



Councillor Carolyn Moore
C/O Richard O'Carroll Room,
City Hall,
Dublin 2.
November 30th, 2023

Submission to School Mobility Programme,
City Centre Transports Projects,
Civic Offices, Dublin 8

Re: Proposed front of school works for Harold's Cross Educate Together Schools and St Clare's Primary School on Harold's Cross Road, Dublin 6.

To whom it may concern,

As the Green Party's Councillor for Kimmage-Rathmines I am writing to warmly welcome the proposal to implement 'school zone' treatments and front of school works at Harold's Cross Educate Together and St Clare's Primary School on Harold's Cross Road. These interventions are long overdue, as a lack of safe cycling infrastructure, inadequate pedestrian infrastructure, and a 50km per hour speed limit on this road make it an extremely challenging location for local parents and children who wish to use active travel and walk, scoot or cycle to school.

With the rising intake and projected development of Harold's Cross Educate Together, which is now running a successful bicycle library, it's essential that a safe route to school is created for Harold's Cross Road, and that the front of school works maximise the potential to achieve a modal shift in how parents and children access the school by each of its two entrances: Harold's Cross road and Grosvenor Lane.

I'm glad to see that the proposed front of school works will alert drivers on the Harold's Cross Road to the presence of two busy schools, and I welcome:

- The proposed school zone road markings at either end of the works outside both schools.
- The proposed installation of 'school ahead' signage to include amber warning signals outside both schools.
- The proposed reprofiling and dishing of footpaths at the crossing point at St Clare's.
- The proposed installation of pencil bollards to prevent parking on the footpaths.

However, this intervention has been long awaited and much-requested, and I would like to propose that every opportunity should be taken with this scheme to create a safe route to encourage walking and cycling to the school.

To this end I would ask the engineers to consider the following:

- A 30km per hour speed limit to be implemented from the start of the St Clare's school zone to the end of the Educate Together school zone, with SLOW signage and other signage as appropriate to make clear the drop in the speed limit. While the primary delay to implementing school zones at this location arose from the challenge of designing a school zone for a 50km per hour road, allowing vehicles to travel at 50km per hour past these two schools won't overcome the challenge faced by cyclists and pedestrians accessing the schools, particularly cyclists traveling from the south of the city who use a shared bus/cycle lane, encounter rampant illegal parking en route, and then have to cross multiple lanes of speeding traffic to turn right into the schools. Without a dedicated cycle route or crossing this will remain dangerous and off putting regardless of the presence of school zone markings, and the proposed school zone cannot achieve its stated objective to "Encourage slow, safe driving in the area of the school."
- Approaching Harold's Cross Educate Together from the south of the city, it appears from the drawing as if drivers will be met with only one 'school ahead' sign with flashing amber lights, and this will be located at the park railings, on the inner edge of the bus lane. Matching 'school ahead' signage flanking each side of the road should be included in the scheme to maximise the visibility of the school and ensure drivers cannot miss the single sign if a bus is passing.
- Equally, the 'SCHOOL ZONE' road markings should have full visibility and extend to the full width of the road, as all oncoming traffic should be made aware of the school zone. If traffic is backed up outside either school there is a risk that drivers of vehicles using the bus lane could miss the school zone markings.
- The existing yellow box (and warden crossing) outside St Clare's School will remain as part of the proposed school zone (but does not appear on the Bus Connects plans for that stretch of the Harold's Cross Road, however a pedestrian crossing is proposed as part of BusConnects). At the same time, BusConnects proposes a yellow box outside the entrance to Harold's Cross Educate Together, though no yellow box is proposed as part of this school zone. Accepting that a warden crossing could not be instated here as there is no footpath on the opposite side of the road, It would be beneficial for the safe exit of bicycles from the school if the school zone included an expansion of the existing yellow box in the entrance of Harold's Cross Educate Together into the main carriageway.
- As the main signalised pedestrian crossing facilitating pedestrian access to the Harold's Cross Educate Together school, 'Children crossing' signs should be installed on the approach to the crossing at the corner of Harold's Cross Road and Parkview Avenue to discourage red light breaking.
- To prevent the dangerous overtaking of cyclists within the school zone, the existing broken white line should be changed to a continuous white line inside the designated school zone area.

Finally, I note and welcome the stated intent that:

*For the School Zone front-of-school treatment to work effectively, parents who need to drive must be willing to change their drop off and pick up habits. **Parents and guardians will be encouraged not to collect and drop off within the School Zone.** They must park respectfully and legally outside of the School Zone by not blocking other entrances, mounting footpaths or double parking.*

However, I note also that while existing school zones have undoubtedly been impactful in many regards, there are some parents and guardians who are not engaging with the spirit of these projects or supporting the ethos of the school zone, which is to allow every child the opportunity to arrive safely at their school, by whichever mode of transport they choose.

Beyond the provision of infrastructure, Dublin City Council must play an active role in securing the buy in of parents, through maximising the measures that will encourage a modal shift for the school run, and through the education and implementation of the school zone ethos, liaising with school management boards and Gardai. Furthermore, for a 'settling in' period at each school DCC must ensure that enforcement of illegal parking is both rigorous and robust.

Thank you in advance for considering these points.

Kind regards,



Cllr Carolyn Moore

Green Party Councillor for Kimmage-Rathmines