



**Holy Cross National School  
Kilmacud Road Upper, Dundrum  
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 undertaken for the proposed traffic and road safety works outside the Holy Cross National School, Kilmacud Road Upper, Dundrum, Dublin 14 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 94% of the parents of children in Holy Cross National School support works at the front of school that improve student safety and put pedestrians and cyclists first.

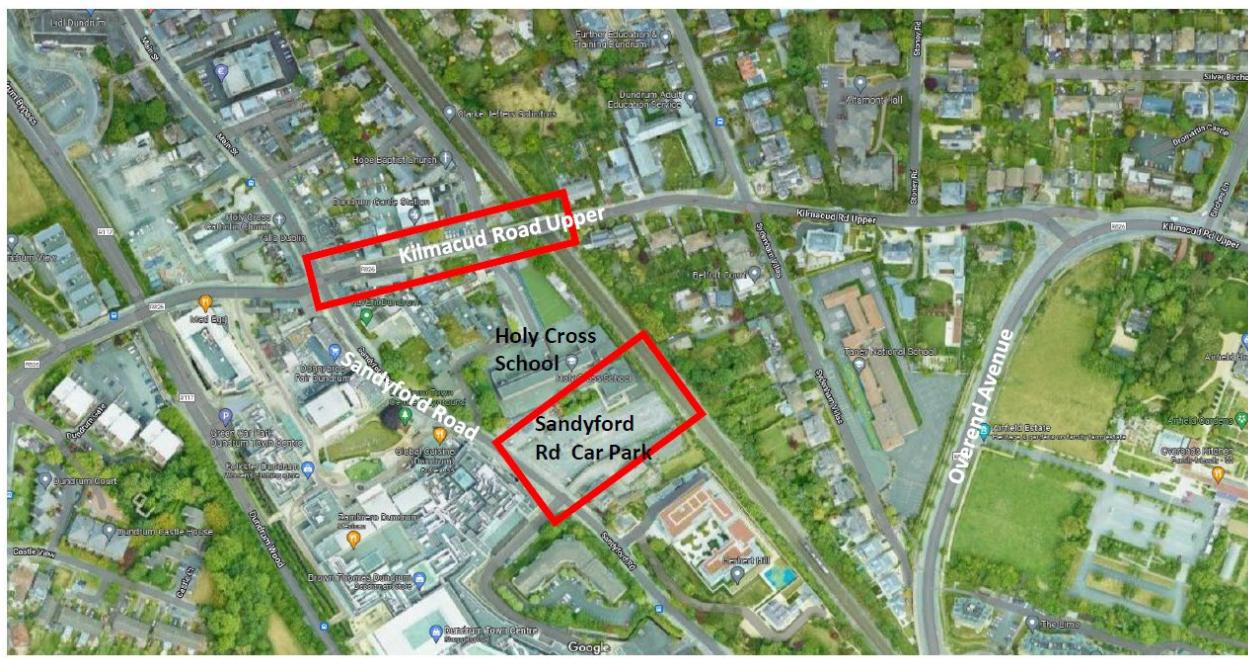


Image 1: Indicative locations of the proposed works.

Holy Cross National School has two entrances, one at Kilmacud Road Upper and one via the public car park on Sandyford Road. Dún Laoghaire-Rathdown County Council has developed proposals for public realm upgrades at both these locations.

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 defined pedestrian route through the Sandyford Road car park from Sandyford Road to the school entrance gate.

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.

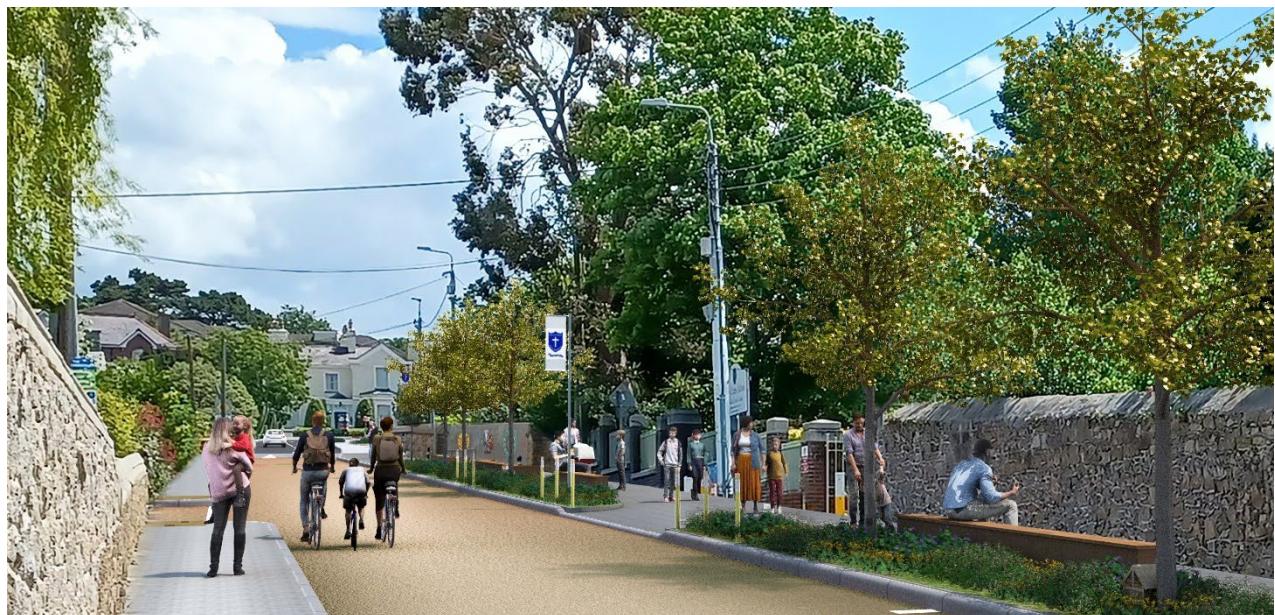


Image 2: Artist impression of the proposed school entrance on Kilmacud Road Upper



Image 3: Artist impression of the proposed school entrance from the Sandyford Road Car Park

## **NON-STATUTORY PUBLIC CONSULTATION**

Following a briefing of Dundrum Ward Councillors on Wednesday 29<sup>th</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 two residential properties adjacent to the school's entrance on Kilmacud Road Lower.

