one way system is not required to facilitate the introduction of the proposed safety measures   |
|          | There are serious traffic safety issues due to heavy delivery trucks on Carysfort Avenue in proximity to school entrance. These need to be addressed. | 3         | Although there is a three-tonne limit on Convent Road, access is permitted for deliveries if their destination is within the zone. As part of the detailed design we will consider traffic calming on Brookfield Terrace  |
|          | Respondents have concerns that narrower road will not help cars pass each other safely.   | 2         | The width of the proposed roadway is in line with the recommendations in the Design Manual for Urban Roads and Streets and is sufficient to allow vehicles to pass at an appropriate speed  |
|          | Safe drop off point close to the school should be considered.   | 2         | The SRTS scheme includes a range of design features which aim to encourage drivers to slow down in the vicinity of the school thus creating a safer environment for those walking or cycling to school. The purpose of the scheme is to facilitate a modal shift to more sustainable modes. Providing a drop off facility would be at odds with the objective of the scheme |



|          | Submissions  | Frequency | Responses   |
|----------|--|-----------|---|
| <b>1</b> | <b>Traffic safety/ congestion cont.</b>  |           |   |
|          | Consider additional traffic calming measures such as ramps and bollards on Convent Road.   | 2         | The SRTS scheme includes a range of design features which aim to encourage drivers to slow down in the vicinity of the school thus creating a safer environment for those walking or cycling to school. These include horizontal traffic calming measures |
|          | Not aware that the road is unsafe for children, not aware of any dangerous incidents involving children.   | 2         | Comment noted.  |
|          | There are road safety issues at junctions at both ends of Convent Road which should also be addressed.   | 3         | Pedestrian facilities exist at the Carysfort Avenue junction and there are plans to provide improved crossing routes at the roundabout as part of the scheme  |
|          | It is not clear whether the proposal includes one-way or two-way traffic on Convent Road.  | 2         | It is proposed to retain two-way traffic on Convent Road  |
|          | Retain two-way traffic flow on Convent Avenue outside school hours.  | 1         |   |
|          | Convent Road is a busy thoroughfare which was never designed for the amount of traffic, children and cyclists on it.                                     | 1         | Comment noted.  |
|          | In bad weather there are vastly reduced numbers of children walking and cycling to school, instead there is total chaos on the traffic front.            | 1         | The scheme aims to encourage more pupils to walk and cycle to the school or 'park and stride' and this will reduce the number of trips by car trips during school times near the school.  |
|          | Most of the traffic congestions is from the school parents – this should be addressed by the school before making access for the local community harder. | 1         |   |

|          | Submissions  | Frequency | Responses   |
|----------|--|-----------|---|
| <b>1</b> | <b>Traffic safety/ congestion cont.</b>  |           |   |
|          | Measures needed to prevent cars and vans parking on the kerb on residential side of the road.  | 1         | One of the aims of this scheme is to remove opportunities for illegal parking in the area outside the school entrance introducing low level herbaceous planting beds and decorative railings and pencil bollards between the road and the footpath. We will also install sockets to facilitate additional bollards into the future if needed. |
|          | Measures needed to prevent parking on double yellow lines between café and speed ramp on Avoca Place.  | 1         | Comment noted. This will be examined as part of the scheme detailed design.   |
|          | Your proposal make Convent Road a single lane road for cars and this will cause traffic chaos.   | 1         | It is proposed to retain two-way traffic on Convent Road at all times, with a section of the road narrowed as a traffic calming measure with a pass-go system in place.   |
|          | Existing parking for residents should be retained.   | 1         | It is proposed to retain car parking spaces on Convent Road, however some in a different location than before and the number would reduce from 14 no. to 11 no. to allow for wider footpaths, traffic calming measures and provision of enhanced pedestrian space at the school entrance including new soft landscaping and tree planting.    |
|          | Respondent sees little sense to move the car parking spaces to the other side of the road especially for many older people using their cars.                         | 1         | The relocation of the parking is to provide protection to the path on the school side of the road. It also removes vehicles travelling in close proximity to the school   |
|          | Traffic and speed on Convent Road and surrounding local roads should be measured pre and post implementation of the scheme. Results should be shared with residents. | 1         | Traffic speeds were measured on Avoca Avenue as part of the Active School Travel. We will be remeasuring speeds during the trial period.  |

