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Fingal County
Council



Fingal School Streets Pilot

Consultation Summary



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School Streets

Background

In June 2019 Fingal County Council Road Safety staff began developing a pilot programme for the introduction of pedestrian and cycle zones outside schools around the county. St. Oliver Plunkett's School, Grove Road, Malahide, was identified for the initial pilot scheme on foot of ongoing public representations, complaints from residents, school wardens, parking wardens and in consultation with An Garda Síochána.

The School Streets initiative at St. Oliver Plunkett's School is the first of its kind in Ireland, giving it national importance. 50% of primary school children were driven to school in Fingal in 2016, and primary students travelling as car passengers to school in Fingal increased by 17% between 2011 and 2016. This school run traffic creates significant road safety risks, congestion and air pollution around schools, for school children, local residents and the wider public.

The Road Safety Authority recently issued a warning regarding traffic congestion outside school gates, saying the environment is proving "incredibly dangerous" for small children. It is therefore considered by Fingal County Council that the situation with parking at schools is having a very negative impact on the community and generating unsustainable practices.

Therefore, in an effort to tackle the issues raised at both St Oliver Plunkett's School and the problem at school drop off and collection times generally, Fingal County Council aims to introduce the School Streets Initiative. The aim of the initiative is to improve road safety, to promote active travel (i.e. walking, cycling, scooting etc.) and improve air quality by reducing congestion associated with the school run. The initiative supports national objectives and plans such as the National Planning Framework in encouraging active lifestyles.

Below there are photographs showing the level of congestion on the various roads around St Oliver Plunkett's and St Andrews Schools.

The image below shows a van illegally parked on a footpath, with cars also parked on footpaths on double yellow lines while vehicles are traversing the road illegally straddling across a solid white line against opposing traffic which then must drive onto the footpath, while a car is also parked on the opposite footpath on double yellow lines, blocking the footpath for pedestrians.



There are a number of more local challenges near the school that the initiative aims to tackle including:

- Remove the concentrated risk of conflict between vulnerable road users and vehicular traffic directly outside of the school.
- Local traffic congestion
- Road safety risks caused by inconsiderate parking
- Car dependent, less physically active children; and
- The damage to young lungs from cars parked with their engines idling resulting in Air pollution to the wider community.



The Fingal School Streets initiative aims to make it easier and safer for children and parents to make healthy and active travel choices and create a safer, more pleasant environment for everyone.

International Examples

The School Streets initiatives have been and are continuing to be successfully introduced across Europe and the UK – improving active, healthy travel choices and enabling more children to safely walk, scoot and cycle to school. Pilot schemes have been very beneficial in the UK roll out of School Street programmes, enabling stakeholders to gain confidence in the benefits before a permanent decision is made.

- Began in Italy in early 1990s
- Edinburgh – made permanent in 11 schools following 2015 trial, expanding further.
- Extensive roll-out across London, Bristol & Birmingham



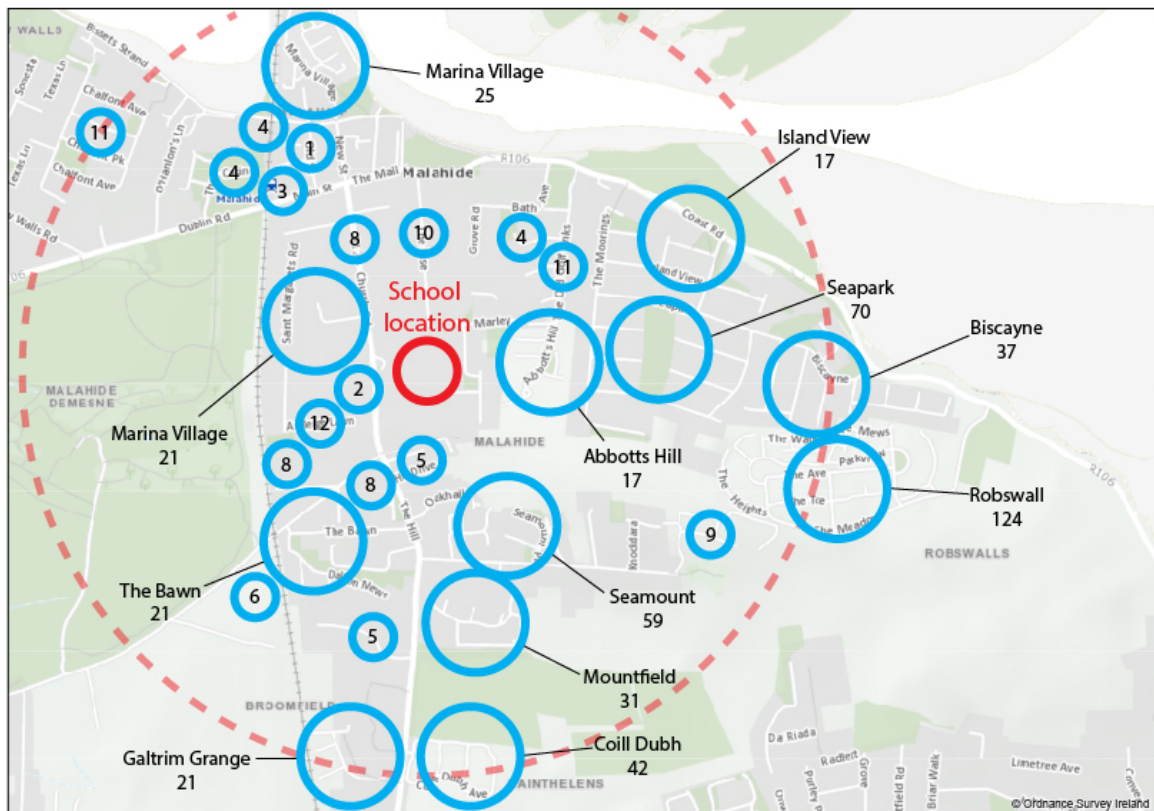
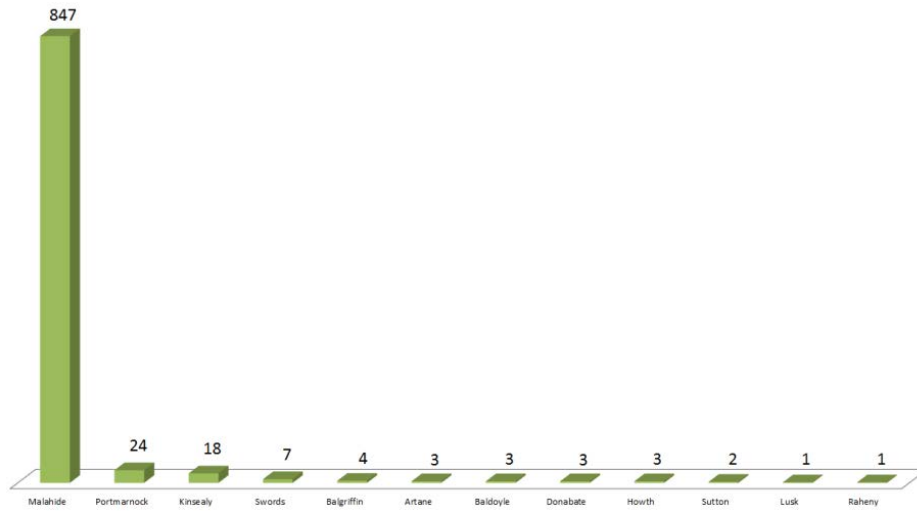
Aims

School Streets will help to reduce the danger to children created by the significant amount of traffic using Grove Road during morning and afternoon drop off and pick up times, by reducing local traffic congestion and emissions (tackling climate change) and improving air quality in the area (reducing negative impacts on young lungs), through encouraging walking from/to home, walking buses and park and stride locations.

School demographic

The majority (92%) of students attending St Oliver Plunketts School are from Malahide

This can be seen in the graphics below.



Traffic Improvements

In addition, the proposal aims to provide a degree of order to the traffic that is entering the area for school collection and drop off times, by ensuring the vehicular traffic on Grove Road and The Rise is all facing the same direction, therefore minimising conflicting flows, unsafe U-turns in the middle of the carriageway, parking on both footpaths blocking passing traffic

which prevents pedestrians having access to the footpaths, minimising conflict and therefore negating aggressive behaviour.



The proposed system will provide an order to the traffic approaching, dropping off, and departing the area for parents. This should help to alleviate the issues that are arising at this school and on the local road network, minimising the risks to vulnerable road users, while also reducing air pollution by removing vehicles from the concentrated area outside the school and by encouraging pupils and their parents to choose a more sustainable mode of transport to get to school.



It is envisaged that the scheme will provide an overall benefit to the neighbourhood and the wider community by reducing the numbers of vehicles in the area. This should outweigh any initial or localised concerns.

3 Pillars of School Streets

The 3 Pillars of the School Streets Initiative is to:

1. Improve Road Safety
2. Encourage Sustainable travel and healthy living
3. Climate Action

In order to achieve these goals, it is imperative that School Streets is a success so that it can be replicated across Fingal and the wider Dublin community.



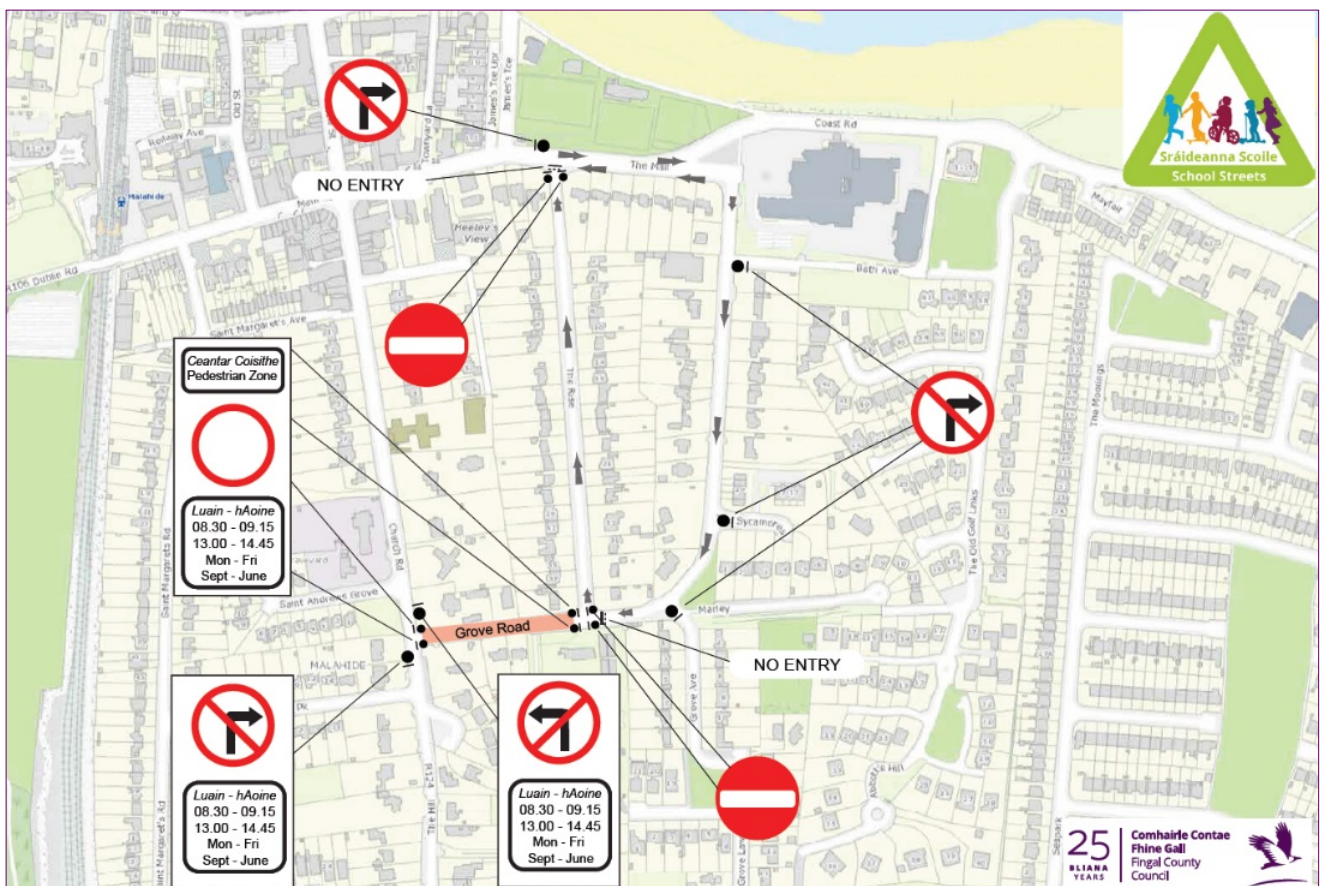
St. Oliver Plunkett's School, School Street and One Way System

This recently redeveloped national school on Grove Rd., Malahide has been chosen as a suitable exemplar for this pilot initiative. The reasons for this include the prevalence of 'rat running' through Grove Rd. to gain access to Coast Road and Church Road. However there have also been reports about low standards of road safety in the immediate area surrounding the school, and concerns over localised air pollution associated with the high level of congestion from idling cars at pickup/dropoff times.

School Streets at St Oliver Plunkett's School proposes to involve (for the period of the 18-month pilot):

- A time limited curtailment of people driving on the section of Grove Road between Church Road R124 and The Rise
- Initially as part of the scheme, a permanent one-way system from the entrance to Grove Road at The Mall, Grove Road to The Rise and The Rise (It is now agreed that this section of the scheme will be amended following consultation with residents and parents).

It is proposed that the Grove Road curtailment will operate between 08:30 - 09:15 and 13.00 - 14:45 on schooldays.



Certain exemptions will be available for residents living on this section of Grove Road and for certain disabled badge holders who need to park to pick up/drop off children. School Streets will not operate on school holidays or at weekends.

A thorough and extensive public consultation process was undertaken to ascertain the comments, opinions and concerns of the local population to ensure that as many risks to the scheme's success were identified, considered, and where possible mitigation measures provided to remove, reduce or control the risks identified. A table detailing the consultation that has taken place is outlined below.

St Andrews National School

Through the school streets consultation process, the Council identified road safety and traffic concerns for St Andrews National School, Church Road.

Members of the Road Safety Team have met with the Principal of St Andrews School on a number of occasions to address concerns raised and that of the parents. Representatives from the Council will meet with the Parents Association at their AGM on November 7th to provide an update on the School Streets initiative and address concerns regarding the displacement of traffic from Grove Road onto Church Road adding to the already chaotic environment at school drop-off and collection times as a result of School Streets.



As a large proportion of the students attending this school live outside reasonable walking distance, it is hoped that the School and Parents will engage with the Council in setting up Walking Buses from the Park and Stride locations and reduce traffic congestion directly within the school zone. Additional measures are mentioned later in the report.

Public Consultation

Methods:

Formal Submissions

This consultation was in the form of a public invitation to submit observations and opinions. Fingal County Council hosted this through the online consultation portal 'consult.fingal.ie' between dates 10th October to 31st October, inclusive. All parties could make a formal written submission through this medium and attach supporting documents if desired.

Opinion Surveys

As an accompaniment to formal submissions, the public also had an opinion survey form available. This was also hosted on 'consult.fingal.ie' between dates 10th October to 31st October, inclusive. Respondents were provided with the relevant information about the initiative, and could answer a series of short questions, gauging their opinions on its various components. There was also the option for a free text submission as part of the survey.

Public Meeting

Approx. 200 attendees; Portmarnock Hotel & Golf Links, Portmarnock

Following the initial circulation of information, a Public Meeting was advertised via leaflet drop, social media, and SMS communication to St. Plunkett's parents. This meeting was held in Portmarnock Hotel & Golf Links on Tuesday 8th October, and invited the public to raise any questions and concerns following a presentation of the proposed initiative.

School Gate Engagement

Fingal County Council and SYSTRA Ltd have undertaken three school gate engagement sessions during the proposed hours for the School Streets Initiative during the morning and afternoon on the 17th, 21st and 23rd of October 2019. During these engagements, parents and residents were asked to fill out paper versions of the online opinion survey. Respondents were given information leaflets, and also given the option to fill the survey out in their own time and submit via mail to the Road Safety Section.

Hands Up Surveys

Upon consultation with St. Oliver Plunkett's School, it was agreed that it would be beneficial to gauge the opinion of the students on the factors which form this initiative. The method chosen for this input was in the form of a 'hands up survey', whereby students were asked how they currently travel to school, as well as how they would like to travel. This was also done for the staff in the school. These surveys not only represent useful insights into the potential success of the initiative, but also provide data for the baseline conditions of the study area.

Stakeholder Meetings

Approx. 100 attendees; Malahide Library, Malahide

Regular meetings and workshops have also been held as part of the consultation period. Due to the dynamic nature of the consultation phase, these were often reactionary to submissions and concerns received. Interested parties such as Malahide Chamber of Commerce, St. Oliver Plunkett's Parents Association, and St. Andrew's School were met with to discuss the initiative. Thorough consultation was also undertaken with the school principal, teachers, and school wardens and parking wardens and An Garda Síochána, regarding the daily workings of the initiative.

Timeline:

The following table outlines the consultation that has taken place and the timeline for this.

Consultation	Date
Meeting with St. Oliver Plunketts Principal	25.06.19
Meeting with NTA	19.08.19
AGS & Chamber of Commerce Meeting	02.09.19
Presentation to the Councillors	04.09.19
Meeting with St. Oliver Plunketts Teachers & School Warden	02.10.19
Leaflet drop to residents	03.10.19
Meeting with St. Oliver Plunketts PA	03.10.19
FCC Facebook & Twitter Posts	04.10.19
	06.10.19
	08.10.19
Newspaper advertisement	08.10.19
Public meeting	08.10.19
Notification to St. Andrews School	08.10.19
Meeting with St. Andrews	17.10.19
2nd leaflet drop to residents	21.10.19
3 No. School Gate engagements with Parents	17.10.19
	21.10.19
	23.10.19
Meeting with St. Oliver Plunketts Principal & PA	23.10.19
2nd Public Meeting for Chamber of Commerce/residents – Library	23.10.19
Meeting with St. Andrews Principal	24.10.19
Meeting with Councillors	24.10.19
Meeting with St Andrews PA at annual AGM	07.11.19

Consultation Sample

Comprehensive efforts were made to apply the above methods to achieve a representative sample of stakeholder opinion. The below table summarises the quantum of consultation data collected.