At the closing date for the consultation, we received a total of eighty-four submissions (83 via citizens space, 0 via email/ post and 1 delivered by hand). It should be noted that 1 no. duplicate citizen space submission was identified and there is a total of eighty-three unique submissions received.

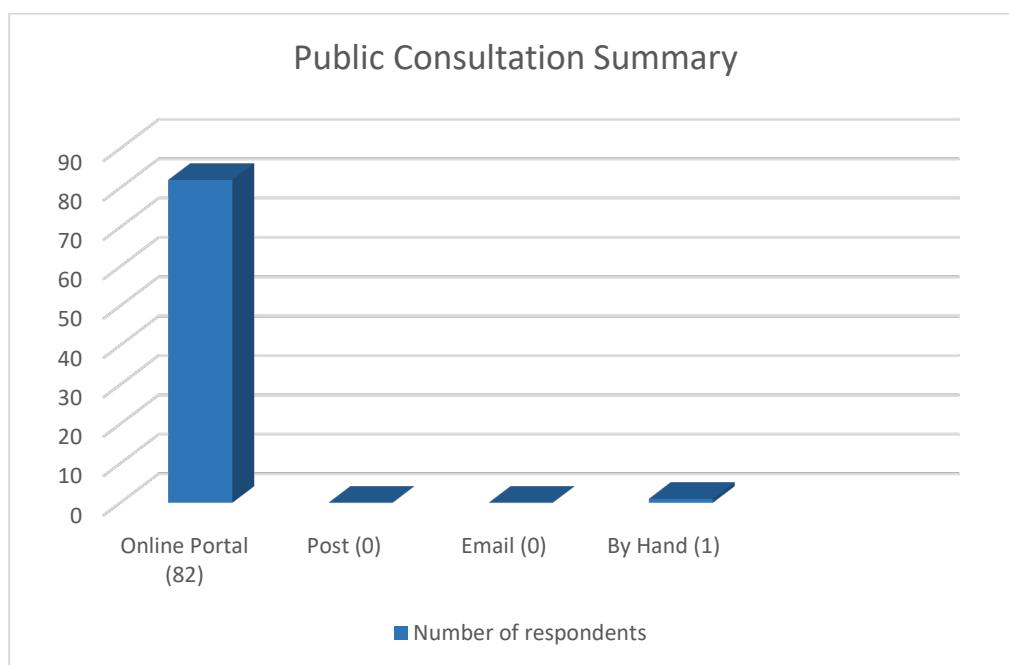


Chart 1

## 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:

- 76% were in favour of the scheme proceeding as proposed at the front of school on Kilmacud Road Upper;
- 81% were in favour of the scheme proceeding as proposed at the front of school on Sandyford Road Car Park;
- 17% were in favour of the scheme proceeding as proposed at the front of school on Kilmacud Road Upper but had comments /queries /suggestions;
- 16% were in favour of the scheme proceeding as proposed at the front of school on Sandyford Road Car Park but had comments /queries /suggestions;

- 6% did not want the scheme to proceed at the front of school on Kilmacud Road Upper citing several different reasons expanded on below.
- 2% did not want the scheme to proceed at the front of school on Sandyford Road Car Park citing several different reasons expanded on below.

79.5% of respondents (66 no.) think that road safety is a problem on Kilmacud Road Upper around the Holy Cross National School.

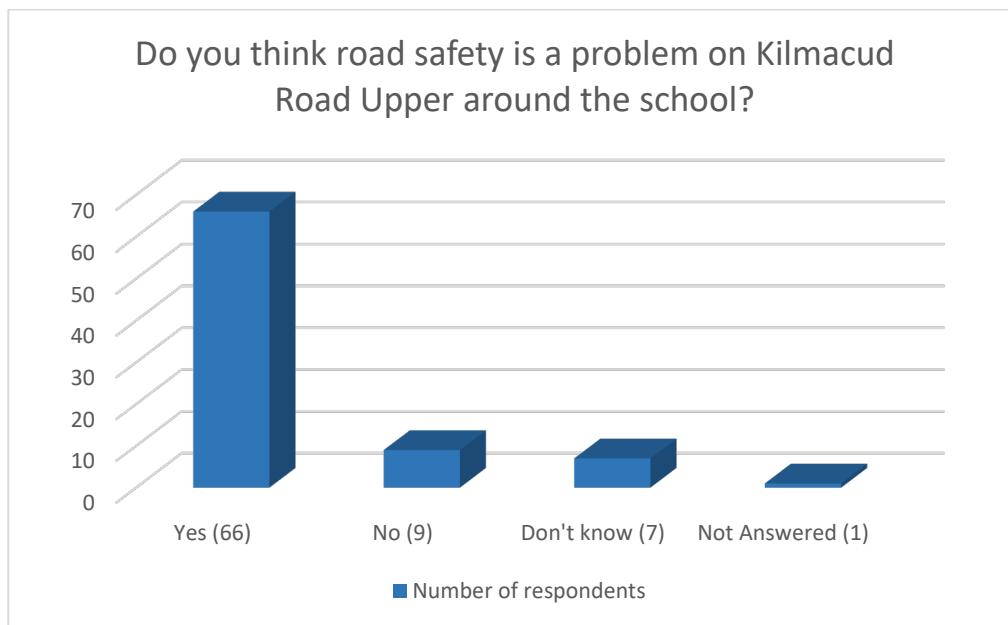


Chart 2

88% of respondents (73 no.) think that road safety is a problem on Sandyford Road Car Park around the Holy Cross National School.