|   | Submissions  | Frequency | Responses  |
|---|--|-----------|--|
| 1 | Traffic safety/ congestion cont.   |           |  |
|   | Proposed pull ins and chicanes might create a bigger hazard with cars trying to rush through when there is an opening.   | 1         | Drivers are required to proceed with due care and attention. DLR designs projects based on standards and what people are expected to do when driving.  |
|   | Change school entrance onto Carysfort Avenue where there is already a very wide cycle lane/ via Smurfit Business School.   | 1         | This is outside the scope of the scheme. Any such proposal would require planning permission from the land owner.  |
|   | Developing proposals for most hazardous areas around the school (entrance into Smurfit Business School on Carysfort Ave) should be considered.   | 1         |  |
| 2 | Cyclists   |           |  |
|   | There is no provision of safe, segregated cycling lanes for students to reach the school.  | 1         | A significant number of cycle schemes are currently at various stage of development around the County with the aim to create a continuous network for cyclists. Routes also exist in residential areas near the school to provide options for cyclists that have less traffic. |
|   | Add bike parking at Avoca Ave side of Convent Road.  | 1         | This will be examined as part of the detailed design.  |
|   | Need to cater for cargo bikes.   | 1         | This will be examined as part of the detailed design.  |
|   | Request to consider a different location for the new bike stands as the current location is very busy, space is not sufficient, the existing benches are well used and an attractive pattern of stones was discovered which should be protected. | 1         | This is a combination of comments from a submission by Carysfort National School in association with the Carysfort National Parent’s Association and a submission by Blackrock Tidy Towns CommitteeThis will be examined as part of the detailed design.                       |

|          | Submissions  | Frequency | Responses   |
|----------|--|-----------|---|
|          | Cyclists should be protected on Convent Road.  | 1         | The SRTS scheme includes a range of design features which aim to encourage drivers to slow down in the vicinity of the school thus creating a safer environment for those walking or cycling to school.   |
| <b>3</b> | <b>Pedestrians</b>   |           |   |
|          | Footpaths should be widened.   | 2         | It is proposed to widen footpaths in front of the school entrance on the Convent Road and along the Convent Road on the school side as part of this scheme.   |
|          | Pedestrians should be a priority.  | 1         | The SRTS scheme includes a range of design features which aim to encourage drivers to slow down in the vicinity of the school thus creating a safer environment for those walking or cycling to school.   |
| <b>4</b> | <b>Users other than pedestrians and cyclists</b>   |           |   |
|          | Views of Convent Road residents should be considered.  | 2         | The purpose of the non-statutory public consultation process has been to obtain the views of everyone who may be interested in the proposals and wishes to comment. Feedback was gathered through an online questionnaire which was advertised through various media. Letters in regard to this consultation were also posted to all the Convent Road Residents to ensure that they were aware of this opportunity. All the relevant feedback is being considered for inclusion in the detail design. |
|          | Parents that do not live within walking and cycling distance of the school should be considered. | 1         | Sufficient parking exists nearby to allow parents and guardians to park and walk their children to school. This is free for up to 15 minutes with the option to pay for parking after this.   |
|          | All modes of transport should be considered in this process.                                     | 1         | The SRTS scheme includes a range of design features which aim to encourage drivers to slow down in the vicinity of the school thus creating a safer environment for those walking or cycling to school. Access is still permitted for cars.   |