Consultation Method	No. Responses
Public Meeting	200
Residents & Chamber Meeting	100
Formal Submissions	61
Opinion Surveys *(remainder identified as resident or N/A)	181
Identifying as St. Oliver Plunkett's Parent	85
Identifying as St. Andrew's Parent	40
Hands Up Survey – Survey of pupils and teachers	881

Results

Opinion Surveys (No. of people surveyed: 181):

	School Street (Grove Rd. to the Rise pedestrianisation) proposal approval (%)	One-Way proposal approval (%)
All	44%	27%
St. Oliver Plunkett's Parents	59%	39%
St. Andrew's Parents	5%	10%
Local residents	48%	19%
School gate surveys	79%	44%

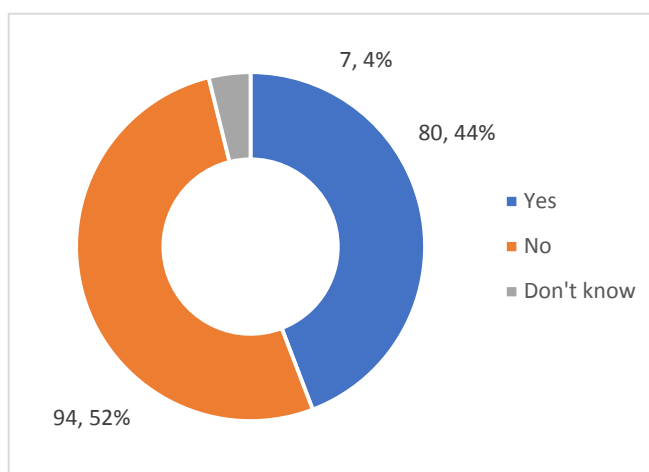
The 'Fingal School Street's Public Consultation' survey was hosted on surveyMonkey.com/fingalschoolstreets, and collected responses from 10th of October until the 31st of October 2019, inclusive. 181 valid responses were received through the survey.

Support for School Street (pedestrianisation of Grove Rd. to The Rise):

All Responses

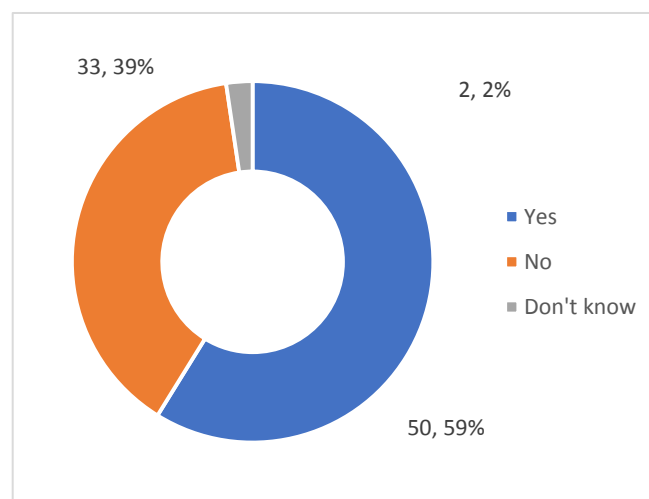
Support for the School Street Initiative was relatively split in the **total survey population** with 94 respondents (52%) against the proposal and 80 respondents (44%) supporting the proposal. 7 respondents (4%) were not sure.

This response pattern wasn't reflected across different groups who responded to the survey.



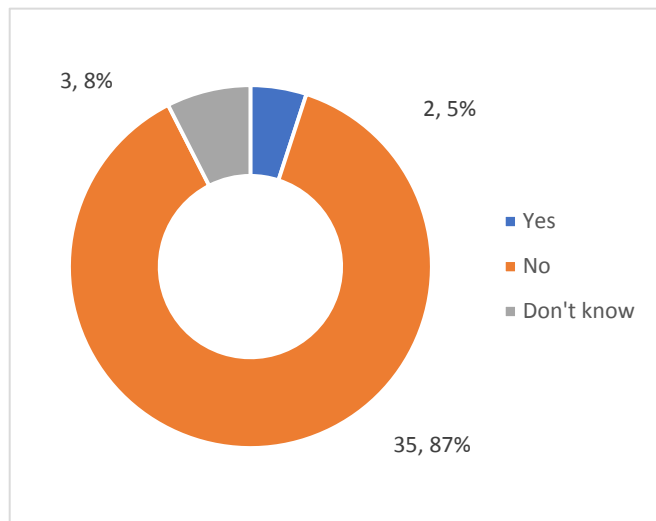
St. Oliver Plunkett's Parents

Support among those identifying as **parents of children attending St. Oliver Plunkett's School** were in favour of the proposal overall with 50 respondents (59%) in favour of the proposal and 33 (39%) respondents against. 2 (2%) parents were not sure.



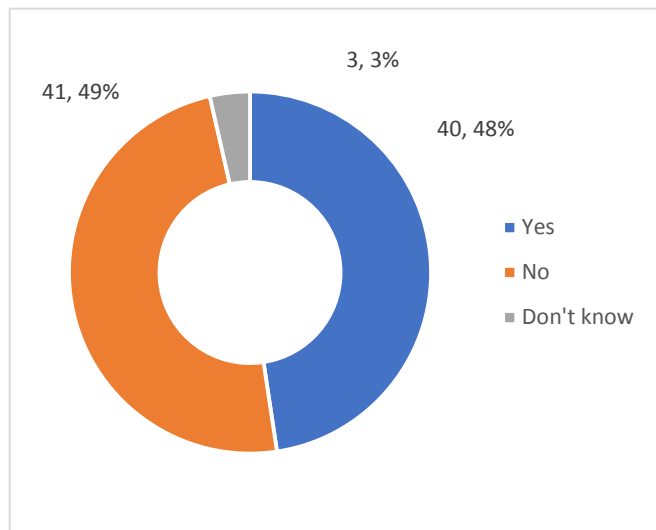
St. Andrew's Parents

Support among those identifying as **parents of children attending St. Andrew's National School** on Church Road were against the proposal overall with 35 respondents (88%) against the proposal, with 2 respondents (5%) in favour and 3 (7.5%) unsure. The vast majority of the responses from parents of children at St. Andrew's were received on the same day, the 17th October 2019.



Local Residents

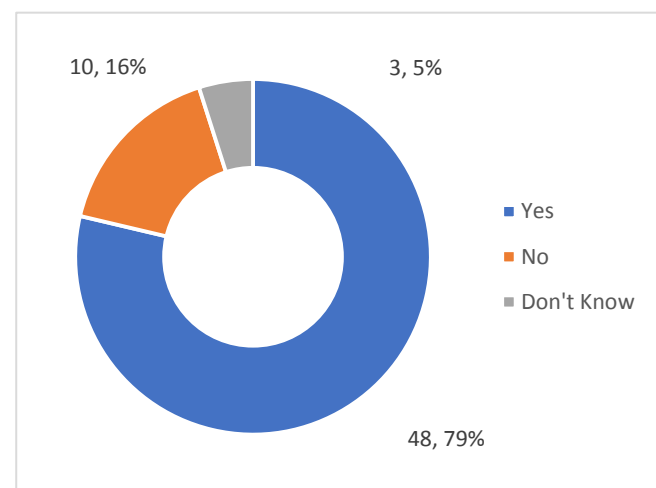
Local residents were split on the proposal. 41 respondents (49%) were against the proposal and 40 respondents (48%) were in favour. 3 respondents (3%) were not sure.



School Gate Responses

In general, the reception at school gate engagements in relation to the Grove Rd. pedestrianisation was more positive than online.

Overall support for the School Streets Initiative **at the school gate** was comprehensive. 48 respondents (79%) were in favour of the proposal, 10 respondents (16%) were against and 3 (5%) respondents weren't sure. This support was often enthusiastic. Some parents had certain reservations that traffic could be pushed elsewhere or that illegal parking on Grove Road or The Rise would lead to 'chaos', however often parents supported the initiative despite these reservations as the current situation **was so unsatisfactory**.

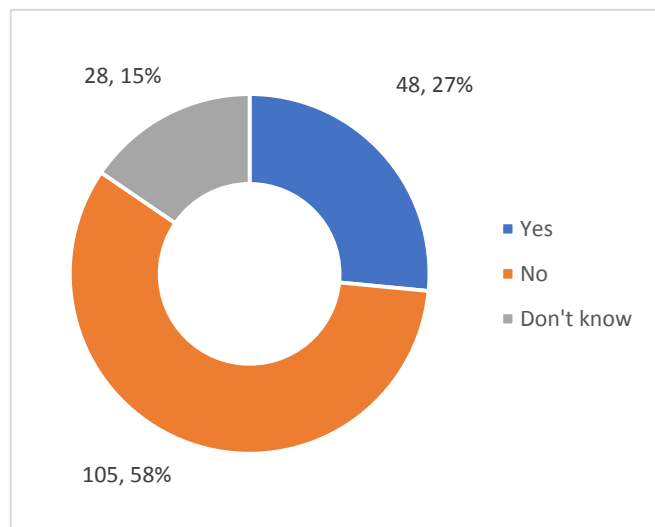


Support for One-Way Proposal:

The one-way system on Grove Road and The Rise in general received less support through the survey than the time-limited curtailment of motor traffic on Grove Road, particularly from local residents. Many parents and residents at the school gate and in the comment box of the online survey expressed their dissatisfaction with the current traffic arrangements however, some people who responded believed the one-way system was part of the solution, but most believed some solution had to be found to ease traffic flow during drop-off and pick-times. Many respondents who disagreed with the one-way solution were unhappy with the 24/7 365 days per year nature of it and stated that the proposal should be limited to school times only. A feature of responses to the one-way question was a significant number of "don't know" responses, around 15%.

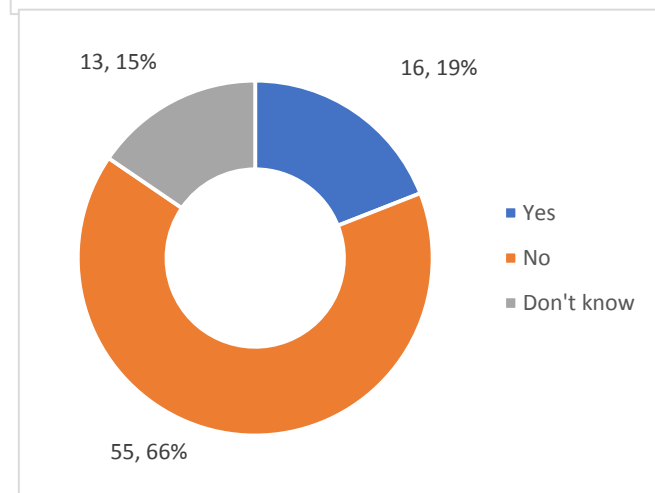
All Responses

Overall the **total survey population** were against the one-way system as proposed. 105 respondents (58%) were against, 48 (27%) were in favour and 28 (15%) were not sure.



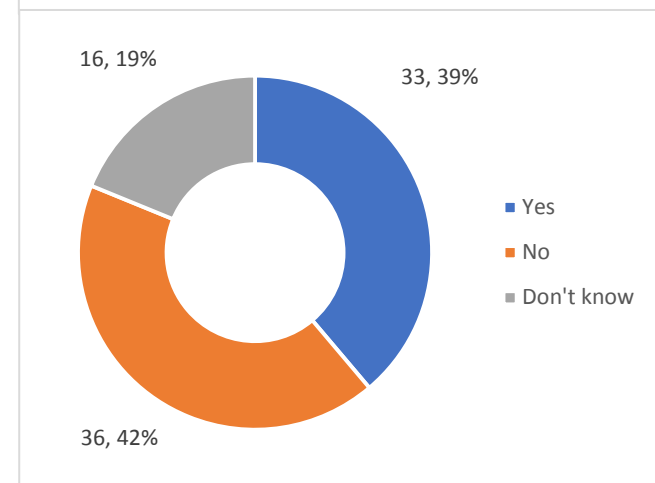
Local Residents

Results among those identifying as **local residents** were on the whole opposed to the one-way system. 55 respondents were against the one-way system (65%), 16 respondents (19%) were in favour of the one-way system and 13 respondents (16%) were unsure.



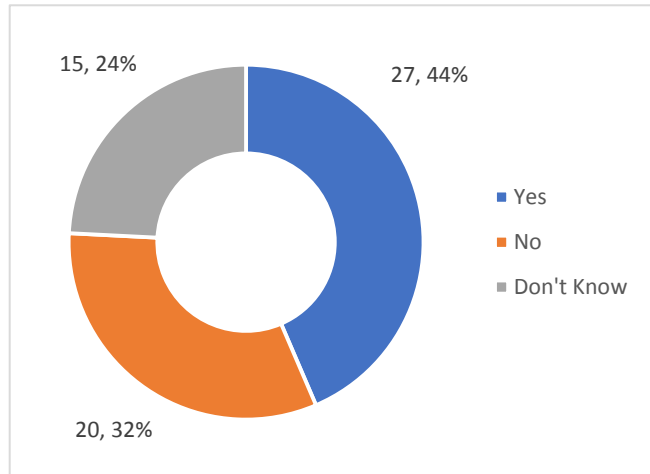
St. Oliver Plunkett's Parents

Those identifying as **parents of children at St. Oliver Plunkett's School** were split on the one-way system. 36 respondents (42%) were opposed to the proposal and 33 respondents (39%) were in favour. 16 respondents (19%) were unsure.



School Gate Responses

Again, responses received at the school gate engagements were more positive than the general survey population. Overall responses at the school gate were positive about the one-way system although a significant number answered “don’t know”. Responses from residents tended to be more against the proposal than responses from parents. Overall, 27 responses (44%) were in favour of the proposal, 20 responses (32%) were against the proposal and 15 responses (24%) were unsure.



Note on Church Rd. concerns

To mitigate against the issues that have been raised on Church Road, the following measures will form part of the mitigations to the issues raised:

- Parents of St Andrews and St Oliver Plunkett's to be encouraged to walk, cycle, scoot to school, or use nearby car parks to Park and Stride, therefore reducing the numbers of cars in the area.
- Proposals to set up Walking Buses from surrounding car parks, supplemented by School Wardens initially to help implementation, again reducing the numbers of cars in the area.
- An Garda Siochana and Fingal Traffic Wardens to enforce illegal parking.
- Parents of both St Oliver Plunkett's and St Andrew's to be informed prior to implementation, of concentrated enforcement to be carried out.
- Bollards to be considered along Church Road where parking on footpaths remains an issue.
- Hedge cutting notice issued to properties where footpath width is reduced due to overgrown hedge line.
- Maintenance issues to be addressed on existing footpaths to be carried out where there are particular issues.
- Upgrade to the Diamond junction to improve flows and improve its safety.

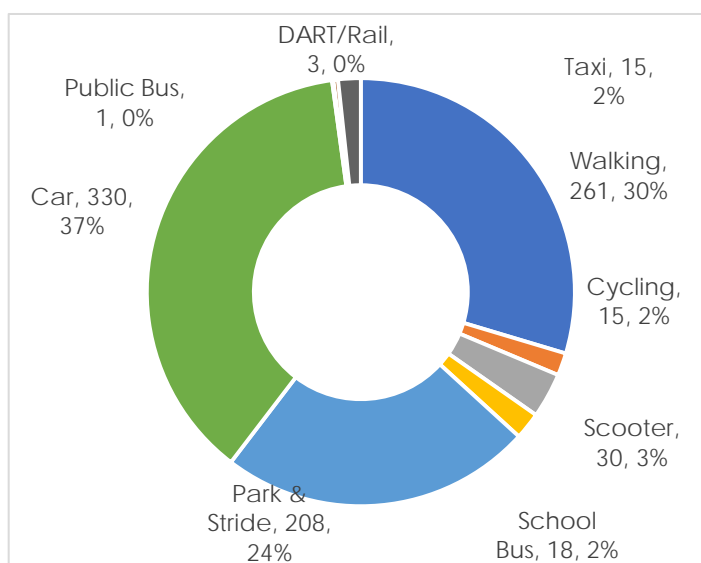
School Engagement

Hands Up Surveys (Base: 881):

Upon consultation with St. Oliver Plunkett's School, it was agreed that it would be beneficial to gauge the opinion of the students on the factors which form this initiative. The method chosen for this input was in the form of a 'hands up survey', whereby students were asked how they currently travel to school, as well as how they would like to travel. This was also done for the staff in the school. These surveys not only represent useful insights into the potential success of the initiative, but also provides data for the baseline conditions of the study area.

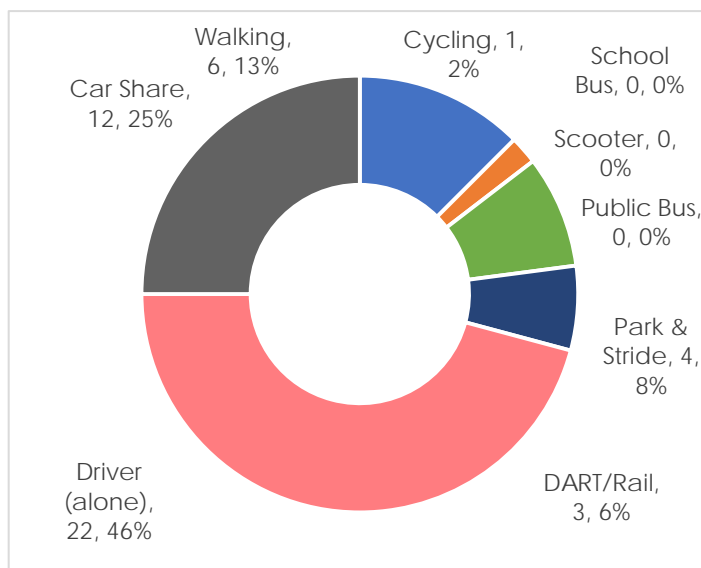
All Responses

Overall, there was an observed split between students traveling to school via car, foot, and a combination of both (Park & Stride).