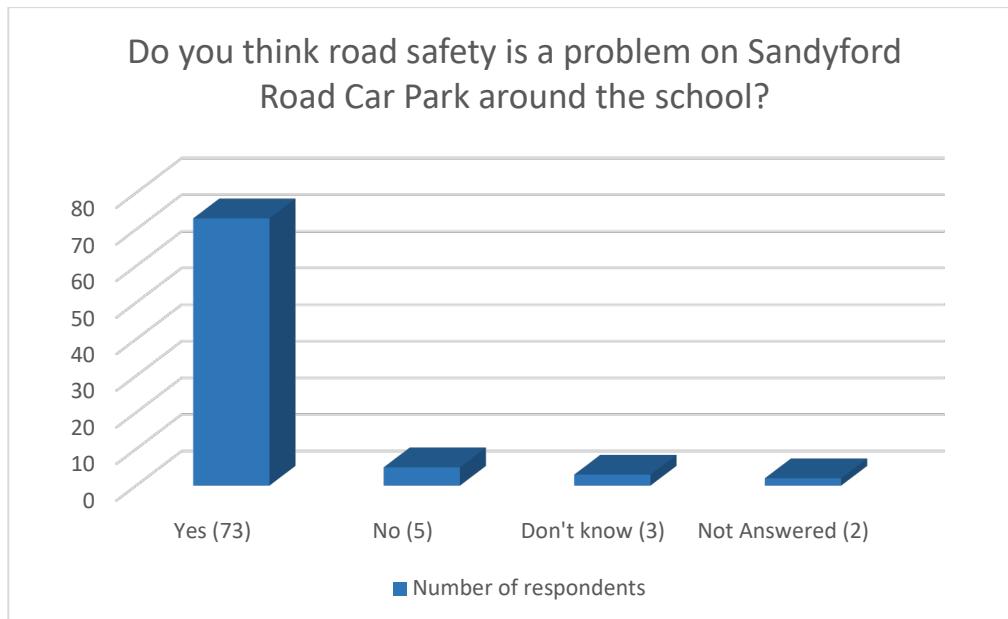


Chart 3

The overall response showed that the vast majority are in favour of the progression of this project on Kilmacud Road Upper and on Sandyford Road Car Park – 83% and 97% respectively.

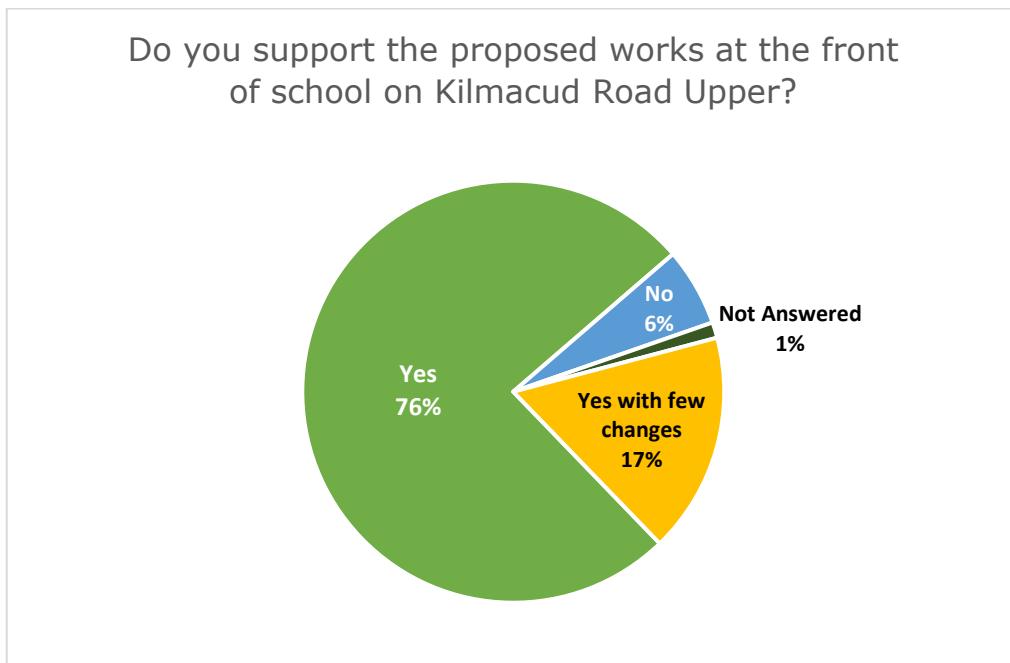


Chart 4

Do you support the proposed works at the front of school on Sandyford Road Car Park?

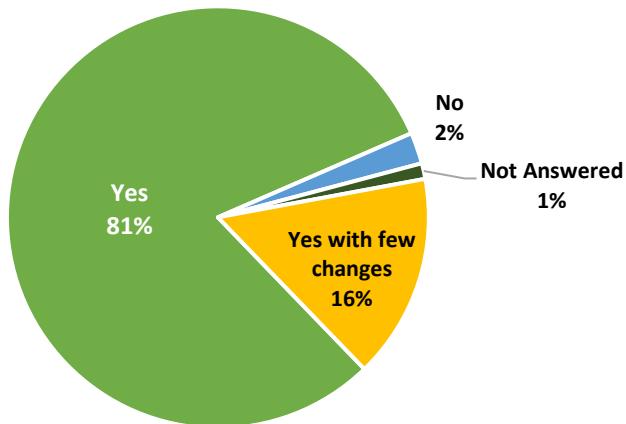


Chart 5

95% of respondents support works that improve the walking and cycling routes to schools, and 94% think that the proposals will provide a safer environment for school children.

