

The Harold School, Glasthule
Eden Road Lower, Co. Dublin
Safe Routes to School 'School Zone'
Post Public Consultation Report

January 2023



INTRODUCTION

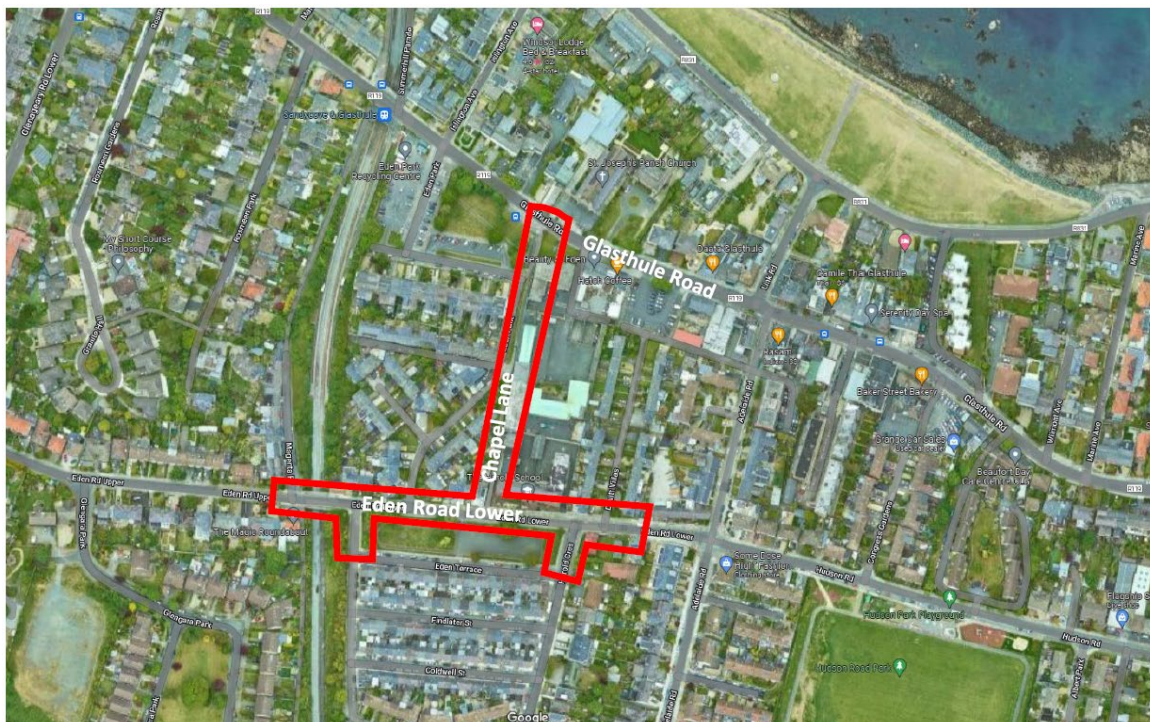
Dún Laoghaire-Rathdown County Council, in conjunction with An Taisce and the National Transport Authority, is proposing to improve road safety adjacent to schools in the county as part of the NTA Safe Routes to School (SRTS) Programme. The purpose of the schemes is to make the areas immediately adjacent 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 run for proposed traffic and road safety works outside The Harold School, Glasthule, Eden Road Lower, 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 95% of the parents of children in The Harold School, Glasthule 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 Harold School, Glasthule has two entrances, one on Eden Road Lower and off the pedestrian laneway running alongside the school connecting Eden Road Lower with Eden Park. Dún Laoghaire-Rathdown County Council has developed proposals for public realm upgrades at both these locations. As pupils congregate in the park across from the school and this park is also regularly used by the school for outdoor activities the proposals include interventions to improve pedestrian safety on route between the park and the school entrance.

The proposals include:

- Traffic calming 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;
- Provision of enhanced pedestrian space at the school entrance including new biodiverse soft landscaping and tree planting;
- Provision of a wider footpath alongside the park across from the school;
- Upgrading of the finishes to the pedestrian laneway connecting Eden Road Lower with Eden Park.

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 Eden Road Lower

NON-STATUTORY PUBLIC CONSULTATION

Following a briefing of Dún Laoghaire Ward Councillors on Monday 27th June 2022 a period of non-statutory public consultation was carried out for a period of 4 weeks from Thursday 4th August to Thursday 1st 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

At the closing date for the consultation, we received a total of 169 submissions (166 via citizens space, 3 via email and 0 by post). It should be noted that 2 no. duplicate citizen space submissions were identified and there is a total of 167 unique submissions received.