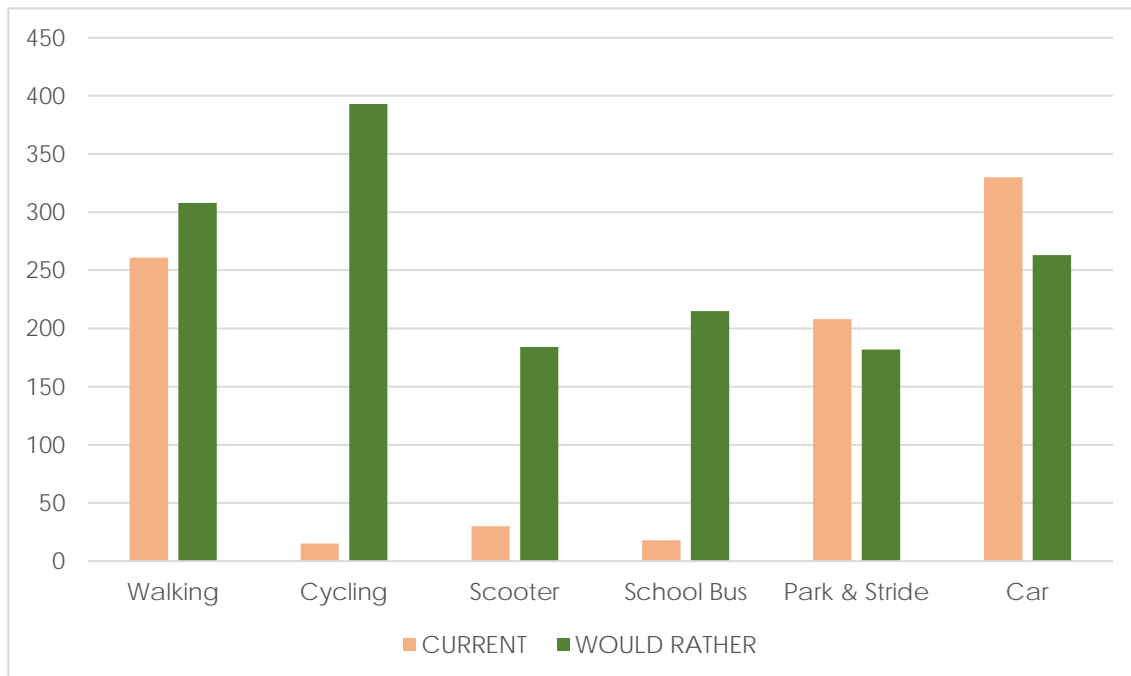
St. Plunkett's Staff

When looking at staff only in St. Plunkett's, we see a significant dominance in in car-based commute. 46% of staff drive alone, with 25% car pooling. Within this survey population of 48, there was a marked low level of active travel (Cycling: 2%; Walking: 13%).



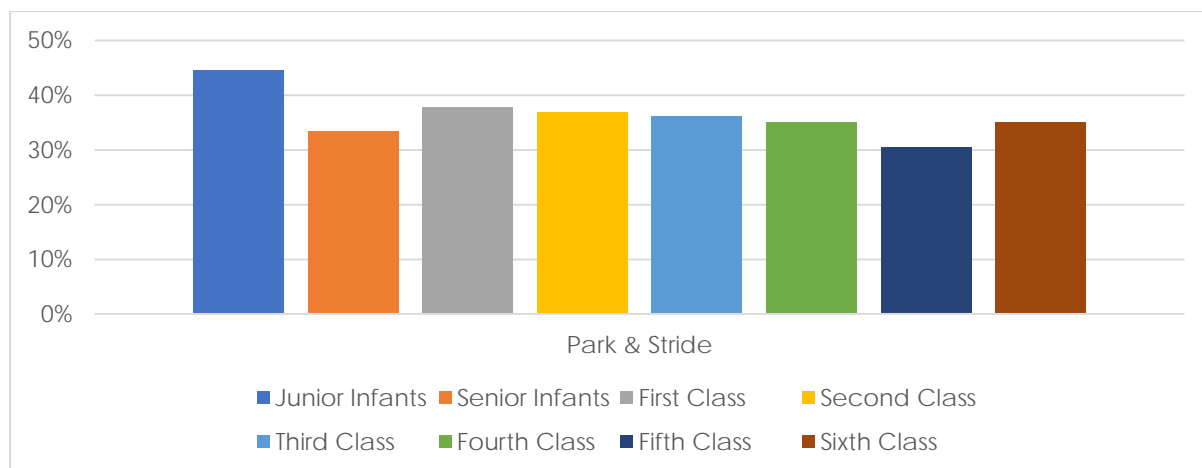
Current vs. Preferred Mode Choice

The school was also asked what their preferred mode of travel would be, if they had the choice. This was asked to gauge the level of openness to behavioural change. Although controls couldn't be applied to restrict multiple answers, the result did show a pronounced willingness to adopt modes of active and/or sustainable travel.



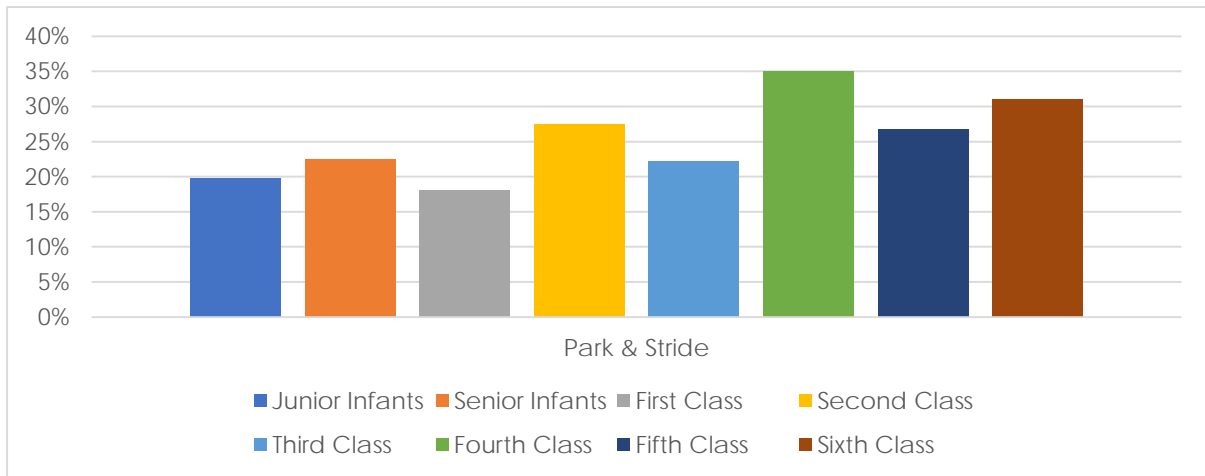
Travel by Car

Looking at those traveling by car specifically, we can see that Junior Infants form the majority, with 45% being dropped off. From there, the correlation follows age. However, Fifth Class presented 5% fewer students (30%) traveling by car than Sixth Class students (35%).



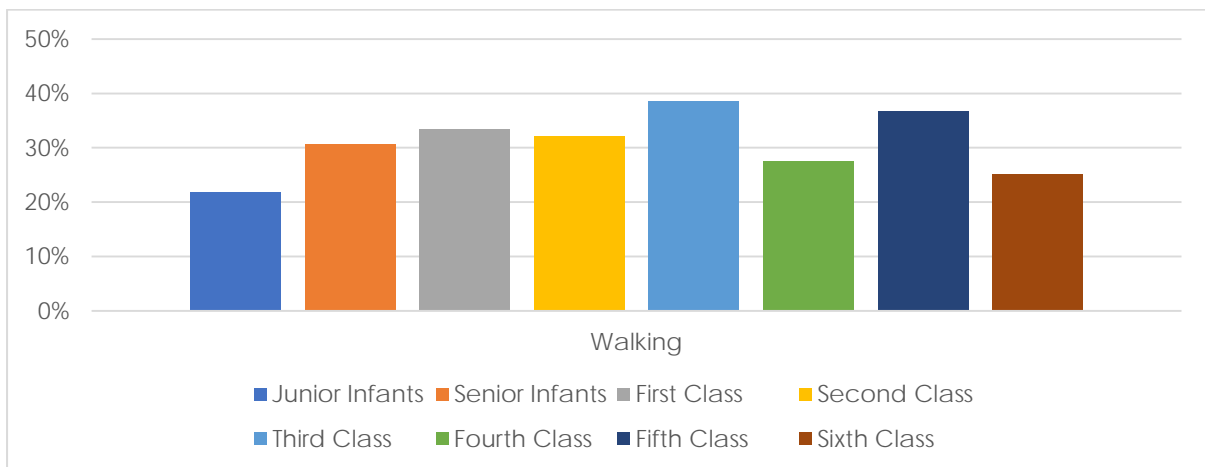
Travel by Park & Stride

There was a weaker correlation observed across those traveling by Park & Stride, however still followed age. Fourth Class students were the most prominent in this mode, with 35%. Junior and Senior infants were relatively lower, with 20% and 23%, respectively.



Travel by Walking

When looking walking mode choice, we see a relatively spread pattern. Third Class students lead this mode class with 39%, followed closely by Fifth Class. Junior Infants are expectedly the lowest group in this mode choice, with 22%.



Consultation Submissions (Base: 61):

Of the no. 61 formal submissions received through the online consultation portal 'consult.fingal.ie', mail, and email; there was a relative split in opinion across the survey base. The Grove Road pedestrianisation gained support overall, with 52% approval. The one-way proposal was significantly less popular, with 20% approval.

	School Street (Grove Rd. to The Rise pedestrianisation) proposal	One-Way proposal
For	22	9
Against	20	37
Don't Know/NA	9	5
Approval (%)	52%	20%

Responses

1. 24/7 One-Way System

In response to submissions received throughout the consultation phase, the Council has now revised the proposed one-way system. This will be replaced with a 'no right' / 'no left' turn from The Mall onto The Rise. In addition, this revision will be time plated to be in operation during School Street times only, i.e. 08:30 to 09:15; 13:00 to 14:45 (Mon-Fri, term time only).

2. School St. at Grove Rd. will impede junior/senior infants

To support the challenges faced by parents with younger students, the Council aims to support additional measures of safe, active travel and commute. One example of this is through the introduction of 'walking buses' (See Supporting Measure 2). With the support of local community and parents, this can deliver a multi-school, cross-community solution to safe and active travel.

3. The initiative will displace traffic onto Church Rd. and Village

In response to submissions and feedback received throughout the consultation phase, the Council acknowledges the issue of displaced congestion and traffic as a primary concern. To address this challenge, the Council advises that the surrounding car parks of Bridgefield, Back Road and Seabanks (See Supporting Measure 1) be utilised as Park and Stride locations.

In addition to this measure, the Council has now revised the proposed one-way system. This will be replaced with a 'no right' / 'no left' turn from The Mall onto The Rise. In addition, This revision will be time plated to be in operation during School Street times only, i.e. 08:30 to 09:15; 13:00 to 14:45 (Mon-Fri, term time only).

An upgrade of the traffic signals at the Diamond is also being carried out to put the junction on Mova, an intelligent traffic control system. An adjustment to the movements through the junction will also be carried out with the upgrade. This will ensure the most safe and efficient movements of traffic through the Diamond to maximise the efficiency of traffic flows and pedestrian movements at this junction.

4. 18 months is too long for a pilot given the risks present

The impact and success of this initiative will be closely monitored by the Council, both in the immediate days and weeks of its launch, and at a formal 6 monthly review. Traffic and air quality levels are currently being monitored to establish the baseline conditions in the surrounding area. These monitors will remain in place following the launch, so that a rigorous comparison analysis can be undertaken.

The 18 month duration includes the times when the schools are not in session. Therefore, the School Streets will not be ongoing during weekends, mid-term breaks, bank holidays, summer, Christmas or Easter holidays.

5. St. Andrew's students will be put at risk due to increased traffic on Church Rd.

The Council has consulted with St. Andrew's Primary School and have recorded concerns relating to their students and safety concerns on Church Rd. Traffic and parking enforcement on Church Rd. is an issue that is clearly visible. However, in order to mitigate against the issues that have been raised on Church Road, the following measures will form part of the mitigations to the issues raised:

- Parents of St Andrew's and St Oliver Plunkett's to be encouraged to walk, cycle, scoot to school, or use nearby car parks to Park and Stride, therefore reducing the numbers of cars in the area.
- Proposals to set up Walking Buses from surrounding car parks, supplemented by School Wardens initially to help implementation, again reducing the numbers of cars in the area.
- An Garda Siochana and Fingal Traffic Wardens to enforce illegal parking.
- Parents of both St Oliver Plunkett's and St Andrews to be informed prior to implementation, of concentrated enforcement to be carried out.
- Bollards to be considered along Church Road where parking on footpaths remains an issue.
- Hedge cutting notice issued to properties where footpath width is reduced due to overgrown hedge line.
- Maintenance issues to be addressed on existing footpaths to be carried out where there are particular issues.
- Upgrade to the Diamond junction to improve flows and improve its safety.

6. Illegal parking should be tackled instead

A full public consultation has taken place as part of the initiative proposed in accordance with the statutory requirements for a traffic calming scheme. This has been completed by advertising the proposal in a National Newspaper, carrying out two letter drops to local residents, posting on social media sites, messages circulated to the local community forums, engagement with stakeholders, a public meeting to reach the community and follow up meeting with the residents and Chamber of Commerce. As part of the process Fingal County Council have provided 3 school gate engagement sessions to consult with parents of St Oliver Plunkett's and met with the Parents Association, School principal and teachers. St Andrews have also been engaged with during the consultation period.

An online consultation portal, survey and questionnaires have been made available to the community in Malahide.

7. Communication (e.g. 'lack of liaison with St. Andrews School', 'late notice of launch', 'incomplete canvassing of residents')

A full public consultation has taken place as part of the initiative proposed in accordance with the statutory requirements for a traffic calming scheme. This has been completed by advertising the proposal in a National Newspaper, carrying out two letter drops to local residents, posting on social media sites, messages circulated to the local community forums, engagement with stakeholders, a public meeting to reach the community and follow up meeting with the residents and Chamber of Commerce. As part of the process Fingal County Council have provided 3 school gate engagement sessions to consult with parents of St Oliver Plunkett's and met with the Parents Association, School principal and teachers. St Andrew's have also been engaged with during the consultation period.

An online consultation portal, survey and questionnaires have been made available to the community in Malahide.

8. Need for a drop-off zone in close proximity to school entrance

A drop off zone will be provided at the top of the Rise in the current diagonal car parking spaces, a school bus drop off zone will also be provided at this location.

Supporting Measures

Park & Stride Zones

As an effort to address concerns over displaced congestion resulting from the initiative, the Council has advised that surrounding car parks be used as a pickup /dropoff zone, facilitating a 'Park & Stride' amenity. These locations (Back Road, Seabanks, and Bridgefield) have been chosen due to their proximity and short walking/cycling times (see below). These areas are also suitable to for commencing 'Walking Buses' (below).



Walking Buses

To support the challenges faced by parents with younger students, the Council aims to support additional measures of safe, active travel and commute. One example of this is through the introduction of 'walking buses'. With the support of local community and parents, this can deliver a multi-school, cross-community solution to safe and active travel.

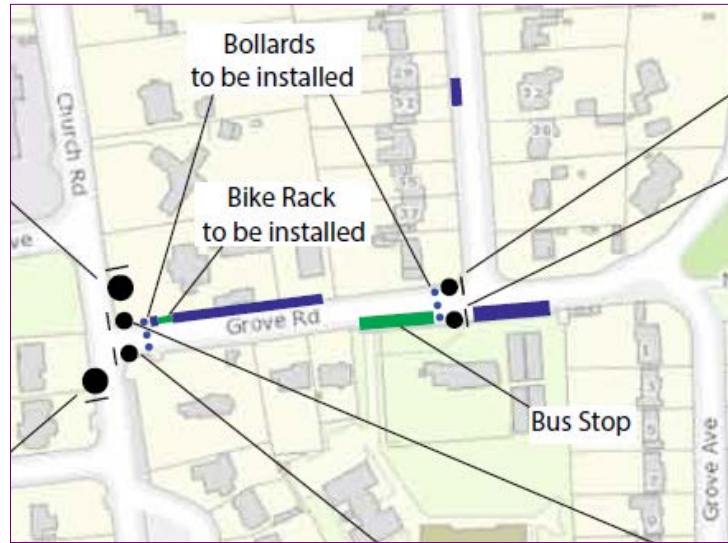
Typically, a walking bus is a group of primary school children who walk to and from school, led by an adult at the front and back of the 'bus'. All passengers wear fluorescent reflective jackets and children are supervised until they reach school, home, or are met by a parent.

The bus may travel along a pre-arranger route collecting or dropping off children at 'bus stops' along the way.

School Wardens are to be engaged by Fingal County Council to help to support the implementation of these.