Do you support the proposed works that improve the walking and cycling routes to school?

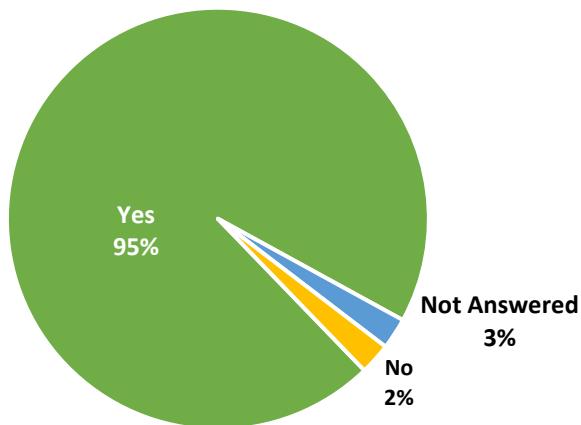


Chart 6

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

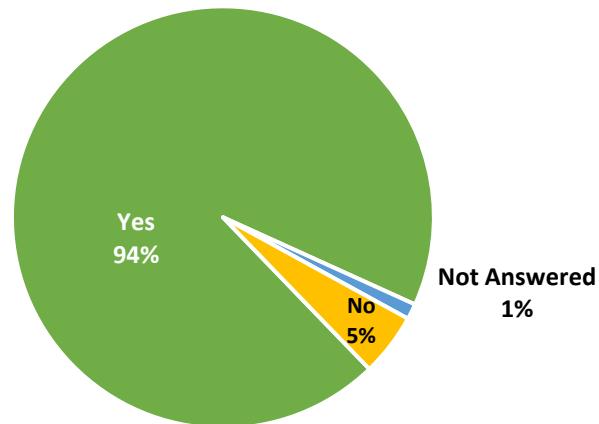


Chart 7

There was a wide recognition that the proposals will provide a safer, more attractive environment for pedestrians and cyclists generally – 93%.