|          | Submissions  | Frequency | Responses  |
|----------|--|-----------|--|
|          | Cycling, walking and public transport should be prioritised over car transport.                                    | 1         | Comment noted.   |
|          | Cars should be banned altogether.  | 1         | It is not proposed to restrict vehicles entirely as part of this scheme  |
| <b>5</b> | <b>Other</b>   |           |  |
|          | Explicit full support for the works.   | 10        | Thank you for your support for the SRTS Programme.   |
|          | Please move forward as soon as possible.   | 2         | Comment noted.   |
|          | It is a 24/7 solution for a school that is only open for a few hours.  | 1         | The purpose of this scheme is to make the areas immediately adjacent to the schools safer so that children can be encouraged and facilitated to walk and cycle to the schools safely. However these proposals will benefit not only the school children, but also provide a safer, more attractive environment for pedestrians and cyclists generally. |
|          | Respondent doesn't believe the proposal would make a massive improvement.  | 1         | Comment noted.   |
|          | Proposal is costly and will not achieve the desired result.  | 1         |  |
|          | The proposal is over the top as to what is actually necessary.   | 1         |  |
|          | Respondent suggested to create a gathering/ waiting area for parents and children within the school walls instead. | 1         |  |

|   | Submissions   | Frequency | Responses   |
|---|---|-----------|---|
| 5 | Other cont.   |           |   |
|   | The questionnaire is poorly designed and VERY leading – of course everyone is for safety for our children.  | 1         | The questionnaire has been structured to allow Respondents to answer to a variety of questions, as described above in the text of the report, including space for any comments the Respondents wish to provide.   |
|   | Planting looks very nice too, the road will be much improved.   | 1         | Providing attractive public realm, which includes landscaping, is one of the range of design features proposed nationally under the NTA Safe Routes to School Programme and are some of the measures that encourage drivers to slow down in the vicinity of the school, highlights the entrance to the school, reduces vehicular traffic and congestion and keeps cars away from footpath – thus improving student road safety. |
|   | The proposed works are all concerned with landscaping rather than actually improving student road safety.   | 1         |   |
|   | Time scale to respond to the proposals was too short, especially that many people were away on holidays during August.  | 2         | The 136 submissions received captured many local concerns and is sufficient for a scheme of this scale  |
|   | Proposals on the website are difficult to follow and are lacking in detail.   | 1         | We disagree with this comment. We have received a large response rate for a scheme of this scale and were available during the consultation period to clarify any queries.  |
|   | There should be additional placemaking features integrated into the design of the Avoca Avenue Roundabout to take account of its strategic location at the confluence of the DLR Active School Travel Routes: Sea to Mountains, and Park to Park. | 1         | Comment noted.  |
|   | Respondent requested that dlr clarify what specific legislative provision it is relying on with regard its failure to apply a part eight procedure under the Planning and Development Act 2000 as amended.  | 1         | Under Section 38 of the Road Act 1994, a road authority may, in the interest of the safety and convenience of road users, provide such traffic calming measures as they consider desirable in respect of public roads in their charge.  |

## **APPENDIX C: SECTION 138 OF THE LOCAL GOVERNMENT ACT, 2001**

### **Background**

Dún Laoghaire-Rathdown County Council, in conjunction with An Taisce and the National Transport Authority, is proposing to improve road safety adjacent to schools in the county as part of the NTA Safe Routes to School (SRTS) Programme. The purpose of the schemes is to make the areas immediately adjacent to the schools safer so that children can be encouraged and facilitated to walk and cycle to the schools safely.

### **Scheme Details**

The proposals include:

- Traffic calming in front of the school;
- Provision of wider footpaths in front of the school;
- Highlighting the presence of the school through carriageway colour and coloured road markings, feature bollards and traffic signage;
- Provision of additional raised pedestrian crossings outside the school and on roundabout;
- Provision of enhanced pedestrian space at the school entrances including new biodiverse soft landscaping and tree planting.

### **Notification under Section 138 of the Local Government Act, 2001**

In accordance with Section 138 of the Local Government Act 2001, we are hereby notifying the members of the elected Council of the intention to proceed with the works to construct these Safe Routes to School improvements on Convent Road around Carysfort National School, Convent Road, Blackrock, Co. Dublin.

The National Transport Authority have confirmed funding is available to progress such schemes in 2023. Subject to detailed design being completed and the necessary approvals and requirements being met, it is anticipated that construction will commence in 2023.