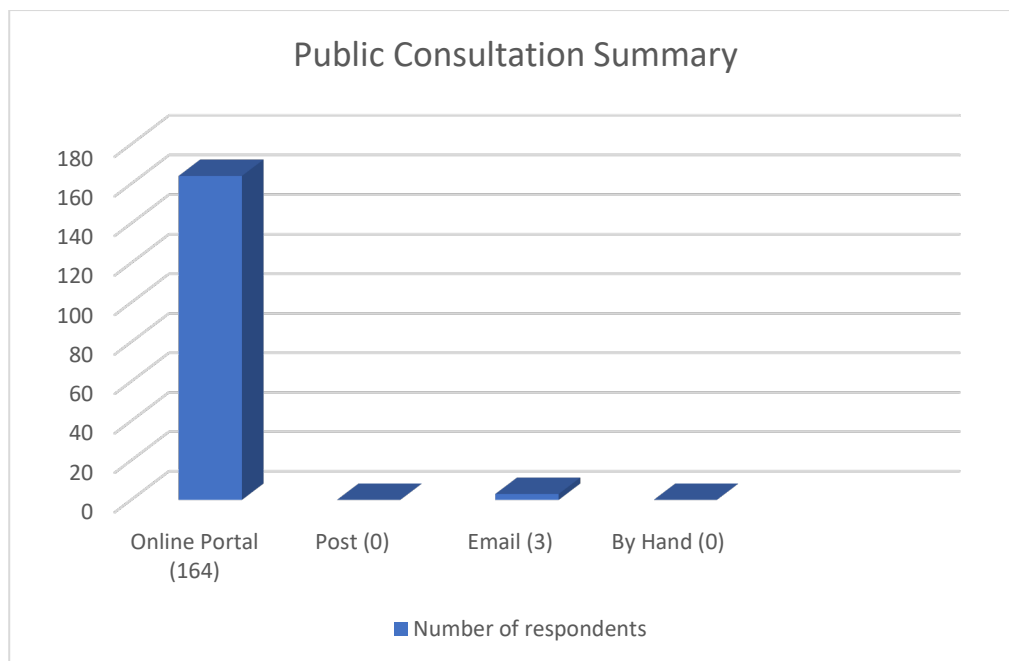


Chart 1

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:

- 80% were in favour of the scheme proceeding as proposed at the front of school on Eden Road Lower;
- 16% were in favour of the scheme proceeding as proposed at the front of school on Eden Road Lower but had comments /queries /suggestions;
- 4% did not want the scheme to proceed at the front of school on Eden Road Lower citing several different reasons expanded on below.

92% of respondents (154 no.) think that road safety is a problem on Eden Road Lower around The Harold School.

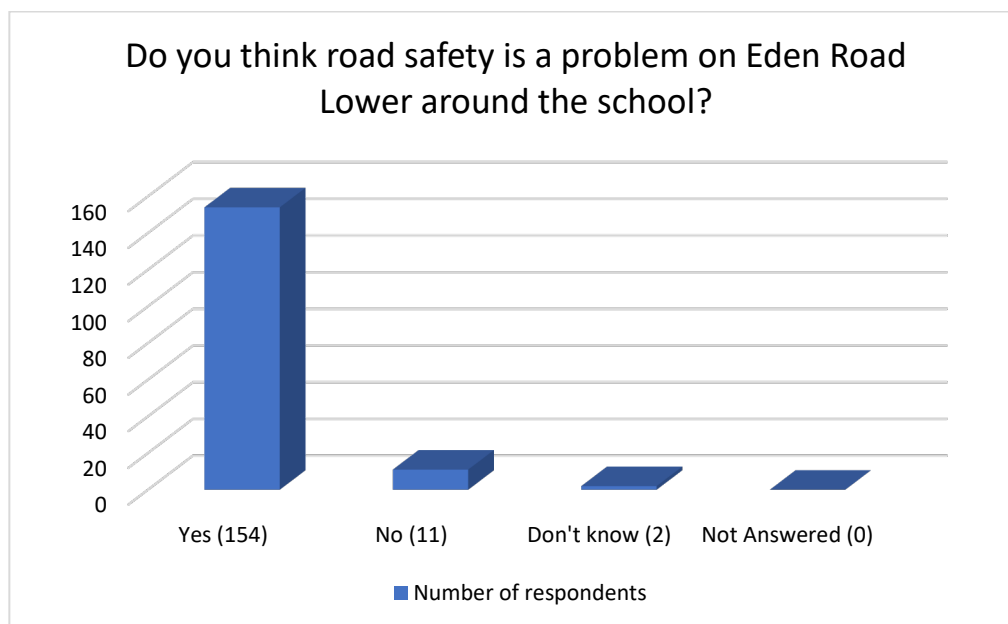


Chart 2

The overall response of 96% showed that the vast majority are in favour of the progression of this project at the front of The Harold School.