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

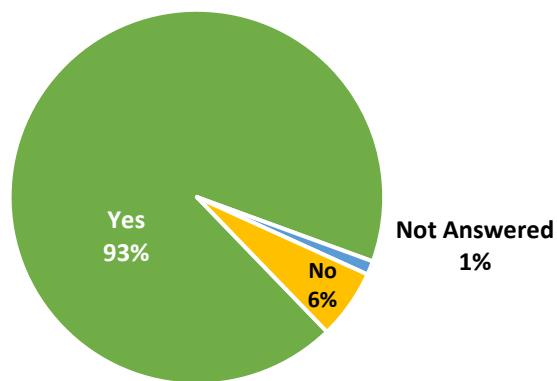


Chart 8

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

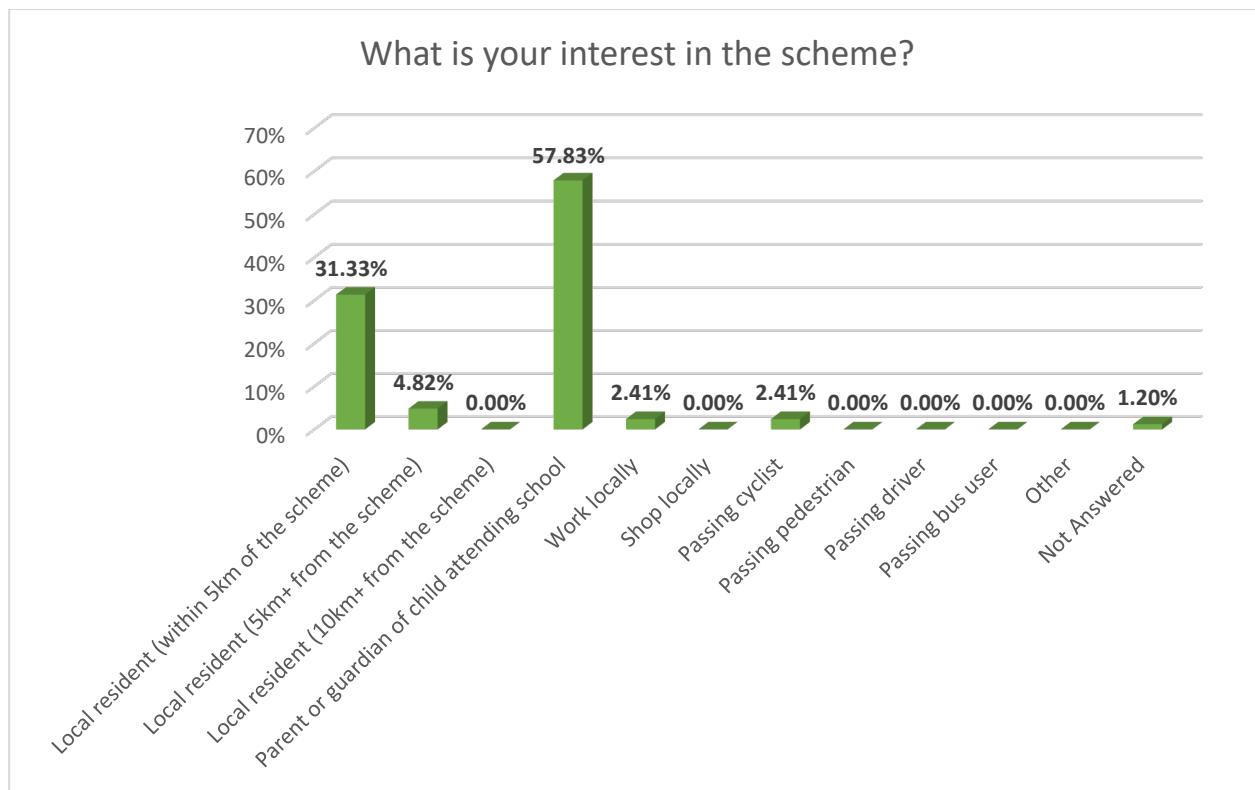


Chart 9

## 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.

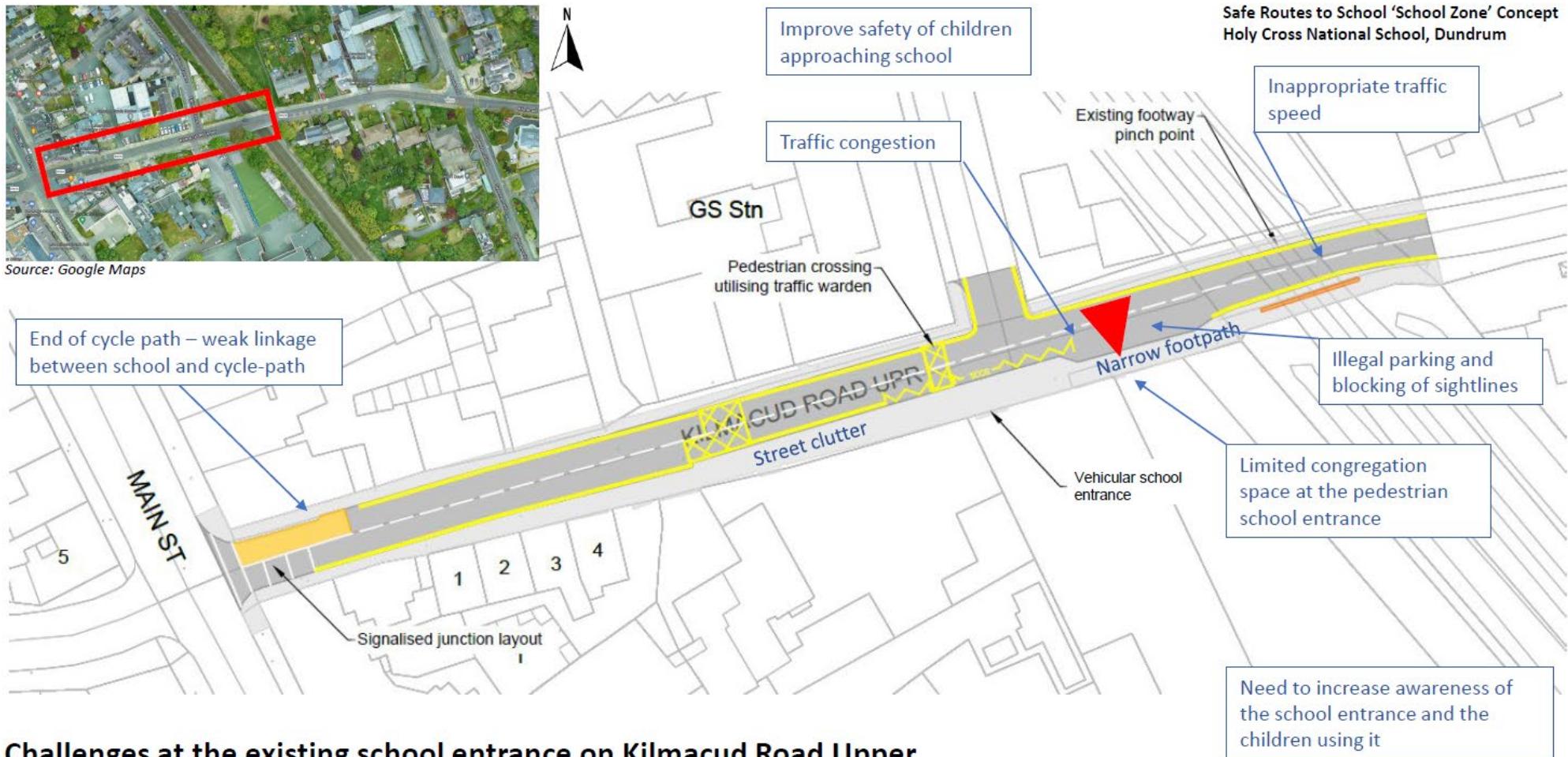
The proposed scheme received strong support with several submissions making comments on the current situation and some suggestions on how the scheme could be improved or expanded. There were several recurring concerns raised by members of the public that have been noted in this report and these will 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 relating to the parking enforcement, speeding on Kilmacud Toad and Sandyford Road and the need for better pedestrian and cycle facilities approaching the school.

The National Transport Authority have confirmed funding is available to progress this scheme 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**