Drop Off Zones

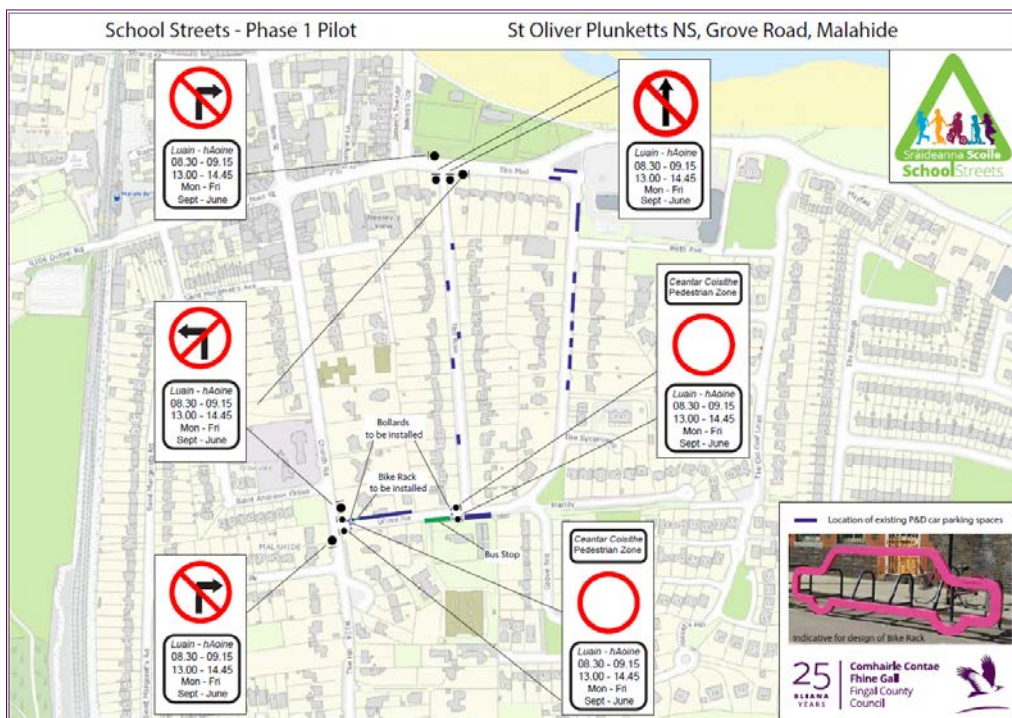
A drop off zone will be provided at the top of the Rise in the current diagonal car parking spaces and a school bus drop off zone will also be provided at this location.



This will address concerns over younger students' safety also

One-Way System Revision

In response to the significant concerns expressed by local residents over the extent and time of the proposed one-way system, the Council has amended its proposal. This will now be replaced with a 'no right' / 'no left' turn from The Mall onto The Rise. In addition, this revision will be time plated to be in operation during School Street times **only**, i.e. 08:30 to 09:15; 13:00 to 14:45 (Mon-Fri, term time only).



Parking Permits

Parking permits will be issued to parents of St Andrews and St Oliver Plunkett's as part of the School Streets initiative to permit parking in the surrounding car parks and along the Mall for a short duration during drop off and collection times.

Repairs to pedestrian infrastructure

The Operations Department of FCC will be carrying out repairs to footpaths, signage and kerbing in the vicinity of Grove Road, the Rise, Church Road and the Diamond, to improve pedestrian movements in the area.

Yellow Box extension at the Mall/Rise Junction

The Yellow box will be extended at the junction of the Mall and the Rise to permit a larger area for vehicles exiting the Rise to turn into, to prevent delays on the Rise.

Enforcement

Enforcement against illegal parking will be carried out in a concerted and intensive manner in the surrounding areas of Grove Road, the Rise, the Mall, and Church Road, and the immediate environs.

Bollards

Consideration will be given to the provision of bollards on Church Road to prevent illegal parking on the footpath should the issue persist following the implementation of the School Streets initiative.

Footpath Link from Robswall

A new footpath link has been made from Robswall to Jamestown Orchard, reducing the travel time for pedestrians and cyclists from these areas to St Oliver Plunkett's, St Andrew's and Malahide Community School



Upgrade to the Diamond Junction Traffic Signals

As part of the scheme, an upgrade of the traffic signals at the Diamond is also being carried out to put the junction on Mova, an intelligent traffic control system.

An adjustment to the movements through the junction will also be carried out with the upgrade. This will ensure the most efficient movements of traffic through the Diamond to improve safety and maximise the traffic flows and pedestrian movements at this junction.

Physical Surveys to be conducted

Pre & Post Implementation Surveys to be conducted:

- Traffic, parking, pedestrian and cycle surveys
- Drone Survey
- Environment Survey of NO₂ & PM_{2.5}
- Fixed Station monitoring
- Mobile monitors for kids to track their route to school
- Weather Station

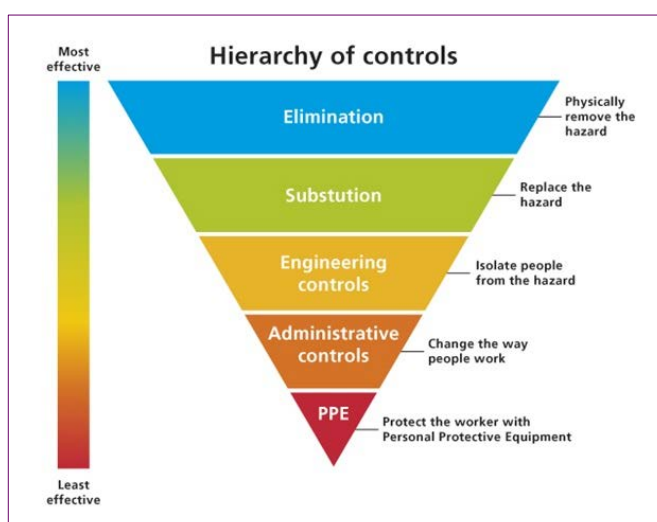
Summary

Following a comprehensive information campaign to advertise the proposed School Streets initiative, Fingal County Council Road Safety Section launched a public consultation between dates 3rd October and 31st October, inclusive. The main methods of capturing public opinion were hosted through the Council's online consultation portal. Rigorous exercises in face-to-face consultation were also undertaken in the form of school gate surveying, stakeholder meetings, and public meetings.

The general opinion following the analysis of results shows that there is strong support for the School Streets initiative, while there was a number of issues identified, these have been taken into consideration, and addressed above in the report. There was a marked contrast in support for the pedestrianisation component versus the 24/7/365 one-way system, where the latter wasn't as well received, particularly by the residents on or adjacent to the Rise and Grove Road. Results from the opinion survey (online and school gate) showed a level of **79%** approval for Grove Rd. pedestrianisation, and also showed high support for the one-way proposal, with **44%** approval. Whereas the formal submissions showed that support for Grove Rd. pedestrianisation gained **52%** approval, whereas support for the proposed one-way system only reached **20%** approval.

The Council has reviewed all formal submissions received in addition to completed opinion surveys and stakeholder engagement. The primary concerns have been acknowledged in relation to displaced congestion in the Village and Church Rd, safety of children outside the school gate on Church Rd, and the operation of the initial one-way system proposal. The Council has now provided responses to these primary concerns, in addition to amendments to the proposal; in particular a revision to the one-way system and the hours of operation, and improved measures on The Mall, Church Rd, and The Diamond junction have all been taken into account and will be addressed as part of the scheme.

It should be noted that the principal of the School Streets follows the The Hierarchy of Controls, as illustrated, to remove the hazard and then apply various other control measures to remove/reduce the risks. The proposal to remove traffic outside the school is the most effective measure to protect our most vulnerable road users and improve the amenity to all users.



Conclusion

The proposal of the School Streets Initiative is a means to tackle the issues that have been raised with Fingal County Council in the past by various stakeholders in the community as outlined in the report. The measures included as part of the scheme have been proposed to facilitate and support the operation of the School Streets pilot. There has been widespread support for the principle of the initiative, albeit with concerns in relation to the impacts this proposal may have on the adjacent road network.

Following the consultation and considering the views of all of the affected stakeholders, the Supporting Measures will be implemented as part of the proposals in order to alleviate and allay the concerns of all of the affected stakeholders.

It is therefore concluded that the proposed School streets initiative has considered the views of the affected population and taken on board the concerns raised and amended the scheme accordingly. The Council shares the view of local residents and parents, whereby efforts to increase road safety in the area must be addressed, and that "doing nothing" is no longer an option.

The proposal aims to have a very positive effect on how pupils make their way to and from school and as a result improve the environment around the school; for Road Safety, to tackle Climate Action, and to encourage people to choose a Healthy more Sustainable means to commute to school.

It is therefore recommended to the Elected Members that the scheme is adopted and implemented as outlined in the report above.

Appendices

Hands Up Survey



HANDS UP PAPER SURVEY

For completion by all Classes

A hands-up survey involves asking all pupils two questions:

- Q1: "How do you usually travel to and from school?"**
Q2: "How would you like to travel to and from school?" ^{1 (See overleaf)}

Please complete the table below for your Class; then scan and return via email to smcdaid@systra.com by Friday 18th October 2019.

Class	
Date of Survey	
Number of pupils <i>normally</i> present	
Number of pupils <i>surveyed today</i>	

Please ensure figures are input into the table as absolute numbers (not percentages).

MODE TYPE	ACTUAL	PREFERRED ^{1 (See overleaf)}
Walking		
Cycling		
Scooter		
School bus		
Public bus		
Park & Stride (where you are driven some of the way, park and then walk to school)		
DART/Rail		
Car		
Taxi		

Information Leaflet

How will a School Streets Initiative be enforced?

Signs at the entrances to the streets will inform drivers of the temporary limits. These will be accompanied by School Wardens.

I am a resident or business in the zone, how do I apply for a permit?

If this initiative is approved, residents on Grove Road (between Church Road and The Rise) who will be affected will be notified and given a suitable amount of time to apply, free of charge, for a permit.

I am a Disabled Badge holder, can I apply for a permit?

Disabled badge holders looking to gain access and park in the zone are exempt from the initiative, but you must still apply for a permit. However, you are not exempt from using the street as a through route during the hours of restrictions.

I am a cyclist, will I still be able to access Grove Road?

Yes, the road will be open to pedestrians and cyclists.

I am a taxi driver, can I apply for an exemption?

No, taxi drivers will not be able to access Grove Road (between Church Road and The Rise) during the School Streets times.

Can I park in the parking bays on Grove Road during School Street hours?

If you are already in a parking bay prior to the start of the School Streets times and parked within the limited parking time stated on the sign, then you will be allowed to stay in the parking bay. You will not be permitted to enter the street or access the parking bays during the School Streets times.

Have your say

Your feedback on the proposal is important and will help us make a decision about the initiative. Please fill in the enclosed questionnaire and return it to: Road Safety Section, Fingal County Council, Blanchardstown, Dublin 15 by Thursday 31st October 2019. Alternatively, complete the survey online at: consult.fingal.ie/



Grove Road (between Church Road and The Rise) School Streets Initiative

St. Oliver Plunkett's School

Fingal County Council is planning to introduce a School Streets Initiative to improve road safety and air quality around St. Oliver Plunkett's School and create a safer, more pleasant environment for everyone. The Council would like to hear your thoughts on the proposal.

What is a School Streets Initiative?

A School Streets Initiative is where a road with a school temporarily closes to become a pedestrian and cycle zone during the school's opening and closing times. By temporarily closing roads outside schools, this will help to reduce traffic risks, congestion and air pollution at the school gates as well as make it easier, healthier, and safer for children to get to and from school.

What is proposed for Grove Road and The Rise?

The proposal is to trial a temporary road closure on Grove Road (between Church Road and The Rise) between 8.30am to 9.15am plus 1.00pm to 2.45pm during school term time.

Vehicles will not be able to enter the streets between these times unless they have been given a permit. Residents who live and work on a School Street will be able to register for a permit, as well as Disabled Badge holders who need to collect their children from school. The scheme will not operate on school holidays or at weekends.

One Way System

A permanent one way system is also proposed as part of the 18 month pilot, from the entrance to Grove Road at The Mall, Grove Road to The Rise, and The Rise.

Why are these changes being proposed?

The Council is working with schools and the wider community on a number of projects to improve road safety and air quality across Fingal. The School Streets Initiative aims to reduce through traffic, making it a safer and more pleasant environment for everyone.

St. Oliver Plunkett's School has been selected as a School Streets pilot for a period of 18 months. The Council will be working with the school and local community to develop the initiative.

consult.fingal.ie

Comhairle Contae Fhine Gall
Fingal County Council

Have your say by Thursday 31st October 2019

fingal.ie

St. Oliver Plunkett's School
Have your say on proposals to turn Grove Road (between Church Road and The Rise) into a School Streets Initiative

The map shows Grove Road between Church Road and The Rise. It highlights the School Streets Initiative zone with a green background and a 'School Streets' sign. It also shows a 'NO ENTRY' sign for Grove Road. Other signs include 'One Way' signs for Grove Road and 'Permit' signs for Grove Road. The map also shows the location of St. Oliver Plunkett's NS, Grove Road, Malahide, and the 25th Anniversary logo for Fingal County Council.

Advertised Traffic Calming Measure

I recommend (i) the publication of the Statutory Notice informing the public of the traffic calming scheme, and that submission may be made in writing to the Council and (ii) that the Superintendent of An Garda Síochána, the Councillors for the area and the Chief Fire Officer be informed in writing of the proposed closure.

Senior Executive Engineer Operations

ORDER: Recommendation of the Senior Executive Engineer is hereby approved. I hereby order the publication of notice of traffic calming on Grove Road & The Rise, Malahide, Co. Dublin, Monday 18th November 2019 at 8.30hrs - 09.15hrs, and 13.00hrs – 14.45hrs, excluding weekends and School Holidays, for a period of 18 months until 3rd May 2021, to include a one way system on Grove Road and the Rise.

Date _____ Signed _____

thereunto empowered by order of the Chief Executive, Fingal County Council C.E. No.delegating to me all their powers, functions and duties in relation to the Council of the County of Fingal in respect of this matter.

End of document

COMHAIRLE CONTAE FHINE GALL RECORD OF CHIEF EXECUTIVE'S ORDER

ROADS ACT 1993 TO 2015- SECTION 38

TRAFFIC CALMING MEASURES ON GROVE ROAD AND THE RISE, MALAHIDE, CO. DUBLIN

An application has been made for traffic calming on **Grove Road, Malahide, Co. Dublin, and The Rise, Malahide, Co. Dublin**. The purpose of this traffic calming scheme is to facilitate the School Streets Pilot Initiative.

As part of this trial it is proposed to install a one-way system on Grove Road from The Grand Hotel to The Rise and returning to The Mall/Malahide Rd (R106) via The Rise, this will be in place 24hrs per day 7 days/week for the 18 month trial period.

The School Streets Initiative also requires the pedestrianisation of a section of Grove Road, from Church Road to the Rise, **for drop off and collection times only. The pedestrianisation of this section of Grove Road will be from 08.30hrs - 09.15hrs and 13.00hrs – 14.45hrs weekdays only, during school term times.**

It is proposed that this initiative will commence on Monday 18th November 2019 for an 18 month trial period until the 3rd of May 2021.

The alternative route for traffic travelling in the area during the proposed closure is as follows;

Direction of Travel	Destination	Alternative Routes
From Church Road	Grove Road	via Church Road, The Mall (Malahide Road R106), Grove Road
From The Rise	Church Road	via The Rise, The Mall (Malahide Road R106), Church Road

Any interested person may lodge a submission online through the Consultation Portal, at <https://consult.fingal.ie>. In writing to the Senior Executive Engineer, Operations Department, Fingal County Council, Grove Road, Blanchardstown, Dublin 15 or via email to road.safety@fingal.ie to arrive no later than 12.00 p.m. on Friday 1st November 2019.

Online Formal Submission Portal

ROADS ACT 1993 TO 2015– SECTION 38

Traffic Calming Measures on Grove Road and The Rise, Malahide, Co. Dublin

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Senior Executive Engineer

Operations Department

All comments, including the names of those making comments, submitted to the Council in regard to this Traffic Calming Scheme will form part of the statutory report to be presented to the monthly meeting of Fingal County Council.

Accordingly the statutory report will list the persons or bodies who made submissions or observations with respect to the proposed Traffic Calming Scheme in accordance with the regulations of the Road Traffic Act 1993 TO 2015.

The submissions will also be included in the minutes of that meeting and consequently will appear on the Council's Website. By making a submission the name of individual or bodies will appear on the statutory report and minutes of the meeting.

Share



Submissions

51 submissions have raised observations relating to this consultation.

Themes

General Comments

Materials

- School Streets Map - One Way System.pdf
260.86 KB
- MapInset-01.jpg
2.39 MB

Subscribe

Online Opinion Survey

Comhairle Contae
Fhine Gall
Fingal County
Council



Fingal School Streets Public Consultation

Comhairliúcháin Poiblí ar Sráideanna Scoile Fhine Gall

* 2. Are you a...? (Please tick all that apply) // An ... thú? (Chuir tic i gach bosca a bhaineann leat le do thoil)

- Local Resident // Duine Áitiúil
- Business Owner // Úinéir Gnó
- Work Nearby // Ag Obair in Aice Láimhe
- Employed by St Oliver Plunkett's School // Ag obair i Scoil St Oliver Plunkett
- Parent/Carer of a Student at St Oliver Plunkett's School // Tuismitheoir/Cúramóir dalta
- Other (please state) // Eile (inís dúinn le do thoil)

* 3. Do you think the School Street initiative would help to improve the following near the school? // An ceapann tú go mbeadh feabhas ar iad seo a leanas de bharr moladh an Sráid Scoile?

	Yes // Ceapaim	No // Ní ceapaim	Don't Know // Níl a fhios agam
Road Safety // Sábháilteacht Bhóthair	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic Congestion // Brú Tráchna	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air Quality // Caighdeán an aeir	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 4. Do you agree with the proposal to turn part of Grove Road into a School Street? (during morning and afternoon school drop off/collection times during term time only) // An aontaíonn tú leis an moladh chun Sráid Scoile a dhéanamh de piosa de Bóthar an Gharráin? (i rith amanna fágáil/bailiú scoile le linn an téarma scoile amháin)

- Yes // Aontaím
- No // Ní Aontaím
- Don't know // Níl a fhios agam

* 5. Do you agree with the proposal to introduce a permanent one way system from the entrance to Grove Road at The Mall, Grove Road to The Rise and The Rise? // An ontaíonn tú leis an moladh chun córas aonbhealaigh buan a chuir isteach ón bealach isteach chuig Bóthar an Gharráin ag An Meal, Bóthar an Gharráin chuig An tArd agus An tArd?