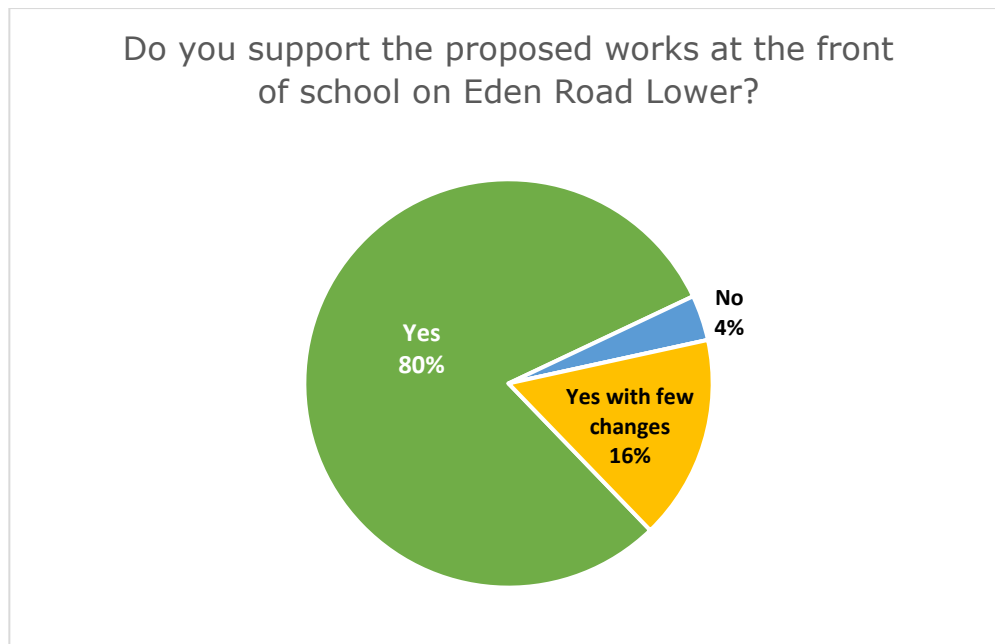


Chart 3

98% of respondents support works that improve the walking and cycling routes to schools, and 96% think that the proposals will provide a safer environment for school children.