## Challenges at the existing school entrance on Kilmacud Road Upper

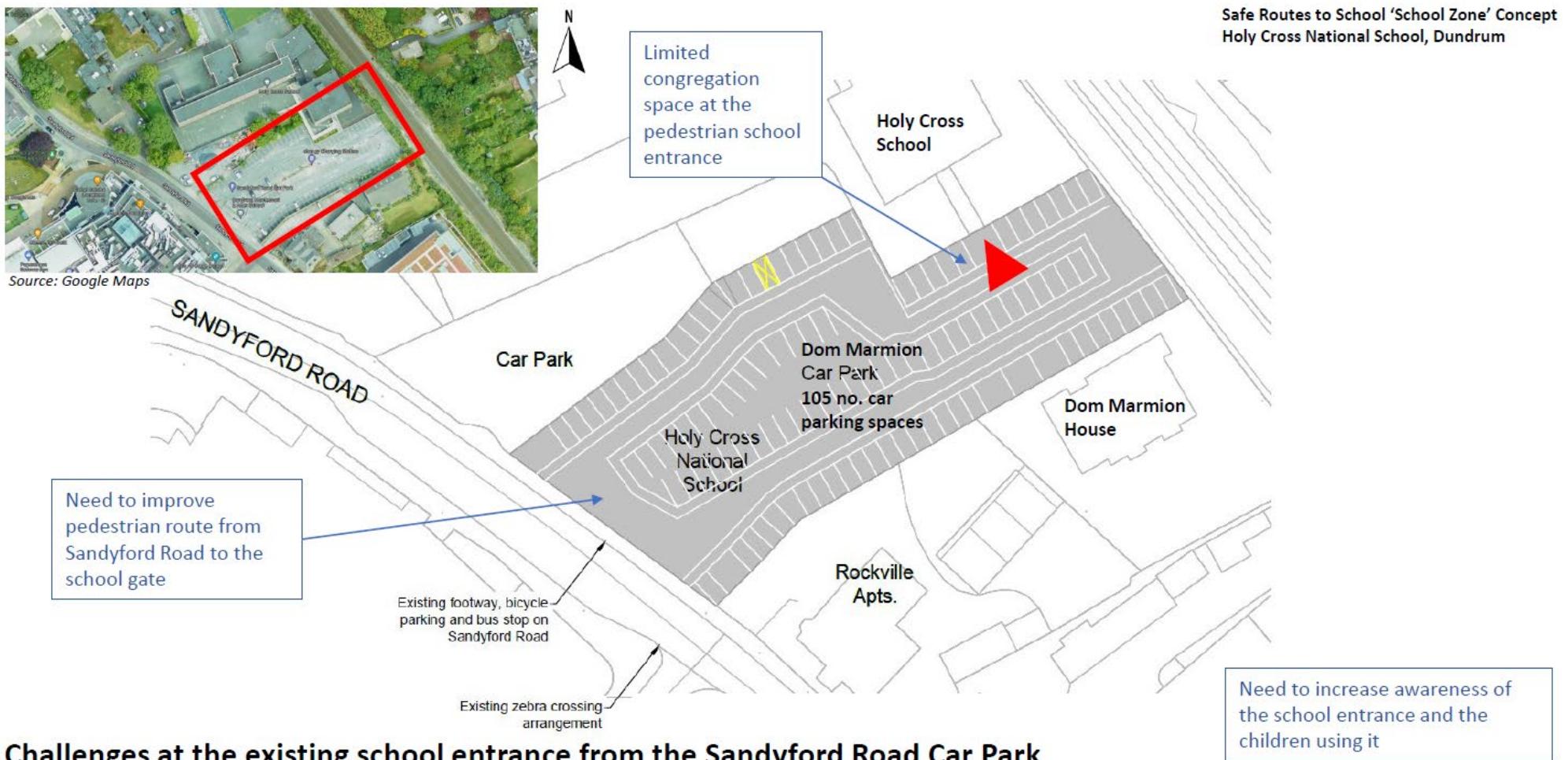


Tionscadal Éireann  
Project Ireland  
**2040**



**wsp**





## Challenges at the existing school entrance from the Sandyford Road Car Park



Ríaltas na hÉireann  
Government of Ireland

Tionscadal Éireann  
Project Ireland  
**2040**



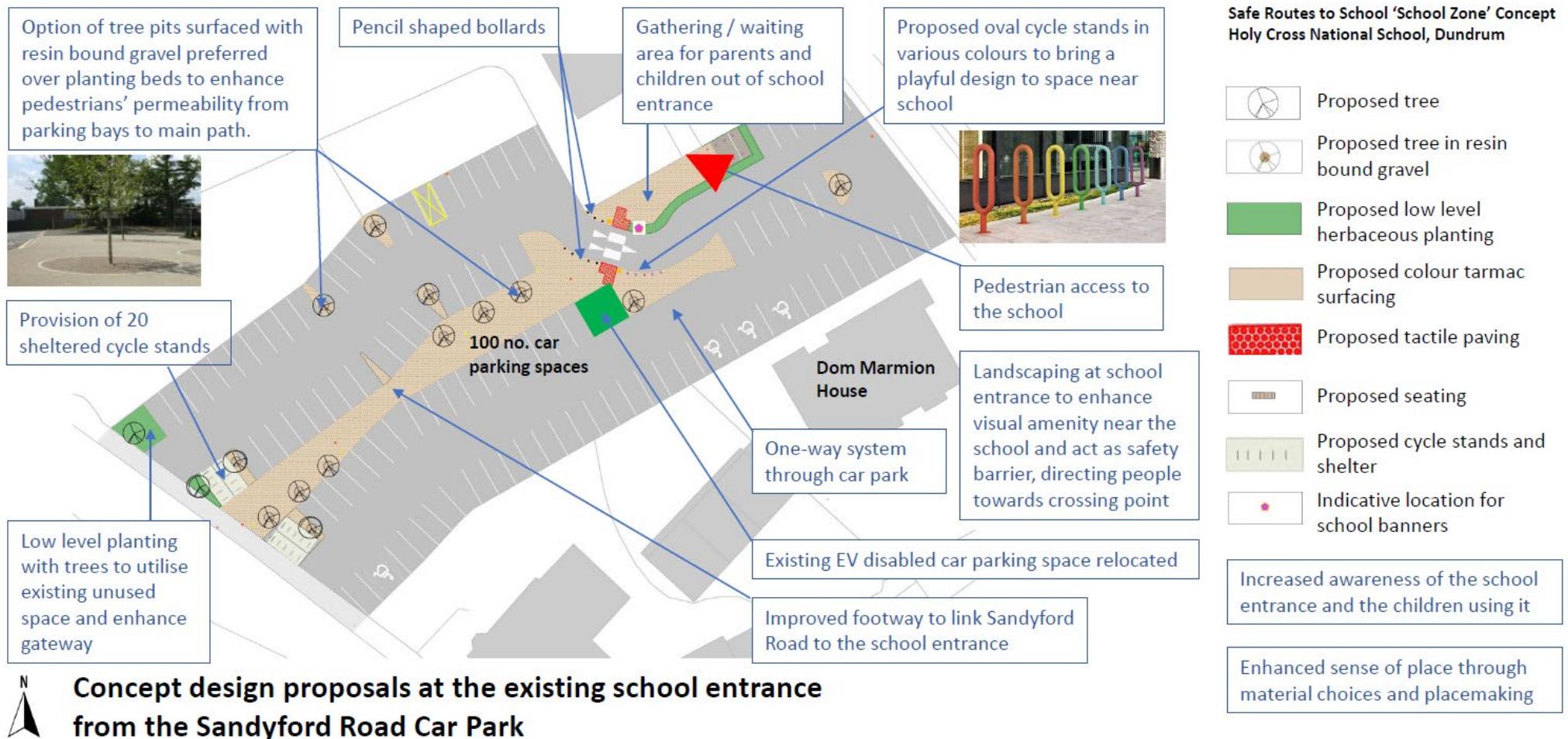
Údarás Náisiúnta Iompair  
National Transport Authority