- Yes // Aontaím
- No // Ní Aontaím
- Don't know // Níl a fhios agam

6. Please provide any additional comments on the proposal to turn part of Grove Road into a School Street // Le do thoil, chuir síos aon trácht eile a bhfuil agat ar an moladh chun Sráid Scoile a dhéanamh de píosa de Bóthar an Gharráin

7. Personal Information (Optional) // Eolas Pearsanta (Roghnach)

Title (Mr/Mrs/Ms/Miss/Dr etc) // Teideal

First Name // Ainm

Surname // Sloinne

Address // Seoladh

Email Address // Seoladh Ríomphoist

Prev

Done



Grove Road School Streets Initiative

Grove Rd, Malahide, Co. Dublin, Fingal K36H998

St. Oliver Plunkett's School

Fingal County Council are proposing a School Streets pilot at St. Oliver Plunkett's School in Malahide. This initiative aims to make it easier and safer for children and parents to make healthy, active travel choices (such as walking, scooting, or cycling) - and create a more pleasant environment for everyone.

Have your say on proposals to turn Grove Road into a School Streets initiative. Please make sure you have read the information leaflet and Data Protection Notice (overleaf) before filling in this form.

Please return your completed form to: Road Safety Section, Fingal County Council, Blanchardstown, Dublin 15. Alternatively, you can fill in the survey online at consult.fingal.ie

First Name:

Surname:

First line of address (door no. and road name):

Elrcode:

Email address:

1. Are you a...? (please tick all that apply)

- Local resident
- Business owner
- Work nearby
- Parent/carer of a student at St. Oliver Plunkett's School
- Employee of St. Oliver Plunkett's School
- Other (please state)

2. Do you think the School Streets Initiative will help to Improve Road Safety near the school?

- Yes No Don't know

Please see questions overleaf.





3. Do you think the School Streets Initiative will help to Improve Air Quality near the school?
 Yes No Don't know
4. Do you think the School Streets Initiative will help to Improve Traffic Congestion near the school?
 Yes No Don't know
5. Do you think the School Streets Initiative will help to reduce CO2 Emissions near the school?
 Yes No Don't know
6. Do you agree with the proposal to turn part of Grove Road into a School Street (during morning and afternoon school drop-off/collection times, during term time only)?
 Agree Disagree Don't know
7. Do you agree with the proposal to Introduce a permanent one-way system (from the entrance to Grove Road at The Mall; Grove Road to The Rise; and The Rise)?
 Agree Disagree Don't know
8. Please use the space below to provide any additional comments on the proposal to turn part of Grove Road into a School Street.

Thank you for your feedback.

Due to the high volume of consultations responses expected, we will not be able to provide an individual reply to all the responses received, however all comments will be considered when making a decision about the scheme.

Data Protection Notice:

Data Protection Law refers to all applicable national and EU data protection laws, regulations and guidelines including but not limited to Regulation (EU) 2016/679 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (the "General Data Protection Regulation"), the Data Protection Act, 2018 and any guidelines and codes of practice issued by the Data Protection Commission or other supervisory authority for data protection in Ireland from time to time.

Systra, acting on behalf of the Contracting Authority (Fingal County Council), will be a Controller (where Controller has the meaning given under the Data Protection Laws) in respect of any Personal Data (where Personal Data has the meaning given under the Data Protection Laws) required to be provided by an individual in response to this request for information.

Any personal data provided will not be permanently retained, will be anonymised, and used only for the purposes of this project. It is not necessary to include any personal information for your submission to be counted.





Do you consent with your personal data being processed as described above?

YES

NO



Submissions

Ref.	Entity	Submission	Grove Rd. Proposal	One-Way Proposal
FIN-C251-1	Resident	<p>Firstly child safety is the most important reason for my submission, I don't have children in any of the local schools but am a resident who has to try to get to work during the school drop off and pick up times.</p> <p>Currently the traffic is chaotic from the community school to Grove Road every morning from 8.30 am, partly because of the Oliver Plunketts traffic, but also the secondary schools returning traffic. I live off the Seamount Road and can sit at the traffic lights for over 10 minutes trying to get turned right onto the Hill.</p> <p>Already it is very dangerous on Church Road / St Margarets Park, as traffic trying to turn left onto St Margarets Park cannot get down the road, as people insist on parking on the double yellow lines, right up to the corner, it is SO dangerous. The children then have to walk out between all the parked cars.</p> <p>If Grove Road is closed during these hours, are all the cars going to stop on Church Road to let the children out? Bearing in mind that St. Andrew's school traffic also uses Church Road.</p> <p>If Grove Road is closed off during this times, it will mean even more chaos on Church Road, where will they cars park to drop off the kids?</p> <p>I agree that something needs to be done at these times, as local residents are in lock down in their houses during these times as you cannot move on the roads around the schools.</p> <p>Could the Traffic Wardens not enforce the no parking on yellow lines, they are there for a reason.</p>		
FIN-C251-2	Resident	<p>As part of the School Streets initiative a one way system and pedestrianised zone is proposed. However no consideration has been given, or at least outlined, as to how to address parents of younger children who cannot be dropped to school within a "kiss and go" type of system. Many parent of children in Junior & Senior infants need to park at both drop off and collection time, and any plan for traffic calming and safer school streets needs to consider this. I don't know if professional consultant services have been undertaken to assess the situation, but an initial suggestion could be;</p> <ol style="list-style-type: none"> 1. Make all of one side of both Grove Road and The Rise available for parking during school drop off and collection times. 2. Allow for short term unpaid parking on the Mall during these times also 3. Maintain the angled parking spaces outside the front of the school 4. Collaborate with the school to provide a more comprehensive school/student warden system where 6th class students can supervise and guide younger students from some short distances. School cooperation could also involve rewarding students for walking/cycling and doing more frequent walking buses. <p>I feel that the proposals made so far by the council are only one step in the right direction. It is hugely necessary to address traffic and parking around the school, but creating a pedestrian zone and one way system in itself will only exacerbate the problem without further and more considered plans to address the need for parking solutions in tandem with this initial proposal, and also initiatives to encourage walking &</p>		

		cycling within the school population.		
FIN-C251-3	Resident	<p>Is it necessary to have the proposed one way system operating 24 hours a day / 7 days a week? If traffic on The Rise has to always go down the road and into the village, it will make the village even busier. It is already difficult enough to get out into traffic at the bottom of The Rise, and it is often much more convenient to go up The Rise and out The Back Road to exit Malahide. This new system will bring more traffic into the village.</p> <p>I can understand introducing the one way system at school times, but is it really necessary to be operational 24 hours a day, 7 days a week? It will be very inconvenient for local residents.</p>	<input checked="" type="radio"/> <input type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-4	Parent	<p>Hi while I agree with the one way system I do not think a 24/7 is required. Consideration should be given to only employing this at school drop off and collection times.</p> <p>Not all parents are comfortable with just dropping their children off so consideration should be given to them. Single side parking on both the grove rd and the rise should be considered.</p> <p>The morning times can be particularly busy if you are heading from the direction of strand street /new street past Gibneys Public House towards the diamond (Malahide road junction). There is no filter to turn right and as such you can be waiting to go straight ahead for a considerable length of time. This junction will only get busier if restrictions on Grove road are put in place therefore please consider a filter on both sides of the Diamind junction.</p>	<input checked="" type="radio"/> <input type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-5	Resident	<p>I have an observation in relation to this proposal in that while the pedestrianisation of the area outside the school would seem to be a very good idea in reality it will seriously impede the parents of junior & senior infant children who have to arrive by car.</p> <p>One observation I have is that at least 60% of the official car parking spaces on The Grove Road which runs adjacent to the school are permanently taken up from early morning by commuters catching the train and 100% of The Rise' official spaces are taken up likewise. This leads parents to having to stop on double yellow lines as 5/6yr olds cannot just be allowed to jump out of cars and go into the schools unattended.</p> <p>There is an issue of parking revenue taken in by Fingal CoCo versus the safety of the children here. Perhaps is all of the spaces on The Rise & Grove Road and Grove Road Extension were only 15min maximum drop off zones during Monday - Friday and during school drop off and pick up times it would alleviate some of the parking issues?</p> <p>It should discourage long term day time parking as the requirements of the commuters wouldn't be met and a max of 3hrs parking could be introduced. This should also return these residential areas back to just that and not permanent car parks- it would allow for their visitors to also have space to park outside their homes..</p> <p>Both roads could be re zoned as designated school drop off points and I think the residents and parents would be a lot happier as it should make a huge difference to traffic flow.</p> <p>I am a parent of a junior infant so I am new to the school but I can see the flaws in a 24hr one way system when you don't change the issues with the parking.</p> <p>I fear the substantial revenues that Fingal CoCo get from these daily commuter parking fees will win the</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>



		argument but it's something that should seriously be considered.		
FIN-C251-6	Resident	<p>Following the meeting on this topic on 8th October I want to make the following submission.</p> <p>*I am supportive of children being encouraged to walk/cycle to school from the nearby car parks.</p> <p>*I am supportive of closing the road from Church Road to the top of the Rise during the suggested times.</p> <p>*As a long time resident of Grove Road, I strongly object to imposing a 24 hour 7 day a week one way system.</p> <p>Grove Road was described by Fingal Co Co as a rat run at the meeting. I disagree with this description as Grove Road does not have a traffic problem</p> <p>outside school start and finish times. School traffic only impacts Grove Road for 2.5 hours a day during school term. This is only 10% of the total hours</p> <p>in a day. The proposal is totally disproportionate to the issue being addressed.</p> <p>In addition, the proposal will drive traffic towards the village of Malahide that have no need to access the village with consequential traffic congestion.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-7	Resident	<p>I accept that the suggestion put forward by Fingal County Council will improve pedestrian safety in the vicinity of St. Oliver Plunkett School, however, I believe there will be several unintended consequences to the implementation of this proposal and not just on the school going public.</p> <p>The proposed closure of a section of Grove Road during school times, (2 hours and 30 minutes per weekday, 10 months per year) will have a significant effect on traffic movements on Church Road, which in turn will most likely present traffic and pedestrian safety issues for St. Andrews National School on Church Road. The additional flow of traffic entering Malahide village will almost certainly cause gridlock for pupils of Malahide Community School and the future potential location of Malahide/Portmarnock Educate Together.</p> <p>Additionally, St. Margaret's Road, Avenue & Park residents will suffer significant increase in traffic attempting to navigate around the village gridlock, which will no doubt ensue.</p> <p>Taking these effects into consideration and in the absence of a public parking location in the vicinity of Grove Road, an alternative suggestion would be the following;</p> <p>The Rise:</p> <p>The Rise is not suitable to two way traffic at peak times while parking spaces are present. I therefore suggest a Northbound (down) only route at school times.</p> <p>Grove Road:</p> <p>Two way traffic on Grove Road should be retained, however, the carriage width and proper kerb stones must be added to improve pedestrian safety. The existing kerb stones are only a matter of centimeters above the</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>





	<p>carriageway offering no deterrent to drivers.</p> <p>The northbound carriage should be widened using the very significant footpath width available from opposite The Sycamores to Bath Avenue. Kerbing should be added to ensure that the regular driving of vehicles on the footpath ceases.</p> <p>In the event of sufficient carriage width being provided, parking spaces on Grove Road can and should be retained.</p> <p>Outside School:</p> <p>The parking spaces outside the school should be removed with a set down area and bus facility provided in its place. Consideration could be given to alterations to the boundary wall of the school in order to provide additional space and entry points. This set down area could be temporary, during school hours, if deemed appropriate or practical.</p> <p>Speed Limits:</p> <p>Most roads leading to the school are within a 30kph zone, however, signage notifying road users are small and infrequent. Consideration should be given to entry treatment of these zones, larger signs and include road markings.</p> <p>Pedestrian Zone:</p> <p>While this proposal would work were it not located near other schools or the village centre, I do not believe the pedestrian zone is practical, nor advisable. The knock on effects would not be in the interest of pedestrian safety nor traffic movements.</p> <p>The Mall:</p> <p>A yellow box is located on The Mall where it meets The Rise. Should a one way system be initiated on The Rise, I believe it would be in the interest of all road users that this yellow box is enlarged substantially to provide additional space for northbound traffic to join the R106 in either (east/west) direction. Additional signage or electronic signage could be provided to warn oncoming traffic. This will also provide assistance to road users to exiting The Rise in an efficient manner.</p> <p>Conclusion:</p> <p>I am very much aware that the presence of the school presents unique difficulties for families living on The Rise and Grove Road. However, it is clear that following the most recent incident involving a child being knocked down in the first week of October on The Rise, doing nothing is not an option.</p> <p>The pedestrianisation concept is admirable, however, the knock on effects displace a road traffic volume problem which will not go away.</p> <p>I recommend to Councillors that when this decision is being made, the broader community is considered and that practical solutions are implemented.</p>		
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FIN-C251-8	Resident	<p>I would like to express my consent for the proposal to install a one-way system on Grove Road from The Grand Hotel to The Rise, 24hrs per day, 7 days a week for the 18 month trial period.</p> <p>As a long time resident of Grove Road, I can confirm that it is currently being used as a shortcut by cars trying to avoid traffic in the village.</p> <p>The volume of traffic is not my principal concern, however; it is the speed at which cars travel down the road. The speed limit is set at 30km per hour, but cars are using the road as a quick and easy access to and from the Coast Road, travelling at speeds well in excess of 60km per hour (double the speed limit). As a father of a child, I think it is imperative to put the proposed restriction in place.</p> <p>Will it cause some minor inconvenience for residents such as myself? Most certainly.</p> <p>But could it potentially save the life of a young child crossing the road? Absolutely.</p> <p>The proposal makes perfect sense: first, It will restrict traffic to local residents during non-school hours, that is, it will no longer be used as a "rat run" for cars trying to avoid the village; second, it will help to alleviate the chaos that occurs during school hours, and finally it will provide a healthier environment for anyone living along Grove Road.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-9	Resident	<p>"As part of this trial it is proposed to install a one-way system on Grove Road from The Grand Hotel to The Rise and returning to The Mall/Malahide Road (R106) via The Rise. This will be in place 24hrs per day, 7 days a week for the 18 month trial period."</p> <p>I have no issue with school hours traffic calming measures and think it is very wise however I think the proposal of a one way system 24 hours per day,7 days a week is not necessary and too extreme,it is my opinion this proposal will direct cars into the village which already gets congested.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-10	Resident	<p>We have resided on Grove Road since 1977 and have had an opportunity to observe the increasing traffic volumes during this period as driving habits changed ,decrease in pupils walking to school and increase in school population .</p> <p>There should have been more consultation and forward planning before the recent major extension to the school</p> <p>I agree that the schools initiative should be trialled for a period of approximately 6 months in an effort to have a safe environment for the children outside the school away from idling engines traffic jams dangerous parking etc</p> <p>it is unlikely that it will be effective in changing the safety or air quality as it is such a small section of Road if drivers continue to drop children off at the nearest possible points to the closed section.</p> <p>I would suggest rigid enforcement of the traffic movements in the area through the installation of CCTV and automatic number plate recognition.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

		<p>Perhaps the school /traffic authorities would consider school buses to collect students from outlying car parks at Coast road and Bridgefield</p> <p>It was encouraging to to get the commitment at the the meeting last week in Portmarnock that the one way system would be looked at again</p> <p>This one way proposal is totally unnecessary for the implementation of Schools Initiative and would only add to further confusion and congestion and would certainly lead to extra traffic being unnecessarily directed into the village centre</p>		
FIN-C251-11	Resident	<p>SCHOOL STREETS INITIATIVE: I would not be against traffic restrictions on Grove Road (between Church Road and The Rise, between 8.30am to 9.15am plus 1.00pm to 2.45pm during school term time (Monday to Friday).</p> <p>ONE WAY SYSTEM: I am totally against Grove Road being turned into a one way system. Apart from the school's opening/closing times, Grove Road has very little traffic and is definitely not a "rat run".</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FIN-C251-12	Resident	<p>As a resident of the Rise and a mother of children attending St. Andrew's National School, I am strongly against the proposal. I believe what is needed is infrastructure so children can safely walk and cycle to school and that cycle paths would be a key green initiative that Fingal County Council should consider, connecting residential areas with all schools in the area. The proposal of a one-way system 24 hours a day would cause chaos to the village and huge inconvenience to residents in the area and I believe is was not properly considered and that this approach is completely disproportionate to the problem of traffic at drop off and collection. I also believe that enforcing double yellow line parking around both St. Oliver Plunkett's School and St. Andrew's School would make the footpaths safer for all children and encourage parents to use local carparks and walk to school, this step would have a significant positive effect on drop off and collection at both schools. I also think that any plan for improving traffic at one school should not go ahead if it is to just to displace this traffic and cause more traffic and safety issues for children at a school only a couple of hundred metres away. Both Schools in the village need to be given equal importance and a plan put in place that both schools are consulted on, to date this has not happened.</p> <p>I attended the Public Meeting on the 9th Oct in relation to this proposal and felt that many valid points were made and as part of my submission I would like to summarise the points from this meeting. The members of the public present were strongly against the idea and especially of putting a one-way system in place on Grove Road and The Rise. In addition, people felt that there was no engagement with residents or other stake holders prior to the decision being taken and that a traffic survey had not even been conducted. The information on the pamphlet given was unclear and notification of the public meeting 24 hours prior to it taking place in the next town was unreasonable.</p> <p>The majority of attendees were comprised of residents of the area affected by the proposed one way system, a Malahide Chamber of Commerce Representative and members of the business community, the Principal and Vice Principal of St. Andrews National School and parents of children attending St. Andrews National School and parents of children attending St. Oliver Plunkett's School.</p> <p>Approx. 30 people spoke all of whom made valid points against the proposal. No member of the public voiced a positive reaction to the proposal. In light of this overwhelming negative reaction the Fingal representative said that in particular the one way system proposal would need to be reviewed. Fingal also</p>	<input type="checkbox"/>	<input type="checkbox"/>