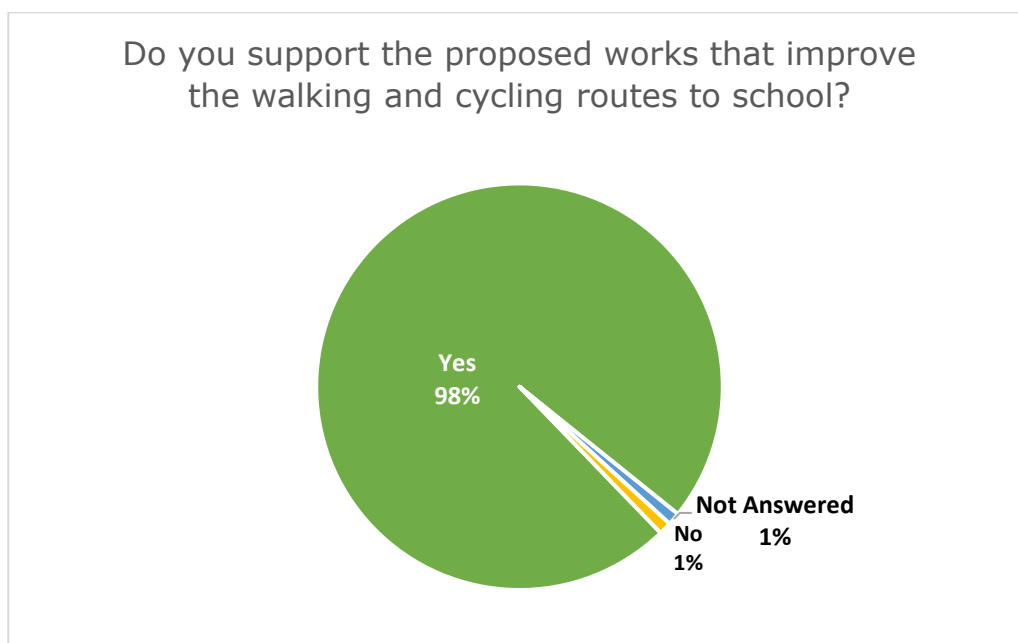


Chart 4

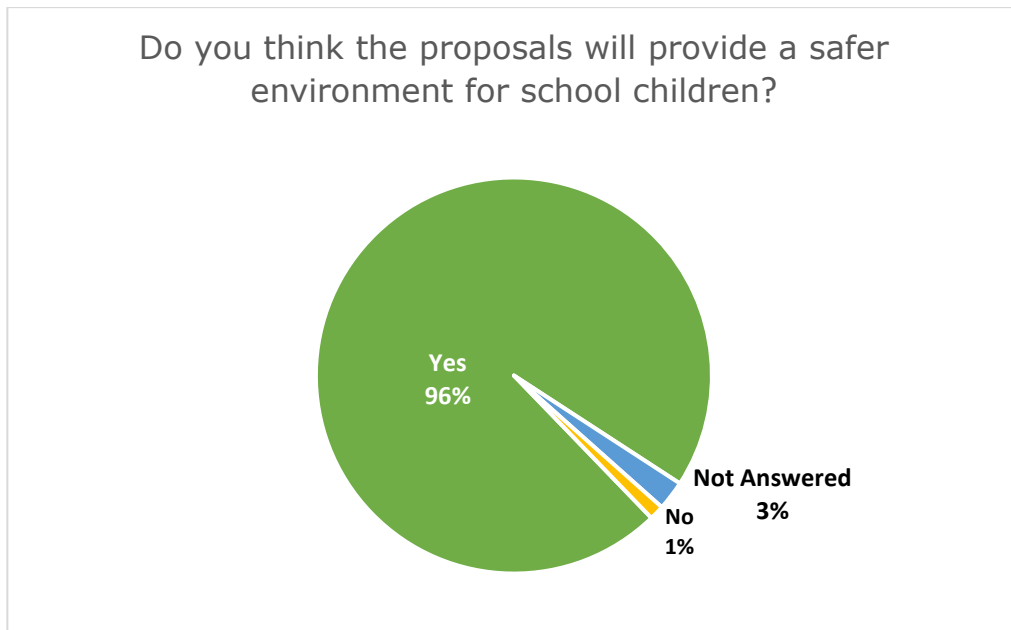


Chart 5

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

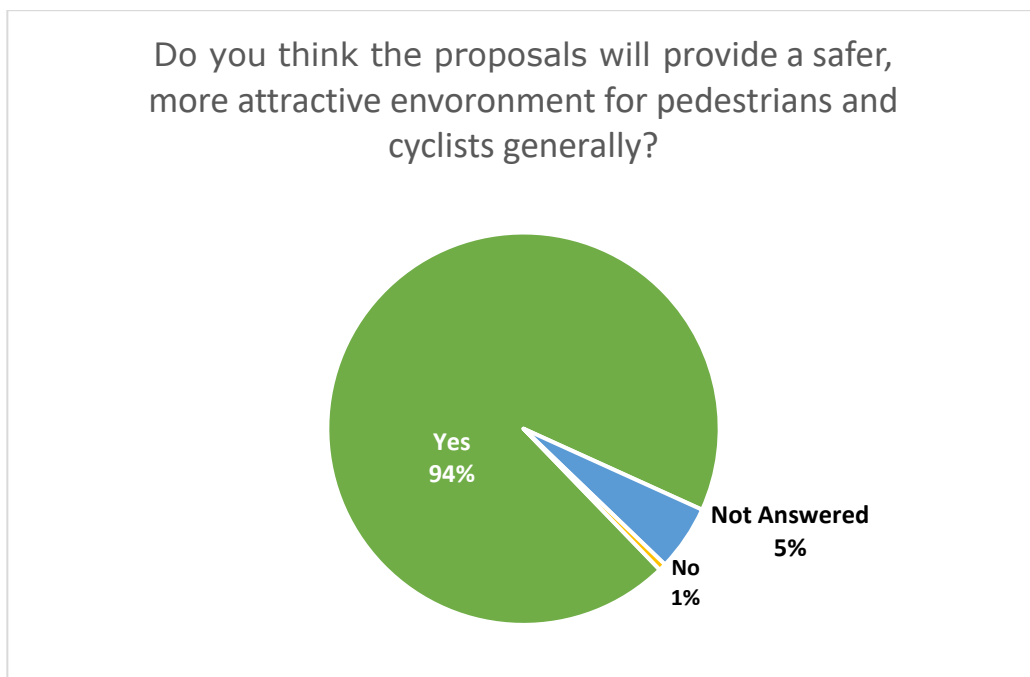


Chart 6

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

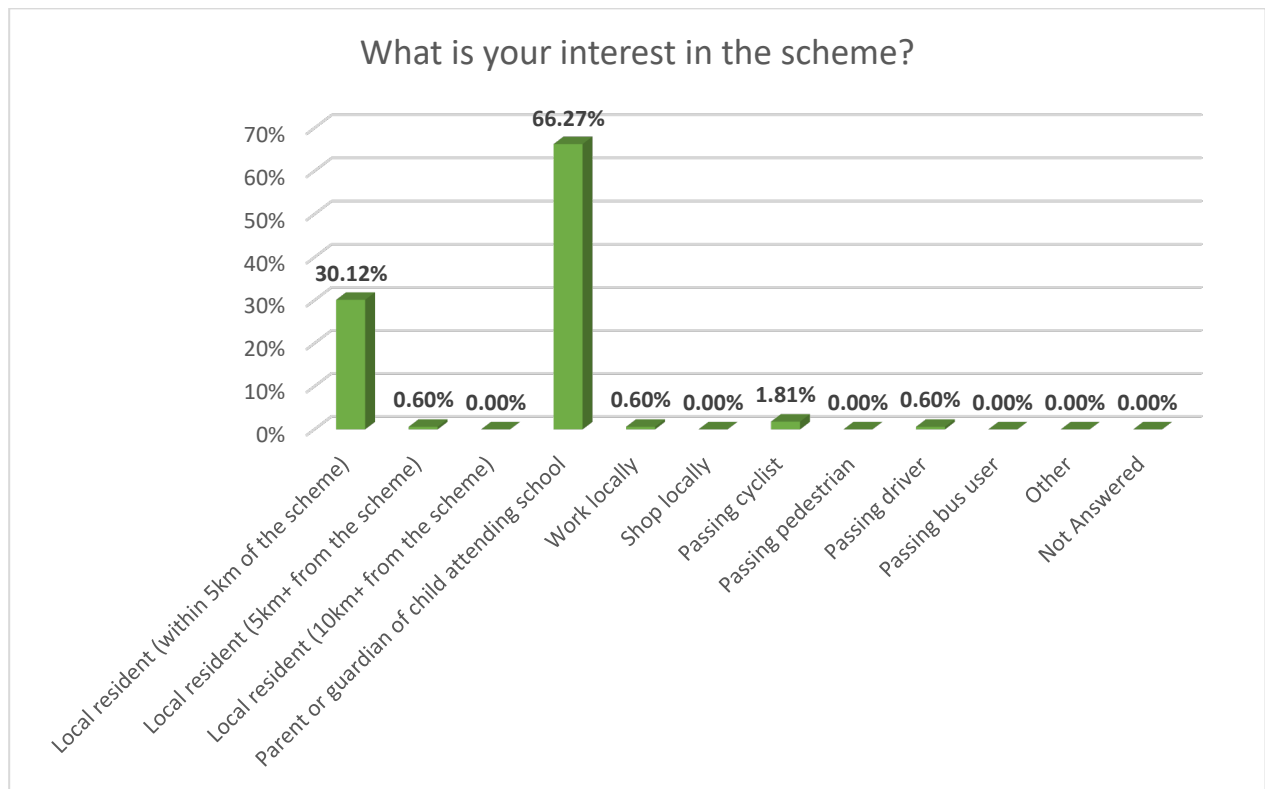


Chart 7

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*.

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

CONCLUSION AND RECOMMENDATION