**wsp**









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**  
**Holy Cross National School, Dundrum**

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

## APPENDIX B: PUBLIC CONSULTATION RESPONSES

Submissions (works at the front of school on Kilmacud Road Upper)		Frequency	Responses
<b>1</b>	<b>Traffic safety/ congestion</b>		
	Speeding cars are a major issue, especially down the hill towards Dundrum.	5	This scheme includes a range of design features which will encourage drivers to slow down in the vicinity of the school, highlight the entrance to the school and reduce vehicular traffic and congestion at the school entrance – such as introduction of raised pedestrian crossings, buff surfacing, pencil bollards, artwork and landscaping.
	Problem or cars parking on the footpath needs to be solved.	4	One of the aims of this scheme is to remove opportunities for illegal parking in the area outside the school entrance by removing the disused pull in bay as well as introducing low level herbaceous planting beds and pencil bollards between the road and the footpath.
	Cars and vans parked illegally in the old bus stop area can impede sight of the roadway.	2	
	More traffic calming measures are needed such as more speed ramps.	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.
	Traffic flowing up that road needs to be retained as people need access to the school drop off, police and main street.	2	
	Further blocking traffic flow like this should be avoided unless an alternative is planned for.	1	There are no traffic flow changes or one-way systems planned as part of the scheme with both traffic lanes retained near the school.
	Pencil bollards are welcome as they are now widely associated with school zones.	2	Pencil bollards are proposed to be used in selected locations as one of the design features consistent with those proposed nationally under the NTA Safe Routes to School Programme.

	<b>Submissions</b> (works at the front of school on Kilmacud Road Upper)	<b>Frequency</b>	<b>Responses</b>
	Respondent expressed support for one-way traffic as a way of gaining more space for pedestrians and cyclists.	1	There are no traffic flow changes or one-way systems planned as part of the scheme with both traffic lanes retained near the school.
	It was safer before you made it one way.	1	Comment noted
	The road systems are not working as traffic is diverted into other roads.	1	Comment noted
	Children need safe environment to cycle or walk to school which is clearly separated from vehicle traffic.	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.
	Roads are safe the way they are.	1	
	Space for cyclists and pedestrians going down the hill could be much improved without sacrificing a route for cars with speed control measures.	1	
<b>2</b>	<b>Pedestrians</b>		
	Pedestrian crossing at the crossroads on Dundrum Main St is dangerous. Also, pedestrians wait too long for their turn to cross the street.	3	Six seconds of green time is provided at pedestrian crossings during which pedestrians are invited to initiate 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.
	Wider footpaths/ more space for pedestrians and wheelchair users needed.	3	As part of this scheme, it is proposed to widen the footpaths in front of the school.
	Too many pedestrian crossings in the school area.	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>Submissions</b> (works at the front of school on Kilmacud Road Upper)	<b>Frequency</b>	<b>Responses</b>
<b>3</b>	<b>Cyclists</b>		
	There is no provision of safe, segregated cycling lanes for students to reach the school.	3	As part of the scheme, it is proposed to extend cycle facilities from the junction of the Kilmacud Road Upper and Sandyford Road/ Main Street to the start of school zone. Provision of buff coloured surfacing and raised pedestrian crossing within the school zone will increase visibility of school zone, encourage cars to slow down and thus create a safer environment for cyclists as well.
	It is a massive hill and very few children can cycle to school on that road due to weight of school bags.	1	Comment noted
<b>4</b>	<b>Users other than pedestrians and cyclists</b>		
	Provide additional disabled car parking spaces.	1	There are no existing disabled car parking spaces in front of the school on Kilmacud Road Upper at present, and provision of new disabled car parking spaces for the school within the school zone on Kilmacud Road Upper is not part of this scheme. Parents and pupils of the school are availing of facilities provided by the school within the school grounds. There are also 5 no. disabled car parking spaces available within the Sandyford Road car park near the back entrance to the school.
	There are not enough car parking spaces even in the car park – will the car park be enlarged?	1	Enlarging school's car park and providing additional car parking spaces are not part of this scheme. There are no plans to add any extra parking spaces in the Sandyford Road car park near the back entrance to the school.
<b>5</b>	<b>Other</b>		
	Explicit full support for the works.	9	Thank you for your support for the SRTS Programme.

