

The South Dublin County Council School Streets Programme is funded by the National Transport Authority and operated by the Council.

As part of this county wide strategic programme, Barry Transportation (BT) were appointed by South Dublin County Council (SDCC) to carry-out the designs to create safer, calmer, more attractive routes to school and front of school environments for St. Mark's Senior National School and St. Mark's Junior National School along Maplewood Road in Springfield, Tallaght.

The scheme looks to apply traffic calming measures in front of St. Mark's Senior National School and St. Mark's Junior National School along Maplewood Road and reduction of road width on Fernwood Way and Fernwood Close.



Scheme Details

The South Dublin County Council School Streets Programme has been developed by the Council in response to traffic safety concerns outside schools within the County. The aim of the project is to create a safer environment in which children can feel encouraged to walk, cycle or scoot to school. The objectives of the project are:

- Increase the number the people arriving at school by active travel modes and thereby promote better physical health and wellbeing
- Enhance safety for children cycling, walking and scooting to school
- Provide an accessible environment in the vicinity of the school
- Create a pleasant, playful and more welcoming public realm in the vicinity of the school
- Enhance biodiversity in in the vicinity of the school
- Reduce CO2 emissions in the vicinity of the school
- Improve noise and air quality in the vicinity of the school
- Be deliverable in a timely manner
- Be manageable within the resource available to the Council

This scheme will be progressed under Section 38 of the Road Traffic Act, 1994. This section of the Act contains the legislation under which new traffic calming is developed. Typical works carried out under S38 powers include road narrowing, road markings, bollards, chicanes, modified road surfaces, speed cushions, footpath build outs, modified junctions, landscaping, planting and other similar works.

It is the council's intention to progress this scheme over the coming months. If you would like to submit any comments or feedback on this scheme, please complete the questionnaire.

MOVING FROM THIS ...



The main characteristics of the proposed design are:



Traffic Calming

Parts of the existing carriageway on Maplewood Road are as wide as 9.8m and on Fernwood Way are as wide as 7.5 which allows for on-road parking and encourages excessive speeding and congestion in front of the schools. The proposals will narrow the carriageway to 6m on Maplewood Road and remove the possibility for cars to park on the road. This will prioritise walking, cycling and scooting alongside additional landscaping and trees. The radii at junctions and access roads will be tightened to reduce car turning speeds. Narrower roadways, tightened junction radii, removal of parking, distinctive colours/surface textures will increase driver awareness, reduce vehicle speeds and provide a visible, safe 'front of school' environment for everyone.



Active Travel Priority

The design will retain as many existing trees as possible and identify areas for potential tree planting and landscaping between the footpath and the carriageway to segregate the footpath from motorised traffic. The tightening of radii at junction and access roads will shorten crossing widths, providing safer crossing for pedestrians.

More and better pedestrian crossings will be provided. Footpaths will be widened and pedestrian crossing widths will be reduced and upgraded to zebra crossings where appropriate. These crossings are to be placed on raised tables which will reduce vehicle speeds, improve driver awareness and reduce pedestrian concerns about crossing the road.



Construction

As much as possible of the disruptive construction work will take place during the summer holidays. The construction methodology will be carefully examined to include appropriate restrictions during school opening hours and will manage the impact of construction work, paying particular attention to protecting the safety of school children.

TO THIS ...



Reference:
Safe Routes to School Design Guide Version 1.1
(<https://www.nationaltransport.ie/publication/safe-routes-to-school-design-guide/>)

Notes:
This is a confidential document and must not be copied, used, or its contents divulged without prior written consent. This document should not be relied on or used in circumstances other than those for which it was originally prepared. Barry Transportation accepts no responsibility for this document to any other party other than the party by whom it was commissioned.

Rev.	Date	Drawn	Description	Chk'd	Appr.
P01	14/04/2022	AS	FIRST REVISION	LW	LW

Project Title: SAFER TO SCHOOL STREET PROJECT		Status: S4	
Drawing Title: SPRINGFIELD SCHEME SUMMARY		File Name: 0058	
Designed: AS	Drawn: AS	Approved: LW	Checked: LW
Scale at A1: NA		Date: 14/04/2022	
Drawing No: 21412-BT-GN-XX-DO-Z-0058		Rev: P01	