The majority of feedback received acknowledged that the proposed scheme 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.

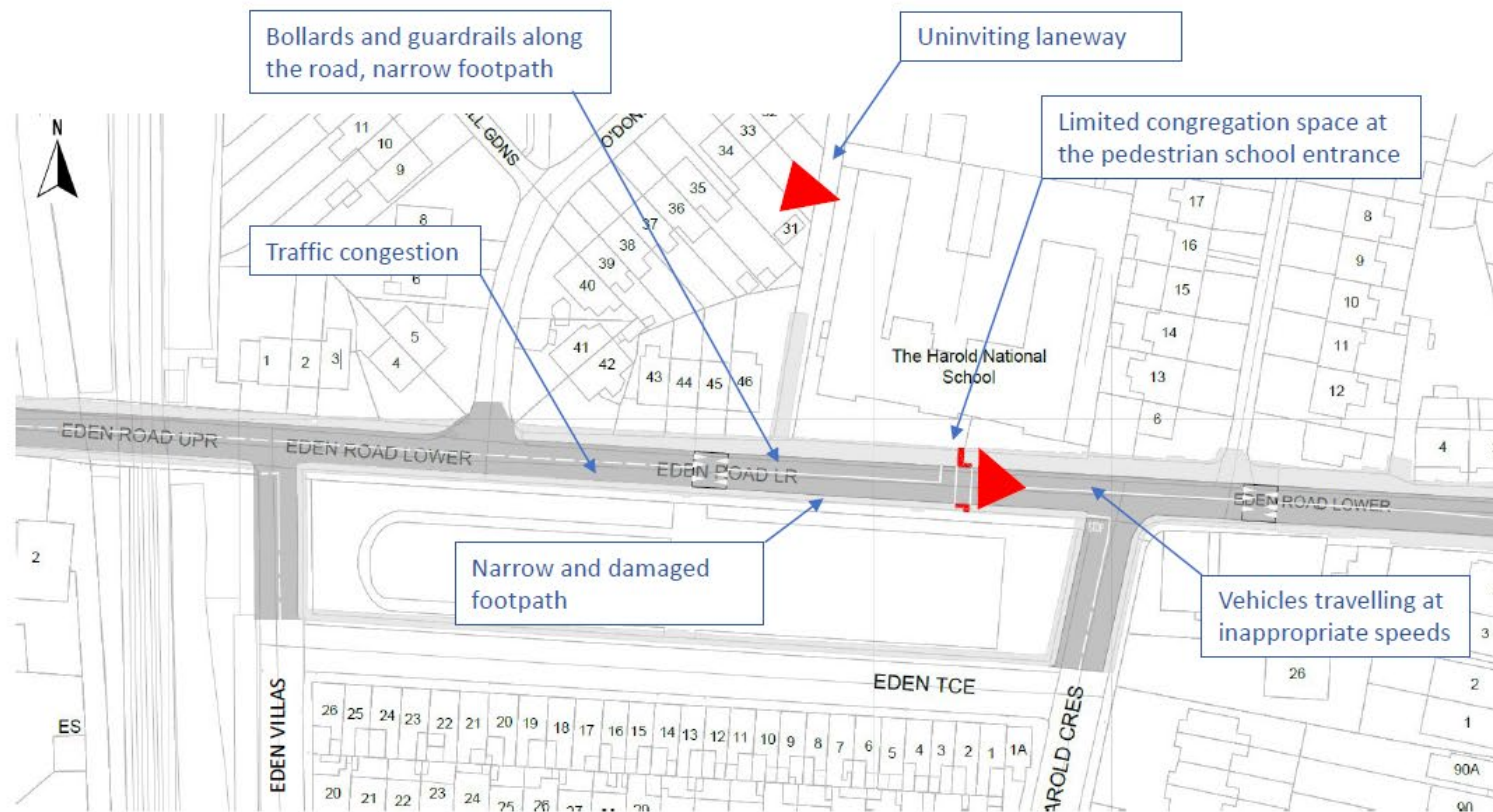
The proposed scheme received strong support with several submissions making comments on the current situation and some suggestions on how the scheme could be improved or expanded. There were several recurring concerns raised by members of the public that have been noted in this report and these will be considered by the design team preparing the detailed design for this scheme including designing for slower speeds.