Submissions (works at the front of school on Kilmacud Road Upper)	Frequency	Responses
Scheme needs to extend outside the proposed area.	2	The are no plans to extend the scheme at this time.
Consider not using birch close to the school due to 25% of hay fever sufferers being allergic to birch pollen – birch pollen season overlaps school (March to May).	1	Noted: The feedback from this consultation will be forwarded to the Design Team.
Pencil bollards should continue along the footpath up the hill towards Taney.	1	It is not intended to extend the row of bollards at this time but this can be examined after the implementation of the scheme
Respondent would like to see slower traffic and safety for kids on Sandyford Road.	1	An assessment of speed checks will be carried out on Sandyford Road to assess current speeds on the road.

Submissions (works at the front of school on Sandyford Road Car Park)	Frequency	Responses
<b>1</b> <b>Traffic safety/ congestion</b>		
Car park is dangerous for children as most people do not realise it is a school entrance area.	3	This scheme includes a range of design features proposed nationally under the NTA Safe Routes to School Programme which aim to highlight the entrance to the school and encourage drivers to slow down in the vicinity of the school – such as introduction of raised pedestrian crossing, colour tarmac surfacing, pencil shaped bollards, oval cycle stands in distinct colours and landscaping.
There is a risk of accident as visibility at the entrance is poor.	1	
Most drivers mostly ignore current zebra pedestrian crossing.	2	Comment noted

		<b>Submissions</b> (works at the front of school on Sandyford Road Car Park)	<b>Frequency</b>	<b>Responses</b>
1	Pedestrians and children are in danger at the car park during pick up times – is it possible to make car park for school use only at least during rush hour of drop off? Or use part of the parking for pedestrians only?		2	There are no plans to make Sandyford Road car park for school use only near the back entrance to the school. This would be difficult to implement at morning and afternoon school times only and also difficult to enforce.
	The car park is dangerous for children as there are no designated drop off points.		1	Comment noted. Short terms parking exists in the car park for those doing drop off at school times, with no parking charges for the first 15 minutes.
	Support for the works as long as it does not cause further traffic problem in Dundrum.		1	Comment noted
2	<b>Cyclists</b>			
3	There is no provision of safe, segregated cycling lanes for students to reach the school.		2	There are no plans to introduce a cycle track as part of the scheme due to the narrow road width. 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.
	Provide more secure bike parking and e-bike charging.		1	It is proposed to provide sheltered cycle stands either side of the new footway at the Sandyford Road end, and a number of oval cycle stands at the school end of the footpath.
3	<b>Users other than pedestrians and cyclists</b>			
	Proposed 4 no. disabled car parking spaces are not enough – more needs to be provided.		2	Currently there are 5 no. disabled car parking spaces, including 1 no. with an EV charging point. The scheme does not change the number of the disabled car parking spaces and only the location of the EV space is changing slightly from the northern side of the pedestrian footpath to the southern one.

	<b>Submissions</b> (works at the front of school on Sandyford Road Car Park)	<b>Frequency</b>	<b>Responses</b>
	Parents and children who have disabilities and cannot walk or cycle to school should be accommodated – request to provide disabled car parking spaces at the school, wheelchair access etc.	1	The scheme is providing a wide, safe pedestrian route from Sandyford Road to the school's entrance area, with a raised pedestrian crossing to reach the gathering/ waiting area for parents and children at the school entrance. There are 5 no. disabled car parking spaces, including 1 no. with an EV charging point, available in the Sandyford Road Car Park.
	Respondent requested assurance that disability permit holders will continue having access to disabled parking spaces during the construction works.	1	Comment noted. This will be monitored during construction.
<b>4</b>	<b>Other</b>		
	Explicit full support for the works.	12	Thank you for your support for the SRTS Programme.

	<b>Submissions</b> (Further suggestions or comments on the proposed scheme)	<b>Frequency</b>	<b>Responses</b>
<b>1</b>	<b>Traffic safety/ congestion</b>		
	Roads were made more dangerous for children and cyclists by works already carried out also let traffic with nowhere to go except through residential areas.	1	Comment noted. It is not clear what works are being referred to as part of this comment.
<b>2</b>	<b>Pedestrians</b>		
	Avoid pavement lips as small children tend to trip over them.	1	Comment noted: The feedback from this consultation will be forwarded to the Design Team.

	<b>Submissions</b> (Further suggestions or comments on the proposed scheme)	<b>Frequency</b>	<b>Responses</b>
<b>3</b>	<b>Cyclists</b>		
	Cycle paths only segregated from traffic by barriers are not suitable for young children who could fall in front of a car.	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.
	Cycle paths like the Slang way or Barton Road extension should be considered where possible.	1	
<b>4</b>	<b>Users other than pedestrians and cyclists</b>		
	Provide an area dedicated for pet refreshment like a fountain of water and a waiting area for people with pets.		This is outside the scope of the scheme.
<b>5</b>	<b>Other</b>		
	Some parents have to drive as their children attend different schools. Since dlr improvements car journey takes much longer than before.	1	Improving facilities and pedestrians and cyclists' forms part of Council and National transport and climate action policy.
	Complete the planned works with enhanced storage facilities in the school.	1	It is not proposed to carry out works in the school as part of this scheme.
	Consider the minimum level of street furniture when installing the new infrastructure.	1	Comment noted. Only the necessary street furniture and statutory signage will be provided as part of the scheme.
	It would be great if the children of the school were involved on the proposed artwork for this area, including the murals etc.	1	Noted: The feedback from this consultation will be forwarded to the Design Team.
	Offer cycling training to parents, teachers and kids.	1	Cycle training is available to all schools via Cycle Right ( <a href="http://www.cycleright.ie">www.cycleright.ie</a> ). This is provided by the Deptm of Transport and supported by the Council.

## **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 defined pedestrian route through the Sandyford Road car park from Sandyford Road to the school entrance gate.

### **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 the Kilmacud Road Upper around the Holy Cross National School and on Sandyford Road Car Park around the Holy Cross National School, Dundrum.

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.