	<p>accepted that an 18 month pilot of the scheme would be reviewed and stated that perhaps trialling the no traffic zone for the remainder of the school year would be more appropriate. The public felt that Fingal County Council needed to consult the stakeholders and conduct a traffic survey which it was noted had not been conducted prior to the application proposal.</p> <p>There was an overwhelming feeling from all stakeholders present that Fingal had been unclear and that there was no consultation or proper information given and that the vast majority of people were unaware that the meeting was taking place that night. People were upset with this lack of consultation and called for a meeting with all the different stake holders e.g. Residents, St. Oliver Plunkett's School, St. Andrew's National School, Malahide Chamber of Commerce, etc.</p> <p>It was pointed out to Fingal that they had met with a Malahide Chamber of Commerce representation in September who had said that the plan would cause traffic chaos to the village and should not go ahead. No such feedback was presented by Fingal or any such meeting or consultation mentioned. It was also noted that at this meeting the now proposed one-way system was not in the plan.</p> <p>Fingal stated that the residents of the area had been consulted on the 3/10, this did not happen according to all residents in attendance. It was also stated that the flyers with information had been dropped into residents' homes. A number of residents at the meeting had not received a flyer</p> <p>The flyers were only received 24 hours before the meeting was taking place and the meeting was taking place in the next town. This notice period and place of meeting were very negatively viewed by the public at the meeting. These flyers were felt to be misleading. They did not state that the one-way system would be 24 hours a day 7 days a week and no map of details of this was given. People seemed to be of the view after reading the flyer that the one-way system was only during school drop off and collection. In addition, the leaflet stated that there was a feedback questionnaire and envelope attached for submission, no such questionnaire of feedback was attached. The link given to make a submission did not work and Fingal noted that it would be operational and that new flyers would be sent out that would be accurate and contain feedback questionnaires.</p> <p>In addition, local residents said that this one-way system was trialled 19 years ago and had to be quickly abandoned as it caused chaos. Fingal representatives were not aware of this.</p> <p>Residents affected by the new traffic scheme voiced their opinions. A large number of residents from Grove Road, The Rise, Church Road and St. Margaret's Road, spoke of how the concept of the one-way system in particular and of the no traffic zone would impact negatively on the area and their quality of life.</p> <p>Fingal stated that the concept as Fingal had presented was a green carbon reducing proposal. A number of people voiced the opinion that there was nothing green in the proposal only moving traffic in a different way and in effect causing more traffic congestion and more cars moving at a slower speed, which would increase carbon pollution and affect the air quality for residents.</p> <p>The proposal for a one- way system 24 hour, 7 days a week, 12 months a year was seen as disproportionate to alleviate traffic during drop off and pick up at school times only during the school term. Fingal County Council said they had opted to have it run 24 hours a day as it would be too difficult to just enforce it for these short times. Many speakers noted that residents and the village businesses, and everyone driving</p>		
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		<p>through the village would be adversely affected by this one-way system all year round. It was noted that no traffic study or survey had been undertaken and that the measure was not well thought out and that residents and the Chamber of Commerce was completely against it.</p> <p>Examples Given:</p> <ul style="list-style-type: none"> • Residents on The Rise leaving for work in the morning who generally would drive up The Rise to avoid the village traffic would now go down The Rise as would all of the Grove Road traffic and create traffic chaos in the village. This would happen throughout the day. • Residents of The Rise or Grove Road who left or returned to their home during the school runs would have to join the school traffic and do the one-way loop with them which would add to traffic not reduce it. • Out of these school drop off and collection times the roads are quiet but residents would still have to obey the one-way system 24 hours a day even in the summer and drive long extra distances to get to their homes and anywhere they were going, this was seen as absurd and badly thought out. • Emergency vehicles would be caught in this one- way loop of traffic • All traffic would be sent down the rise, causing idling cars all along the rise, reducing air quality. At the bottom of the rise there would be chaos as cars tried to join the traffic and in particular turn right. Fingal could not address this issue as they seemed not to have thought it out. <p>The proposal was based on the inaccurate statement by Fingal Country Council that all children could easily walk to school. A map was shown where that the vast majority of children attending St. Oliver Plunkett's lived within 1 Km of the school and a 14 minute walk. This map was incorrect as it showed distances in a straight line to the school as the crow flies. In reality these areas like Seapark, Robswall, Biscayne are actually 22 - 35 minute walks to the school and not within 14 minutes as stated. For young children this walk time is unrealistic. People stated they would like to see resources spent on infrastructure so that children could safely cycle or scoot to school. People suggested cycle ways and wondered why no such systems were in place which would have a much greater effect on traffic at drop off and collection. It was also suggested that enforcing parking on double yellow lines outside both schools in the village would make the footpaths safer and encourage parents to park in local carparks and walk to school which would alleviate the problem greatly and be more effective.</p> <p>In conclusion, I hope Fingal County Council will relook at this whole proposal and begin the process with accurate information, traffic surveys and proper consultation with all stakeholders so we can have an environmentally friendly initiative to help all children attending both schools in the area and also ensure residents and the village as a whole are not detrimentally affected.</p>		
FIN-C251-13	Resident	<p>I believe that the proposed conversion of Grove Rd to a 24/7 all year one way system is ludicrous.</p> <p>It is a solution looking for a problem. I have lived on the road for almost twenty five years and have never felt that the volume of traffic outside the daily school traffic was unreasonable.</p>		

		I would support a proposal to reduce traffic at the start and end of the school day.		
FIN-C251-14	Resident	<p>Last Tuesday (08th Oct) I attended the hastily convened meeting regarding the proposed Fingal County Council School Streets Pilot Initiative, ie traffic calming outside St. Oliver Plunketts National School, Malahide.</p> <p>The proposal to have a safer cleaner area which the children can go to and leave the school grounds is a laudable intention but where the difficulty of the Council proposal arises is with the need to create a permanent one way system from the Grand Hotel to the bottom of the Rise to attain this goal is a disaster in the making.</p> <p>The school is open for Approx 166 days of the year so why is there a need to affect the traffic throughout Malahide for 365 days of the year. Surely it would be better to curtail the plan to a School Time Only plan whereby the streets will revert back to the norm after school closes for the day?????</p> <p>I think the affects that the Council proposal will have on the surrounding streets/roads will be unbearable for the Towns residents, businesses and visitors alike.</p> <p>There is a lot of traffic that originates from the Kinsealy Area/ Dublin / Back Road (Castle) that uses the Grove road to get to the East side of Malahide that will be forced down Church Road (turning right at the Diamond) to travel onwards out the Coast road.</p> <p>The extra traffic, starting and stopping heading down Church Road will no doubt increase the dirt and pollution into the air.</p> <p>Traffic on St Margaret's Road, Ave and Park will increase massively when the Council plan is launched.</p> <p>While child safety is paramount while the schools are in term, again I would like to stress the inconvenience the one way system 365 DAYS OF THE YEAR would have on the residents on the various areas affected by this system.</p> <p>I would therefore ask the council to seriously consider their proposals again with a view to only creating a one way system during school opening and closing times</p>		
FIN-C251-15	Resident	<p>1.Consultation Process:</p> <p>My objection to the planned one way road/ pedestrian system is that the 'consultation ' stage of procedure was not adequately met. This I believe was due to, a) very limited flyer drop, b) insufficient notice of meeting and c) venue arranged for Portmarnock rather than Malahide.</p> <p>All of which makes me question the openness of Fingal Co. Co. to genuinely engage or was it rather an exercise "to tick the consultation box".</p> <p>2.Meeting:</p>		




	<p>The presentation made by Final Co. Co. while interesting, did not in my opinion, address the subject. It fundamentally lacked scientific data on which the council's decision was made and failed to show plans to deal with resultant traffic back up at the Grand Hotel, Church Rd. and The Mall. Instead, what I got from the meeting, were cases of anecdotal evidence, slides on comparisons of Irish & European rainfall levels, other slides of street parking that were out of date etc. etc. all of which reinforced, for me, a rushed and ill-prepared plan, presentation and raised my concerns regarding successful execution .</p> <p>The issue of illegal parking was raised and two residents reported that to their knowledge there is 100% tolerance of illegal parking in the area by both traffic wanders and An Garda Síochán. This malpractice is borne out by current practices.</p> <p>I was surprised to learn, as were the council representatives present, that a similar 'one way system' was introduced some years ago but had to be abandoned.</p> <p>There was an absence of any data to support or explain the thinking behind the planned need for 24/7 ... 365 days per year and the 18 months trial enforcement period of this new traffic system.</p> <p>3.Planning Permission for the School:</p> <p>The new St. Oliver Plunketts school was first raised in 1996 and planning was finally approved in 2012. Appropriate consideration for safe walking / cycle lanes / drop off facilities and parking should have been part of the planning approval. The issue 'traffic chaos' was raised by the Grove Ave. see attached.</p> <p>https://www.independent.ie/regionals/fingal/independent/news/malahide-school-gets-green-light-28838021.html</p> <p>4. Alternative Proposal :</p> <p>I suggest a 2 lane drop off facility, similar to Dublin airport departure terminal, between the old Boyd Barrett School and the public road, see photos attached. This proposal should form part of a menu of options worthy of consideration.</p> <p>5. Positive Note:</p> <p>In principle, I fundamentally agree with the council's ambition to encourage people to walk/ cycle and any improvement in air quality is welcomed but unfortunately in this instance the council's plan does not guarantee any of these objectives.</p> <p>6. Conclusion:</p> <p>I suggest that the council review and revisit the plan, collect and collate actual data and based on this propose a new plan. I believe this will deliver a positive and sustainable outcome for all concerned.</p> <p>I propose to share my observations with Ms. AnnMarie Farrelly, Chief Executive of Fingal County Council and</p>		
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		<p>the local councillors.</p> <p>Patrick McKenna.</p>		
FIN-C251-16	Resident	<p>The proposed one way system for The Rise & Grove Road, Malahide has not been thought through sufficiently for the following reasons:</p> <p>The proposal is to support a safer and greener access to the school. This ambition is fully supported by the residents.</p> <p>However a one way system is only required during critical times during the school calendar year. (8.30-9am , 1.20-1.45 , 2.20- 2.45 on school weekdays)</p> <p>To enforce a one way system 24 hours a day , 365 days a week is akin to using a hammer to crack a peanut.</p> <p>No consultation with this proposal was made in advance to the residents and 24 hours notice was given for a public meeting.</p> <p>The public meeting was a disgrace with the Fingal representative presenting it as a 'fait accompli', announcing an advertisement would be placed in the newspapers the following day.</p> <p>He was challenged by the residents that pushing traffic into an already congested village was idiotic and certainly not a green thing to do.</p> <p>This traffic would then be forced up Church Road where there is another school, greatly adding to the traffic at St Andrews unnecessarily.</p> <p>The plan is looking at solving some issues with St Oliver Plunkett's School in isolation and by doing so creating a huge problem for neighboring St Andrews. Residents of the rise & Grove road rarely drive to the village, they walk. Most residents turn up the rise away from the village. The additional emissions from cars contradict any green ambitions.</p> <p>He mentioned road rage on The Rise. It was pointed out to him that this was not by the residents but by parents dropping kids to school at specific times. It was pointed out to him that outside of school hours , these are relatively quiet roads.</p> <p>By closing the street at school hours, congestion at the top and bottom of the Rise is inevitable.</p> <p>My suggestion here, would be to limit the car parking spaces on the Rise to 30 minutes (or whatever is appropriate) so that these spaces are available for parents dropping kids safely. At the moment the space are free of charge (no issue with me) but it encourages non residents' vehicles to park in spots and leave them there for weeks on end.</p> <p>There is a serial offender of a very large grey transit van who parks for weeks on end outside houses blocking their view (and the view of parents dropping kids to school) .I would focus on current dangerous behaviour</p>		

		<p>(which is within the law) to improve safety.</p> <p>I would urge Fingal to re-consider this proposal as it doesn't answer their objective.</p> <p>Dara Mc Mahon</p> <p>31 The Rise</p>		
FIN-C251-17	Resident	<p>Timing of Trial-</p> <p>Why is November the proposed stating date ? The weather is probably at its worst. If you want to change behaviour patterns by encouraging parents and students to walk or cycle to school, why not start in the springtime? In the meantime put in some relevant infrastructure, re. above, to give the council's "Street School Initiative" a chance of real sustainable success. And if this initiative is successful, the need for a one way system may be reduced or even eliminated?</p> <p>Also, the current school build is STILL in progress with the resultant extra traffic and extra street parking due to those currently working on site. This is temporarily adding to the traffic issues. Similarly for the same reason, school staff are currently parking on Grove Ave. and Grove Lawn.</p> <p>Added Congestion to Village-</p> <p>The One Way proposal will not only impact the residents of The Rise and Grove Rd. but also all residents on Grove Ave. Marley, Sycamores and Grove Lawn. This will result, I believe, in turning the entire affected area into a "roundabout" with a continuous traffic flow being "unnecessarily" forced onto Church Rd./ The Diamond /The Mall, thus causing extra congestion and higher levels of air pollution, including at St. Andrew's School.</p> <p>In summary, the objectives of the project are laudable. However, in its present state it is seriously flawed and will create more problems than it attempts to solve.</p> <p>Bernadette McKenna</p>		
FIN-C251-18	Resident	<p>As a resident of The Rise Malahide with 4 young children attending St Oliver Plunketts NS, I am supportive of a pedestrian area and one way system during school opening and closing ours during the school term.</p> <p>However, making this 24 hours is not required. Traffic quickly disappears from The Rise at around 9am and 2.40pm each school day.</p> <p>The one way system will also increase the amount of traffic into the village and the diamond.</p> <p>It means that every person living on the Rise will have to drive into the village to leave the village if the The Rise is to become one way.</p> <p>Please consider this for school start and end times only.</p>		

FIN-C251-19	Resident	<p>The proposed one-way system seems ill conceived, poorly planned and focused on one small area of Malahide rather than the village as a whole.</p> <p>The consultation process was inadequate in terms of communication of the proposal, notice of the meeting and location of the meeting.</p> <p>Rather than reduce local congestion the proposal will displace traffic to other areas of Malahide, specifically Church Road and the already congested village.</p> <p>The one-way system will not achieve the stated objectives of reducing local traffic congestion, improving road safety, reducing parking, encouraging children to walk or cycle to school or reduction of carbon emissions.</p> <p>Any solutions to these problems must consider the village as whole and include the necessary infrastructure for children to cycle and walk to school.</p> <p>Ian Mc Elhinney</p>	✘	✘
FIN-C251-20	Resident	<p>As the representative of the business community in Malahide we wish to object to the plans to create a one-way system on two important roads and to block access completely at certain times to Grove Road.</p> <p>The stated objective is to create a safer, carbon reduced zone around the St. Oliver Plunkett's primary school on Grove Road.</p> <p>While this is a laudable objective, we believe it is ill conceived on the following grounds:</p> <ul style="list-style-type: none"> • There is no evidence that this would not simply displace school traffic to the nearest adjacent roads which happen to be the main vehicular conduits through Malahide. • No traffic study to support the scheme was carried out. • The permanent change to a one-way system on Grove Road and The Rise will direct more traffic to the town centre. This would have a hugely disproportionate, permanent, adverse effect on Malahide traffic when the plan apparently just seeks to control school collection time traffic. • Traffic will be displaced to Church Road, creating problems for St. Andrews primary school. • Traffic displaced to Church Road will block a main conduit through the Village. • Traffic displaced onto the Rise and subsequently The Mall will severely congest the main road through the Village. • The scheme gives no thought to how young children are supposed to safely navigate their way to school given the absence of any provision of safe routes using cycle lanes and adequate paths. 	✘	✘

		<p>All the effects listed here will adversely affect the business life of the town. We are already struggling with traffic issues and a lack of adequate parking to service the normal commercial life of the town.</p> <p>Furthermore, we do not believe the scheme even achieves any of its own objectives and will simply displace the problem to Church Road, The Rise, The Mall and Grove Road.</p> <p>We believe that a radical change to traffic movement in the town centre should be properly assessed and that meaningful consultation take place with all the stakeholders.</p> <p>We do not ignore the issues around traffic and schools and would suggest that before blocking roads the following should be part of any plan for school traffic:</p> <ul style="list-style-type: none"> • Study what routes might be used by schoolchildren and how they might be improved, including the provision of cycle lanes. All measures should balance the needs of all parts of the community, including those of the business community. • Conduct a full traffic survey to consider not only the single issue of school traffic but also how any change to traffic patterns impacts the whole community. • Consideration of a long-term plan to provide a by-pass to generally relieve traffic going through the town. <p>The current plan will adversely affect many parts of the community while not necessarily achieving its own goals which, in our opinion, have not been properly thought through beyond a very narrow viewpoint.</p> <p>We ask that this plan be suspended pending further study.</p> <p>Yours sincerely,</p> <p>Andrew Rittweger</p> <p>President, Malahide Chamber of Commerce</p>		
FIN-C251-21	Resident	<p>Although I agree the school traffic is untenable I DISAGREE that the whole neighbourhood should be subjected to having to travel in and out of the village 365 days a year, 7 days a week, 24 hours a day. School term is short and the time for disruption is minimal in comparison to the non school drop off hours in the day.</p> <p>Grove road, the rise, Gove avenue, grove lawn, Marley, the sycamores all currently enjoy a peaceful neighbourhood with little traffic issues. You have well over 150 homes, with probably 2 or more drivers in each not to mention, deliveries, taxis, friends all who currently do not have to travel through the village to get home. If you make the one way permanent you will be adding over 300 cars to the already contested village unnecessarily every time someone pops out. I personally will have to drive from Church road, back down the Rise through the village and back up Grove avenue every time I wish to get home to grove lawn from this side of town. One of your reasons to do this is air pollution well congratulations you have just added to the issue by making a significant number of people drive more than needed not once a day but numerous times each day.</p>	✘	✘