Several comments raised by the public relate to items that are outside the scope of this scheme at this time. These include comments and requests to improve the cycle network in the general area, to improve pedestrian facilities, and better parking enforcement.

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 Quarter 2 or 3 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
The Harold School, Glasthule



Improve safety of children
approaching school

Need to increase awareness of
the school entrance and the
children using it

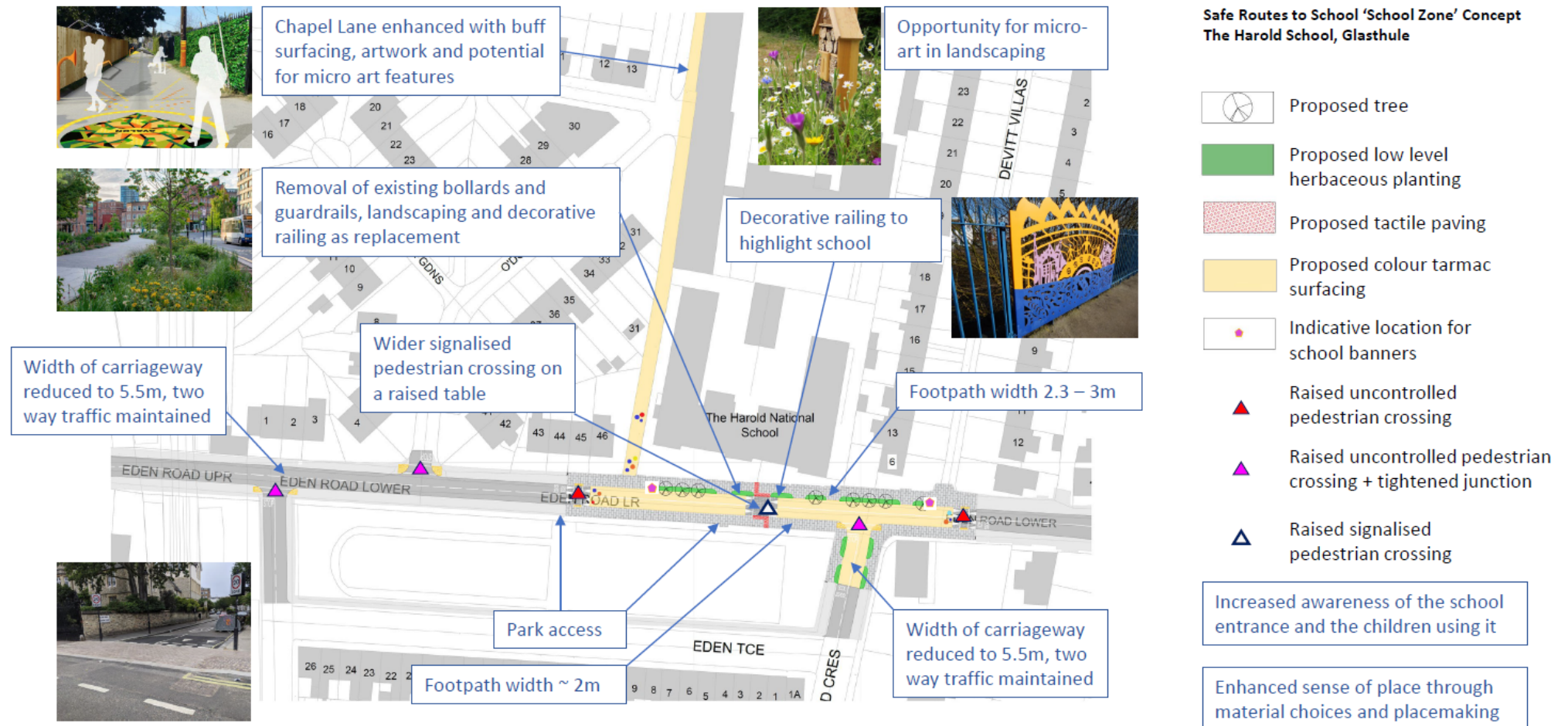
Challenges at the existing school entrances



