



Councillor Carolyn Moore
C/O Richard O'Carroll Room,
City Hall,
Dublin 2.
August 15, 2023

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

Re: Proposed front of school works for Kildare Place School, Rathmines Road Upper, 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 a 'school zone' treatment and front of school works at Kildare Place School on Rathmines Road Upper. For as long as I have represented the Rathmines area, I have been contacted regularly by parents of Kildare Place students, along with concerned residents generally, about the need for slowing and calming of traffic at this wide, sweeping juncture on a busy road. Local residents have been requesting a signalised pedestrian crossing here, along with infrastructural changes to slow the traffic; segregated cycling infrastructure; and better management and enforcement of parking along this stretch of Rathmines Road Upper and adjoining side roads, noting that this is particularly chaotic and dangerous at school drop off and pick up times.

I'm glad to see that the proposed front of school works will go some way to addressing multiple concerns in a holistic way, and I welcome:

- The proposed signalised pedestrian crossing outside the school.
- The proposed 10m speed ramps plus school zone road markings at either end of the works.
- The proposed upgrade of existing 'school ahead' signage to include amber warning signals.
- The proposed reprofiling and dishing of footpaths at some of the proposed crossing points.
- 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:

- In lieu of the reprofiling and dishing of footpaths where people would cross York Road, the scheme should look to reconfigure the entrance to York Road to ensure that issues with haphazard and illegal parking on York Road, especially at school drop off and pick up times, along with issues of cars turning off Rathmines Road Upper and onto York Road at speed, can be adequately addressed. Where the adjacent Maxwell Road has a significantly narrowed entrance fitted with robust bollards to prevent illegal parking on the corners, the more open, sweeping turn onto York Road encourages drivers to take the turn at speed, and this has resulted in a number of collisions. Equally, illegal parking on these corners is rife, resulting in reduced visibility, and residents are concerned this will only get worse when bollards are in place outside the school. These issues could be tackled by tightening the bends into York Road and installing bollards on or near the corners.
- Front of school works should take every opportunity to prioritise pedestrians and signal their priority with continuous footpaths across side roads within the proposed area of works. For cohesion of design, an overall calming effect, and a clear prioritisation of pedestrians that would encourage more children to walk or scoot to school, and make it easier for parents with buggies or people with mobility issues, this scheme should propose raised continuous footpaths crossing Maxwell and York Roads.
- Equally, front of school works should include, where possible, the provision of safe, segregated cycling infrastructure to encourage children to cycle to school, noting that a Kildare Place Parents' Survey indicated a significant number of pupils are cycling, or being cycled to, the school. I am concerned that the proposed location for the pencil bollards (1.5m from the footpath), while narrowing the carriageway to calm traffic, could make cycling this route more dangerous and reduce the numbers choosing this mode for school transport, either solo or accompanied by a parent. There would appear to be sufficient road width to provide for a DEMURS-compliant allocation/ratio of carriageway, protected cycle lane and footpath along the full length of the proposed works, and doing so now would ensure the scheme 'slots in' with further provision of safe cycling infrastructure, including the Rathmines to Milltown cycleway.
- To prevent the dangerous overtaking of cyclists the existing broken white line should be changed to a continuous white line inside the designated school zone.

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, but 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,

A handwritten signature in black ink, appearing to read 'Carolyn Moore', written in a cursive style.

Cllr Carolyn Moore

Green Party Councillor for Kimmage-Rathmines