		<p>This scheme was tried in the past and reverted, what has changed?</p> <p>I don't have an issue with the school hour road closure and trying to reduce school traffic but this is not the way to do it. Educating the parents is the way forward.</p> <p>You said you were doing traffic surveys - if you have then you will see that for 23 hours a day there is no issue on these roads at all.</p> <p>PLEASE HAVE SOME COMMON SENSE with the one way system.</p> <p>On a separate note - as a resident I have not received any leaflet on this issue and feel your consultation is very poorly advertised. Probably so you don't have to hear opinion. I was at the badly advertised meeting and the very common consensus is that the one way is not what the neighbourhood needs.</p> <p>General Comments Title: Lack of advertising the issue This issue and how to put comments forward has been badly advertised. No one I speak to on the street knows how to object. Perhaps this is your preference that if you don't tell people or pretend that an advert in a paper no one reads is the you doing enough. You said you leaflet dropped - many people did not receive this. You said in the meeting that every resident would be given another leaflet with details of how to submit on it. This has not happened. If you really cared you would canvas each house door to door to get opinion.</p>		
FIN-C251-22	Resident	<p>General Comments Title: Proposed Pedestrian area I personally really like the idea of the proposed pedestrian area however I don't see that it will make as big an impact on congestion as appears to be anticipated. Car traffic congestion is in my opinion at its least in this area.</p> <p>General Comments Title: One Way 24/7 365 It is crazy to insist on implementing a full time one-way system. For 40 years at least the unwritten rule for school traffic has been to go up church and grove road and come down the Rise. in recent years the communication of this message has been lost. I'm sure the school would be glad to reiterate this 'rule' to parents again. It alone would relieve much of the congestion currently experienced on ALL 3 roads. It is easily implemented by posting no entry  signage at the bottom of the rise with a plaque outlining the affected times, much the same way bus lane, 5 axl, bicycle lane hours are advertised. There is a road in the Millview area currently posted with a 'no turn right during xxx' to correspond with school hours so it is something that is already in operation.</p> <p>General Comments Title: Illegal Parking Many of us are guilty of double parking when we know we'll get away from it. This is what occurs daily at the school and for good reason...no one enforces the traffic laws. It suits most parents, myself included, to be able to illegally park with no consequences, to collect the children from school. But knowing that parking</p>		

		<p>laws would be enforced at the school would be a very straightforward solution to car traffic/parking congestion. When you've any other type of appointment or meeting you take parking etc into consideration when planning your journey time. That will be the greatest challenge for many.</p> <p>If illegal parking on all 3 roads is NOT being enforced how do the council propose to enforce the one way system? The portmarnock meeting confirmed that the Gardai do not have the manpower to enforce it.</p>		
FIN-C251-23	Unknown	<p>Superb idea. Please instigate on Beech Park Avenue in Castleknock as well.</p> <p>School streets have been implemented in Edinburgh to great success.</p> <p>https://www.bbc.com/news/uk-scotland-edinburgh-east-fife-37194655</p> <p>Pollution is estimated to kill 100's of people in Ireland every year.</p> <p>https://www.thejournal.ie/poor-air-quality-in-ireland-killing-1120-people-each-year-4823103-Sep2019/</p> <p>There is lots more research on both, I could link to it but I presume you have done your research.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-24	Resident	<p>On behalf of our business, the Grand Hotel, I wish to submit our observations on the proposed one-way scheme and closure of a section of Grove Road during school drop off and collection times.</p> <p>Firstly, we believe the issue of the closure of Grove Road to facilitate school opening and closing times is primarily an issue for residents and parents. However, while we all want to constantly increase safety, this particularly scheme does seem to have several shortcomings including a failure to address the impact on other local schools and any consideration of how young children are to make their way safely to this proposed zone in front of the school.</p> <p>We disagree with the one-way system proposed for Grove Road and The Rise. This scheme is not based on any traffic study and even if there is some traffic management benefit while a section of Grove Road is closed, it would still seem to be disproportionate to the permanent effect this would have on local traffic and residents.</p> <p>The town of Malahide, unlike some other Fingal towns, does not have the benefit of a relief road to take away traffic from the centre. There is currently too much traffic being forced into the Village centre because there is no alternative if you wish to travel north/south or east/west.</p> <p>This scheme would make the situation considerably worse.</p> <p>As a business in the town, we are constantly receiving complaints about congestion in the town centre. We know that business is adversely affected by actual and perceived congestion. Unfortunately, the continued development and population expansion in Malahide is not being matched by any upgrade in the transport infrastructure.</p> <p>We strongly believe that Grove Road in particular provides a much needed alternative route around the</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>





		town centre and we ask that this portion of the scheme be dropped.		
FIN-C251-25	Resident	<p>I live in Malahide and support the proposed pilot scheme.</p> <p>The benefits in terms of child safety outweigh the minor inconvenience it may pose to those trying to shortcircuit the village traffic.</p> <p>The fact that the proposal does not solve all of the issues with congestion in the village is not a sufficient grounds to reject the proposal.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-26	Resident	<p>Following the Meeting at Portmarnock Country Club Hotel on 8th October I wish to make the following submission.</p> <p>* I am supportive of children being encouraged to walk to school from nearby car parks.</p> <p>* I support closing the road from Church Rd to the top of the rise during the proposed times</p> <p>* as second generation residents of Grove Rd, we strongly object to imposing a 24 hour 7day a week one way system.</p> <p>* outside school start / close times there is no traffic problem on grove rd. School start / finish times (2.5 hrs) only account for 10 % of the day. The proposal is disproportionate to the issue being addressed.</p> <p>* At school drop off times in the morning there are 150 cars that currently enter Grove Rd from Church Rd, on wet mornings this can double. These cars will now have to access Grove Rd via the centre of the village and on to Grove Rd where they will join a ring of traffic exiting via The Rise. This has already got a problem with cars exiting on to the Mall. This proposal will increase the traffic fumes at the school as waiting cars will be stuck in a large unmoving circle.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-27	Resident	This is a great initiative and I look forward to following its progress and applicability in other city and suburban areas.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-28	Resident	<p>I have grave difficulty with the meeting convened by Fingal County Council (FCC) on Tuesday night, the 08 October 2019. The Public Meeting was held to invite discussion and input on FCC's proposal to address the interim closure of Grove Road (between Church Road and The Rise) and implement a School Street Initiative.</p> <p>The Meeting purported to be a consultative, sharing process, but certain important information, more specifically that an application under the Roads Act 1993 - 2025 had already been made by FCC, to install a one way system on Grove Road and The Rise, in place for 24 hours per day, 7 days a week, starting from the 18 November 2019, was knowingly withheld.</p> <p>This very relevant, far reaching imposition was excluded and not disseminated and it was only by chance that we learned of this wider plan. I cannot make room for the remote possibility that two Senior Council Staff, Mr. Andrew Nolan, Senior Executive Engineer, FCC, who officiated at the Meeting and Mr. David Story, Director of Operations Traffic, FCC, who seemed to be there to oversee the Meeting, prepared for a Meeting and were not aware of the wider development plan and the formal FCC Application on file, to introduce a one</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

	<p>way system on both Grove Road and The Rise. This deception was not in the spirit of a community meeting. The overwhelming view was that the short notice, the ineptitude in circulating the Notice of the Meeting to all Residents and Parents of children attending the School alike, the location for the meeting in Portmarnock, the rushed deadlines for implementation all set by FCC, were contentious and in bad faith. When this confutation became evident it was perceived as deceitful, in claiming a consultation process and notification to interested parties, but for the record the vast majority of people mostly affected by this proposal were not aware of the meeting, let alone present or remotely included. This lack of candor was perceived as a breach of public trust and most certainly, impacted on the integrity and mood of the Meeting and ultimately, Mr. Storey moved to curtail the Meeting and bring it to an end. In closing, Mr. Storey indicated that a further Notice would be sent, this time to all residents, but to date no such Notice has been received.</p> <p>Further and for the record, the Public Meeting Notice to convene the Meeting on 08 October 2019, invited feedback on the proposal and asked those in attendance to fill in "the enclosed questionnaire and return it in the enclosed envelope by Friday 18 October 2019", but in fact no such questionnaire was enclosed. It should be further noted that the said Questionnaire has not been received since by the attendees at the Meeting.</p> <p>Following on the Meeting of the 08 October 2019 and through the good offices of Councilor Anthony Lavin it was communicated that Mr. David Storey, Director Operations Traffic, FCC, would like to engage with "Residents on The Rise" and the message was that "he believes they have a solution". Anxious to know the substance of the "solution" and changes to the meeting of the 08 October 2019 and before making a submission, I contacted Mr. Storey's office, FCC, however they point blankly refused to reveal or even discuss the said solution.</p> <p>In the intervening time and over the days 16/17 October 2019, FCC have been active in conducting a Survey outside St. Oliver Plunkett's School gate to invite the public, in the main, parents or guardians, to answer on the spot, certain "Yes or No or Don't know" questions, under the heading School Street Initiative. Examples of the questions are whether you would like improvements to traffic congestion or a cleaner air environment. These questions are blatantly biased and unfairly prejudiced beyond the limits of fairness and acceptability and staged to guarantee a specific response. The object of the exercise is to claim a survey was conducted and a high percentage of the participants agreed with FCC's initiative. In conducting the Survey, the Residents were deliberately not circulated or included, yet they are the most affected and only found out about the survey by chance. This manipulation and subterfuge is cynical, as no one in their right mind, is going to answer no to an improvement in traffic congestion or reducing CO2 Emissions or a cleaner air environment. The FCC case put forward at the Meeting of the 08 October 2019 was to reduce carbon emission, but the proposed diversions will in fact increase journey time and car use, so this is a false premise.</p> <p>The glaring crux of the matter is that FCC ignored the problem and in their recent granting of comprehensive planning permission for St. Oliver Plunkett's School, they floundered in their serious responsibility and failed to consider traffic management and the clear need for a turning radius or set down area within the cartilage of the School. I have since contacted the Conservation Officer, FCC and have established beyond doubt, that there is no preservation order or listed status on the old school building to the front of the St. Oliver Plunkett's Primary School. The said building has no real architectural inheritance or merit and in the prevailing traffic predicament, this frontage on school property would provide a safe enclosed space or turning radius, opening to a gated, controlled school entrance. Further, it would practically provide dedicated set down space(s) for disabled pupils and ready access for emergency vehicles. In 2009 the population in the Primary</p>		
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	<p>School was circa 825 and to-day the capacity is 927 pupils, so the need and the inevitability was obvious, yet FCC chose to ignore the perfect timing and opportunity to address the very real problem, now urgently moving to act and transfer the problem to the local Residents. To design and build a School and to be unaware of the traffic congestion or fail to have an input on traffic demands and safety is inconceivable. As the traffic problem is at the School gates, the School</p> <p>must take a credible position and participate.</p> <p>It is not too late for the Council to address and rectify this problem and before the building work and disruption on the school site is finished; I would seriously urge the Council to undertake a feasibility study as to the proper design / construction of a turning radius to the front of the School. There might also be a case for a mini roundabout at the top of The Rise, to facilitate a safe approach for cars to / from the School entrance. The attached satellite image clearly show that there is adequate space to provide for an in / out set down area, disabled parking and emergency access. The local Educate Together School has a drive through set down policy, so the concept is not beyond modern thinking and traffic management and does not require us to reach abroad for the initiative.</p> <p>Until the above idea is fully examined and the practical participation of the School is credibly sought and also, until the confident "solution" assured by Mr. Storey, FCC is made known, I cannot in all conscience make a submission, lest it is seen to add credence to the inadequacy of the School's traffic initiative or the affectation of a consultation process. I have made a counter proposal that is fundamentally and substantially safer and better than the Council's initiative and unless and until it is essentially shown, that this pragmatic, self evident and permanent solution is unworkable, I will not be participating in the pretense, save for the fact that I am acutely conscious that FCC might well ignore my Letter and proceed regardless. I therefore need to put on record that I cannot accept the prospects and imposition of a one way system for 365 days a year on The Rise and Grove Road. The notion that the one way system would prevail after school hours or during school holidays, summer recess, Christmas and Easter, is not arguable or justified, apart from the easy convenience of the Council and the subterfuge that permanent parking, most probably, pay and display will be established on Grove Road and The Rise, thereby generating revenues for FCC. If not paid parking, then the spaces would be first taken by commuters early in the morning.</p> <p>There is no appetite for the permanent one way restriction on Grove Road and The Rise or indeed there is no compelling necessity or convincing justification for such an inconsiderate imposition on the Residents, other than the expediency of the Traffic Department. I would remind Mr. Storey of the undertaking given by him at the Meeting of the 08 October 2019, to review the need for a permanent one way system on Grove Road and The Rise and hold him to this pledge.</p> <p>In conclusion, this frank exposition of the Public Meeting on the 08 October 2019 and what has happened to-date as to the manipulation and lack of candor of FCC, is absolutely necessary to inform people and to put in context the hurried, ill-considered and flawed initiative of FCC.</p> <p>I sincerely trust that this objective critique will in no small way, inform and influence the elected Councilor's and indeed, the Council's thinking and the better way forward.</p>		
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FIN-C251-29	Resident	<p>More or less I'm agree with the proposal to turn part of Grove Road into a School Street temporarily for drop-on/off and making one-way system on Grove Road & The Rise,</p> <p>IF:</p> <p>-you will do temporarily parking space -just one side- in each road for school time (same times as School Streets in Grove Road)</p> <p>-make sure the St. Andrew's School's parents has been also informed as well about the changes because of the traffic gonna be more chaotic then ever on Church Road (please see attached photo!!! Unfortunately this site won't let me upload video ☹)</p> <p>-and please, let the pedestrian walk free from cars and bushes!</p> <p>I hope together we can find a good solution for this situation!</p> <p>Thanks for taking care of our children's safety!</p> <p>Kind regards,</p> <p>Tunde Majoros</p>		 
FIN-C251-30	Resident	<p>I broadly support the objectives of the Council for the Scheme, however the proposed scheme will only work if the laws relating to parking are strictly ENFORCED.</p> <p>Currently parking laws are completely ignored which creates extreme safety issues and congestion. Full Enforcement of parking laws will be paramount.</p> <p>As building work on the school grounds is ongoing it is still not to late to consider providing a drive in - drop - drive out facility. This would be a much safer environment for dropping and collecting school going children. It works up at the Community School.</p> <p>I understand from the meeting today (23 Oct) that the pilot scheme will be reviewed in June next. It is important that the findings of this review are made available to the local community for further input.</p>		
FIN-C251-31	Resident	<p>* While I agree with improving our environment by reducing emissions whilst improving our children's health this proposed plan falls well short of implementing such improvements. During the consultation earlier in October in Portmarnock Hotel the Fingal representatives proposed that parents should leave 15 minutes earlier each morning and park in one of the four nearby carparks. How does that improve climate emissions? I put that question to the Fingal representatives during the meeting but they fudged the question. It DOESN'T make logical sense.</p> <p>* The road plan will create extra traffic outside St. Andrew's School where the children's playground is in plain sight of the main road therefore exposed to car fumes directly. St. Andrew's School will suffer greatly from this</p>		





		<p>increase in traffic on Church Road.</p> <p>If a 'Carbon Monitor' is to be positioned outside St Oliver Plunkett's School to determine a 'before' & 'after' gauge of air quality improvement. The same monitoring gauge should also be positioned outside St. Andrew's School to determine the air quality post implementation.</p> <p>* Fingal representatives said they are gathering traffic statistics of vehicle volume going through the diamond crossroads. We need to get current vehicle statistics showing current traffic volumes and compare again after implementation.</p> <p>* The current state of footpaths and roads are in a dangerous condition.</p> <p>* If Fingal want to trial this pilot scheme they should select a school and area with less impact to residents.</p> <p>* The lack of cycle lanes in the village is a obvious danger to young children cycling to school. For Fingal not to create cycle lanes before starting this pilot shows the realist of their comments to our children's health and safety is ill placed and not sincere.</p> <p>* For the Fingal representatives to say during the consultation meeting "if we really cared about our kids health and safety why wouldn't you agree to this". I find this insulting that I and other parents can't be bothered about our children's health and safety. Shame on you Fingal Country Council.</p> <p>* There has been a traffic warden outside St. Andrew's School everyday for months. A similar solution should be implemented for Oliver Plunkett's. This will help control and avoid parents parking outside the school instead of a drop off solution.</p>		
FIN-C251-32	Resident	<p>In regard to the consultation on the proposed School Streets Initiative I would make the following observations;</p> <ul style="list-style-type: none"> • During school time traffic naturally creates a one way system. This could be supplemented with signage. • The proposed 24/7 365 one way system on Grove Road and The Rise is unnecessary and will force traffic into the, already congested, Village outside of school hours resulting in more pollution not less. • The absence of a traffic management plan for the school is unsatisfactory particularly as they have recently gone through the planning process and a major redevelopment. • St Oliver Plunkett School is source of the traffic problems yet it is noticeable in its absence from the solution. Despite being listed on the flyer as a key stakeholder. The School, Board of Management and Department of Education are removed from the problem and are more than happy for the community, parents and residents to shoulder the responsibility for the safe and efficient traffic management. The northern curtilage of the school should be modified to provide a large set down and a drop off/pick up location as well as a safe turning radius, disabled parking, bus or rideshare parking and emergency vehicle access. • The congestion causes the unsafe condition whereby pedestrians are put at risk, greater control, management and enforcement of double lines is needed, this however cannot come until there is sufficient 	✘	✘

		provision for the school and a traffic management plan.		
FIN-C251-33	Resident	As a parent of children attending St. Andrew's National School on Church Road, I am concerned about my children's safety and welfare which will be adversely affected by the proposed closure of Grove Road as it will increase traffic passing their school and parking on Church Road. Fingal have said they will monitor CO2 emissions on Grove Ave during their proposed plan, are they going to monitor the increased CO2 emissions outside St. Andrew's school? The proposed road closure is poorly planned and has not been researched. It seems be me that Fingal didn't realise that there is another primary school less than 400 metres away from Oliver Plunkett's School and the children attending St. Andrew's N.S. will suffer as result of this proposal. Why is the health and safety St. Andrew's School pupils less important than of those attending Oliver Plunkett's School? I hope our local Councillors will not put the safely of one group of children above another. Any system aiming to reduce carbon emissions and increase safety needs to have a plan in place to incorporate both schools. It is unacceptable that Fingal did not inform or consult St. Andrew's School.		
FIN-C251-34	Resident	<p>I support the pedestrianisation of the section of Grove Road, from Church Road to The Rise, for drop off and collection times only, from 08.30hrs - 09.15hrs and 13.00hrs – 14.45hrs weekdays only, during school term times.</p> <p>We all want the best for our children and grandchildren. This is an excellent first step by FingalCoCo in creating a safer, healthier and more pleasant environment immediately outside St. Oliver Plunkett's school.</p> <p>"Air pollution affects everyone who breathes dirty air. However children are particularly vulnerable. They are physically smaller so breathe closer to vehicle exhausts. They also breathe at a faster rate than adults and so take in relatively more pollutants. Moreover, because their bodies are still developing, the toxic materials in the pollution can do lifelong damage."</p> <p>Source: https://www.fiafoundation.org/media/460790/every-childs-right-to-breathe-print.pdf General Comments Title: Proposed one-way system should be voluntary - at school drop-off and collection times only At school drop off and collection times, there's already a voluntary observation of a one-way system up Grove Road from The Grand Hotel to The Rise and returning to The Mall/Malahide Road (R106) via The Rise. I recommend that this voluntary system be communicated and supported by FingalCoCo and local schools.</p> <p>I believe this will achieve the desired goal while minimising the impact on residents of The Rise and Grove Road and The Mall. Outside school hours, The Rise and Grove Road are quiet residential streets with low through traffic. General Comments Title: Support for Fingalcoco commitment to enforcing parking laws - parking on footpaths, double yellow lines etc. I attended the public meeting on 8th October at which Fingalcoco stated that enforcement of existing parking laws will form a key part of this School Streets initiative. Fingalcoco stated that they are coordinating this with the Gardai and local traffic wardens. I welcome this commitment. The attendees at the meeting also voiced strong support for this.</p> <p>There was a dark time when drink driving was socially acceptable in Ireland. Together, we changed that. It's</p>		