Rialtas na
hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040





Rialtas na hÉireann
Government of Ireland

Tionscadal Éireann
Project Ireland
2040





Change in paving surface within school zone



Pencil shaped bollards



Raised pedestrian crossing



School branding banners



Micro art



Colour themed signage



Colour themed asphalt features



Continuous footpaths at junctions



Change in road surface within school zone



Colour themed bicycle stands



SUDS, low level shrub planting



Tree planting

Safe Routes to School 'School Zone' Concept
The Harold School, Glasthule

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

APPENDIX B: PUBLIC CONSULTATION RESPONSES

	Submissions	Frequency	Responses
1	Traffic safety/ congestion		
	More traffic calming measures are needed such as low speed zone, more pedestrian crossings, more speed ramps.	9	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
	Speeding cars are a major issue.	5	
	Respondent expressed support for making the road one-way to increase road safety.	4	It is not proposed to make the road one-way as part of this scheme. Two-way traffic will be maintained as part of the scheme.
	No support for making the road one-way as it would increase traffic congestion in other areas.	2	
	Illegal parking during drop offs and collections is a problem.	4	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.
	Measures such as new double yellow lines, proper bollards and more zebra crossings around the area to stop illegal parking are required.	3	
	More barriers/ railings outside the school are needed.	3	
	Traffic is not going to go away. It needs to be managed.	3	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.

	Submissions	Frequency	Responses
1	Traffic safety/ congestion cont.		
	Improvements or upgrades for cyclists are badly needed.	2	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.
	Introduction of a yield system would be welcome.	2	It is not proposed to make the road one-way as part of this scheme. Two-way traffic will be maintained as part of the scheme
	There are already many traffic calming methods. These changes would impact non-school related traffic commuting.	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. Two-way traffic will be maintained as part of the scheme.
	Request for statistics for the past 20 years in relation to any road accidents at this point – respondents believes these are negligible so changes are not needed.	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. Waiting until there is a demonstrated accident patter in the vicinity of the school before providing enhanced safety measures is not appropriate or in accordance with current policy objectives.
	Extend duration of green light for pedestrians to give sufficient time to cross especially for those with small children.	2	Six seconds of green time is provided at pedestrian crossings during which pedestrians are invited to commence their crossing. The length of amber time depends on the crossing width and thus wider pedestrian crossings have more amber time to allow pedestrians to cross. Pedestrians are not meant to start to cross during this amber time.
	Cars are parked on double yellow lines near park in front of the school.	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.

	Submissions	Frequency	Responses
1	Traffic safety/ congestion cont.		
	When introducing a cycle lane its impact on motorists should be considered as they often make other routes more treacherous. Not everyone can walk, cycle or take public transport easily.	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. It is not proposed to introduce a cycle lane as part of this scheme.
	Narrowing traffic lanes will reduce cycling safety.	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. Wider traffic lanes tend to increase speeds
	Shutting down another road will push traffic elsewhere.	1	It is not proposed to make the road one-way or close the road as part of this scheme.
	These changes will cause traffic congestion, it is already bad enough as it is.	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.
	This scheme does not address congestion at the corners at both ends of the park.	1	
	This scheme will cause traffic congestion and illegal parking move into neighbouring areas.	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. Sufficient parking exists to allow parent to park and walk their children to school.
	A couple of the car parking spaces by the gate on Eden Road Lower should be removed and a pedestrian crossing put there. It is dangerous for children to cross the road through parked cars.	1	It is not proposed to create car parking spaces in front of the school on Eden Road Lower. Two new raised uncontrolled pedestrian crossings are proposed to be provided at both ends of the School Zone as well as retaining a raised signalised pedestrian crossing in front of the school's entrance on Eden Road Lower.

	Submissions	Frequency	Responses
1	Traffic safety/ congestion cont.		
	Safety of all residents should be taken into account and not just cyclists.	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.
	Close the road at school times.	1	It is not proposed to make the road one-way or close the road as part of this scheme.
	General pedestrians outside the school, parents and guardians need to be more mindful (big bikes, carriers on bikes blocking up footpaths).	1	Comment noted. This applies to all road users in the vicinity of the school
	Provide free parking for school pick up and drop off for an hour.	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.
2	Cyclists		
	There is no provision of safe, segregated cycling lanes for students to reach the school.	10	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.
	More changes needed to improve cyclist safety.	3	
	It is very important to encourage children to cycle to school and they can only do this if they are safe.	2	
	A lane or some form of pulling up option for parents dropping children in on carrier/ cargo bikes would be welcome.	2	This will be examined as part of the detailed design process.

	Submissions	Frequency	Responses
	Cycling is dangerous as there are no cycle lanes and roads are very narrow.	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.
	Bike parking/ set down is needed – respondent suggested the Harold Crescent end of the park across the school for this purpose.	1	Cycle parking also exists at the school and locations for further cycle parking will be examined as part of the detailed design process.
3	Pedestrians		
	Wider footpaths/ more space for pedestrians needed.	7	The footway network in the vicinity of the school is good and pedestrian crossing facilities exist at most of the main junctions. As part of the scheme, it is proposed to widen footpaths in front of the school entrance on both sides of the Eden Road Lower.
	More changes needed to improve pedestrian safety and infrastructure.	4	
	Proposed planting will restrict the footpath width and be trampled upon.	1	The proposed planting areas and planting selection will be designed in such a way that adequate footway clearance width remains with footpath to be 2.3m to 3.0m.
	Entire overhaul of the way road users interact with pedestrians is needed.	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. It is not proposed to introduce a cycle lane as part of this scheme.
4	Users other than pedestrians and cyclists		
	Parents who cannot walk or cycle to school with their children/parents with blue badges should be accommodated – drop off area needed.	2	Parking bays exist in the general area of the school that can be used by for persons with blue-permits.

	Submissions	Frequency	Responses
4	Users other than pedestrians and cyclists cont.		
	Residents should be taken into consideration.	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. The survey has been structured to allow Respondents to answer to a variety of questions, including space for any comments the Respondents wish to provide. All the relevant feedback is being considered for inclusion in the detailed design.
	Respondent believes that the structure of the survey is biased and it should be more open to alternative users such as drivers, trade traffic, etc.	1	
	Measures should be balanced and not impede vehicles.	1	It is not proposed to make the road one-way or close the road as part of this scheme.
	Disability groups and emergency services to be included in hard landscaping plans.	1	The proposed planting areas and planting selection will be designed in such a way that adequate footway clearance width remains, with footpath widths to be 2.3m to 3.0m.
5	Timing of proposed works		
	Desire to see the works carried out as quick as possible.	3	It is envisaged that construction work will commence in Quarter 2 or 3 of 2023.
	Consider timing of the works so it does not interfere with the school.	1	
6	Landscaping		
	Planting mature standard trees would be optimal solution. Omit margin planting. Enhance soft planting along the peripheral zones of railed park across the road. The school has already planted well within its boundary.	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

	Submissions	Frequency	Responses
			and keeps cars away from footpath – thus improving student road safety.
	How will new biodiverse soft landscaping and tree planting achieve the aim of the SRTS programme?	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.
7	Other		
	Explicit full support for the works.	14	Thank you for your support for the SRTS Programme.
	Scheme needs to extend outside the proposed area.	12	There are no plans to extend the scheme at this time.
	Measures to address dog fouling in the area are needed.	2	This will be referred to the relevant section in the Council.
	Glass, waste and general hazardous goods are disposed on the pathway between Eden Road and Glasthule Village.	2	
	Enforcement is required.	2	This will be referred to the relevant section in the Council. General enforcement of traffic laws is a matter for An Garda Síochána
	DLR should be doing more to reduce the reliance on cars in the area.	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.

	Submissions	Frequency	Responses
	A co-ordinated plan for Dun Laoghaire is required instead of the piece meal plan which will hurt the area in the long run.	1	A significant number of cycle schemes are currently at various stage of development around the County and in the general Dún Laoghaire area 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.
	Changes should be aesthetically pleasing, without ugly signs and giant unnecessary bollards.	2	It is the intention of the scheme to provide solutions that are high quality and aesthetically pleasing at the same time, while in full compliance with the range of design features proposed nationally under the NTA Safe Routes to School Programme and with current national design guidelines.
	Decorative railing in front of the school will not wear well and should be replaced with high quality railing.	1	

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;
- Highlighting the presence of the school through carriageway colour and coloured road markings, feature bollards and traffic signage;
- Provision of additional raised pedestrian crossings;
- Provision of enhanced pedestrian space at the school entrance including new biodiverse soft landscaping and tree planting;
- Provision of a wider footpath alongside the park across from the school;
- Upgrading of the finishes to the pedestrian laneway connecting Eden Road Lower with Eden Park.

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 Eden Road Lower around The Harold School, Glasthule, Eden Road Lower, 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 Quarter 2 or 3 in 2023.