	<p>time we made illegal parking on footpaths socially unacceptable - the vulnerable, children, elderly, blind and wheelchair users are depending on us. The current situation in which drivers are confident that their law breaking will go unpunished is no longer acceptable. I welcome Fingalcoco's commitment in taking a lead on this.</p> <p>The attached photograph shows Church Road, Malahide approximately 50 metres South of St. Andrews primary school on 8th of October at approx. 08.50, the morning of the public meeting regarding the establishment of a school street outside St. Oliver Plunkett's school.</p> <p>Shortly after I took the photo, a woman pushing a buggy attempted to pass these illegally parked cars, but was unable to. She turned, walked 50 metres back to where the lollipop lady was, where she safely crossed the road. This is unacceptable.</p> <p>In addition to the difficulties caused to footpath users, these cars caused severe traffic congestion as vehicles could not pass each other in the restricted road space. Enforcing existing law will help to reduce congestion.</p> <p>I appreciate that Garda and traffic warden resources are limited. It is not necessary to police this activity continuously - Occasional random policing will make drivers aware that they could receive a parking ticket at any time. The fear of a fine should suffice to change driver behaviour.</p> <p>General Comments Title: The need to provide safe walking / cycling infrastructure to community facilities (schools, clubs, parks, playgrounds, Dart/Train stations etc.) Attendees at the public meeting called for the provision of safe cycling routes to St. Oliver Plunkett's.</p> <p>Active Travel (walking / cycling) is beneficial to all of us, especially our children (physical health, mental well being, combating obesity etc.).</p> <p>Those who wish to walk / cycle to local schools, clubs, parks, playgrounds, Dart/Train stations etc. need safe walking / cycling infrastructure.</p> <p>I call on FingalCoco to expedite the provision of an East West cycleway (Portmarnock - Malahide - Swords) with connecting spurs to local community facilities (schools, clubs etc). This will enable older children to travel independently to their schools and social activities (e.g. home matches each weekend for the local GAA, Rugby and soccer clubs). It will also enable those parents/guardians who choose, to cycle/walk with younger children to school / social activities.</p> <p>Switching some local trips from car to walk/cycle is a small step we can all make to cutting our carbon footprint. This will also reduce traffic volume, congestion and emissions.</p> <p>General Comments Title: Create new park from existing "Open Space" to reduce walking/cycling time to St. Oliver Plunkett's and other local facilities A significant proportion (> 30%) of the St Oliver Plunkett's school-children live in communities to the east of the</p>		
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		<p>school (Robswall, Biscayne, Seapark, etc.).</p> <p>The walking/cycling time from these communities to the school are far longer than "As the crow flies" times. This was called out loudly at the public meeting on 8th October. Residents must walk/cycle down to the busy coast road, travel along the coast road, then up Grove Road to the school.</p> <p>Google Maps currently shows the walking time from Robswall to St. Oliver Plunkett's as 32 minutes via the Coast Road (2.6 kilometres). The recent completion by Fingalcoco of a shared pedestrian / cycle path connecting Robswall Park to Jameson Orchard enables Robswall residents to walk/cycle via the much quieter Seamount Road, and reduces the walking time to approx. 22 minutes (1.9 kilometres - approx. 8 minutes cycle).</p> <p>Significant further opportunities exist to improve permeability for walking / cycling, reducing trip time and making walking / cycling a more attractive option than driving children to school.</p> <p>The Malahide/Portmarnock map in the Fingal Development Plan 2017-2023 (https://consult.fingal.ie/en/system/files/materials/2018/Draft_Sheet9.jpg) shows an "Open Space" extending from Robswall / Jameson Orchard in the East between Seamount to the North and Seapark Hill / Abbots Hill to the South. It's coloured dark green and identified by the number 44. The map legend explains that an area marked "Open Space" means "Preserve and provide for open space and recreational amenities".</p> <p>There's an existing right of way through this "Open Space" connecting Seapark Hill to Seamount Road (Shown as a blue "indicative cycle route) in the map. This right of way is currently in poor condition (mud path bounded by building site hoarding at the Seamount Road end). Despite the poor condition of this route, it's used daily by 50 to 60 pupils of Malahide Community School, dramatically reducing their trip time, while removing car traffic from the village. The children using this route live in Seapark, Biscayne, Muldowney Court, The Moorings and Island View. FingalCoco should formalise and improve this right of way as a matter of urgency.</p> <p>Formalising the "Open Space" shown in the map as a park will be a huge contribution to the Malahide area. It will complement Malahide Demense and Robswall park and help to connect them. It presents Fingalcoco with the opportunity to provide much needed safe cycling infrastructure and dramatically reduce the walking / cycling time to the schools in the area, including St.Oliver Plunkett's, St. Andrews and Malahide Community School.</p>		
FIN-C251-35	Unknown	<p>I support this proposal fully and hope to see similar schemes across the country.</p> <p>Every year, 1500 premature deaths in Ireland are attributed to poor air quality in Ireland and cars are a significant contributor to this. Recent research also shows that children are particularly vulnerable to exposure and that air pollution inside cars is even worse.</p> <p>Furthermore, CSO statistics show that being the percentage of primary school children being driven to school has increased from 24% in 1986 to 60% in 2016 while the percentage of children walking and cycling to school has plummeted. The long term health effects of this are catastrophic.</p> <p>In the above context, I believe it is imperative that we take immediate steps to reduce both air pollution and</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>





		<p>exposure to it. Local authorities around the country must also encourage a modal shift from cars to walking, cycling and public transport. I refer you to the school streets initiative started in Bolzano, Italy in the 1990s and more recent implementations across London. Despite initial resistance, they have been a great success. Initial reports show a massive improvement in air quality and an increase in the share of pupils walking and cycling to school.</p> <p>In an Irish context, we have a great chance to pioneer this wonderful initiative in Fingal and I hope to see it implemented in full as soon as possible.</p>		
FIN-C251-36	Unknown	<p>I am all for trying to sort out the problems in the morning outside the school. Why can't it be organised to stop cars & vans parking on double yellow lines & on the footpaths around this area. I also think its up to the school to provide a facility of a drive thru from inside the school wall. This I know is a workable situation in other schools. I think by doing this one way system is only going to add to the problem.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-37	Resident	<p>I am a long term elderly resident of Grove Avenue and see the problems with school traffic increasing yearly. The proposed solution does not reduce the volume of traffic but only seeks to redirect it through a one way system.</p> <p>I note that the Traffic Mobility Plan submitted with the planning application for the school in 2012 had 3 stated objectives (a) reduction of car trips to and from the school (b) Shift from car to Walking/ Scooting/ Cycling and (c) Shift from Private Car Usage to Public Transport or car sharing. It also references "Walking Buses, Cycle training and car sharing schemes" and "proposes a series of measures aimed a reducing the overall dependency on the use of the private motor vehicles, promoting and encouraging alternative more sustainable modes of transport to and from the school. The strategy aims to optimise the use of the existing infrastructure". This report also notes that "there will not be an increase in the number of pupils attending Oliver Plunkett's School". While there may not have been an increase in the number of pupils it would appear that the 'Traffic Mobility Plan' has not been implemented as the number of cars dropping off and collecting children has been steadily increasing.</p> <p>I consider that the one way system and closing off Grove Road should not be implemented given the amount of disruption it will create. Anyone wishing to go to the Comunity School, Seamount, the Back Road etc will have to back track through the village. The proposed solution does not adequately deal with the volume of traffic.</p> <p>Instead I suggest that the school seek to actively reduce the number of cars in the area. I understand that there are many children who live too far away to walk and therefore suggest that the school liaise with Dublin Bus to provide a more appropriate public bus service or that designated school buses be introduced, that the walking bus system be introduced and that parking and drop off be properly monitored. Illegal parking and double parking are contributing greatly to the problem at the moment and are not being policed.</p> <p>At the moment residents of Grove Avenue and Grove Lawns cannot leave their houses by car at school opening times and both of the closing times. It is not possible for fire tenders or ambulances to access any of the houses in the event of an emergency.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-38	Resident	<p>I would like to lend my support to this initiative due to the volumes of traffic in and around the school at peak drop off times. Children's safety should be paramount.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

FIN-C251-39	Resident	<p>Whilst I appreciate the need for child safety and welcome any initiatives in that regard, I do have an issue with the proposed one way system up Grove Road operating 24/7.</p> <p>Grove Road operates very well outside of school hours and there are no traffic issues.</p> <p>What is proposed goes over and above what is required and will cause unnecessary congestion on The Rise as traffic tries to access the village.</p> <p>At present Grove Avenue and Grove Lawn are turned into parking lots during school drop off and collection times. There have been occasions when it has been impossible for residents to go down Grove Avenue due the road being blocked. Illegal parking on double yellow lines must be addressed as part of the solution and enforced.</p> <p>The proposed duration of 18 months for the pilot is not required as the one way system and the temporary road closures would not operate beyond the end of the school term when the school closes for the summer holidays.</p> <p>Finally I have an issue with the lack of any consultation process. I am a resident of Grove Lawn and did not receive a leaflet informing me of the proposals and I only became aware of the meeting in Portmarnock the day before. This is not the way for Fingal County Council to engage with residents if it wants a successful implementation of traffic initiatives.</p>		
FIN-C251-40	Resident	<p>With regard to the traffic calming measures being proposed by Fingal County Council, I wish to object on the grounds of emergency vehicle access, pedestrian safety and local resident/business access.</p> <p>Emergency Vehicle Access:</p> <p>Access to Grove Road, The Rise and environs, along with the wider upper Malahide Village and streets will be severely impacted by this. The routes emergency vehicles may be forced to take might add crucial response/access times for residents and businesses in these areas.</p> <p>Pedestrian Access:</p> <p>The plan as it is currently envisaged does not appear to make allowances for the traffic (vehicle and foot), going to Saint Andrews School.</p> <p>This will only get worse with this plan. Child safety will be impacted at St. Andrews School, and this appears to favour one school over another. Preferential treatment in favour of one school over another should not be part of any proposal.</p> <p>As it stands, sight-lines for pedestrians and drivers up and down Church Road/The Hill are very poor at school time, owing to the parking spots available which are not ideal. This proposal will only exacerbate an already congested part of upper Malahide village.</p> <p>Many parents and Children arriving on foot and leaving school on an already busy Church Road, will have to</p>		

		<p>contend with poorer visibility caused by more parked cars, plain and simple. Someone will get hurt. Residents up and down Church Road already have to prevent their drives being blocked by parents dropping children off, this situation will only be made worse.</p> <p>This plan is not conducive to current traffic patterns as the drop-off/pick-up routine for parents (the closer you get to both schools in the area) is chaotic at best. While I encourage and feel hopeful that users will be nudged towards walking to school as frequently as feasible, as it stands this is not the solution. I know of numerous parents that have to arrive at the top of Grove Road/ upper stretch of Church Road between 20 and 30 mins prior to school opening time, just to get near to their child's school such that they feel safe bringing their child onto the school property. Not all of us as users of the school have this ability.</p> <p>Local Business and Resident Access:</p> <p>This plan doesn't make Malahide a more pleasant place to live and do business. It does not facilitate the roads being open to all local users/residents around them at those times and also penalizes those that reside there, who in turn pay high property taxes to live on these roads. As proposed, the one-way being 24 hours a day seven days a week for 18 months from the end of November this is wholly unworkable as a local resident. Most residents near the area in question travelling toward the outskirts of the town and coast in any direction avoid the village because of the traffic lights and added pedestrian lights on the Mall. As a local, you don't drive into the town unless you're driving into the town for a specific reason. Your proposal will upend this practice and force traffic into the town-in the main. So much for accessing the amenities on foot!</p> <p>Can you not examine a drop system whereby the inner loop/yard area of Oliver Plunketts school is open for vehicle access such that some 200-225 metres of drop-off traffic is directed through the school grounds and a flow system is set up for parents of the children in the school, so that it doesn't affect everyone that reside around the school?</p> <p>Please look for unintended consequences of this proposal, that may severely impact local access (by locals), residential paralysis and other business impacts...</p> <p>Another consideration should be the proposal to develop/build apartments and housing on the Tir Na N'Óg plot with access via Church Road.</p>		
FIN-C251-41	Resident	<p>Noted traffic changes put forward for school drop offs in Malahide. But I would like to see cycle lanes in Malahide and the Fingal area.</p> <p>Healthier for everyone and less emissions.</p>	<input type="radio"/>	<input type="radio"/>
FIN-C251-42	Resident	I feel that the proposed one way system for Grove Road will add to the traffic congestion in the Village.	<input type="radio"/>	<input checked="" type="checkbox"/>
FIN-C251-43	Resident	<p>Having attended the meetings in Portmarnock Oct 9 and Malahide Library Oct 23, I am encouraged to see that significant changes to the original proposal will be adopted. Some additional views I have are:</p> <ul style="list-style-type: none"> - Delay any trial until after New Year 2020 - Investigate creation of a set down area in front of the school using existing public road and school space in 	<input type="radio"/>	<input type="radio"/>

		<p>front of Boyd Barret building</p> <p>- Support the initiative with traffic violation enforcement, this is particularly important for the areas of Grove Avenue, Grove Road and Sycamores, which will become 'Car Park 5'. These areas are already often impossible to navigate at school drop off and pick up times.</p>		
FIN-C251-44	Resident	<p>I appreciate the need for child safety and welcome any initiatives in that regard.</p> <p>Against</p> <p>I do have an issue with the proposed one way system up Grove Road operating 24/7.</p> <p>I do have an issue with the proposed 18 month trial period as this goes beyond the school term.</p> <p>Grove Road operates very well outside of school hours and there are no traffic issues.</p> <p>Suggestions</p> <p>I would suggest that single lane traffic be allowed from Grove Road at the top of The Rise through to Church Road. This will allow two means of exit for traffic coming up Grove Road and will ease some of the bottle neck of traffic going through the village.</p> <p>Enforce the rules of the road as they stand. Cars mounting the pathways and causes issues for users of the footpath and also causes other issues for motorists when manoeuvring.</p> <p>I suggest that the drop off lanes outside or within the school should be made available.</p> <p>I suggest that the gate between Abbotts Hill and the Grove Avenue should be opened during core hours to allow foot traffic and cycling to be encouraged. This would help people parking in the beach carpark as well.</p> <p>I would suggest that the parking spaces between Grove Rd and Church Rd be made longer vertically to allow people parking to drive in and out of the spaces and therefore alleviate the necessity of stopping during parallel parking.</p> <p>Parking on the Rise should be moved to one side of the road the same as Grove Rd to stop cars weaving.</p> <p>Finally I have an issue with the lack of any consultation process and how decisions were made. I believe that this should have all be considered during the planning of the school building with the idea of making an area available within the grounds of the school or the front.</p> <p>I would appreciate another consultation with residents before the final implementation of the plan or during the trial period at a suitable time.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

FIN-C251-45	Resident	<p>I want to be able to enjoyed the amazing amenity that is Malahide without fear of my life from traffic congestion. I want my children to be able to get to school safely by walking or on their bikes. I want them to be able to cycle to cricket in the summer, to the park all year round. Please remove on street parking from the entire area of Malahide, make room for proper, protected bicycle lanes instead. Make the whole of Church Road to Drumnigh Road one way (with the contra flow along the coast) with one lane for motor traffic and the other lane to move people by bike or foot. Think of our future. Think of our carbon emissions. Think of being able to get people to and from Malahide without depending on the car.</p>	<input checked="" type="radio"/> <input type="checkbox"/>	<input checked="" type="radio"/> <input type="checkbox"/>
FIN-C251-46	Resident	<p>Firstly I would like to voice my discontent at the communication of this project. I live on Grove Lawn, and there was no official communication from Fingal County Council regarding this project. I only became aware of this project by chance from a neighbour who saw a post on Facebook.</p> <p>As any traffic calming measure taken would have a direct impact on residents of Grove Lawn, I do not think this is acceptable from Fingal County Council.</p> <p>General Comments Title: Existing measures I understand that measures need to be implemented to help ease traffic around school hours at Oliver Plunket's.</p> <p>Yet, I do not understand why existing measures are not being used. There is no policing of the double yellow lines. Cars consistently park on double yellow lines, and on corners, making for unsafe driving. There is no consequences for these drivers.</p> <p>General Comments Title: Oliver Plunket's As the issue is mainly due to the traffic for Oliver Plunket's school, I do not understand why there was not more allowance for possible measures in the construction of the new building for the school.</p> <p>General Comments Title: Trial Period I do not believe an 18 month trial is necessary to judge the success of this project. The conversation of College Green into a pedestrian zone was only tested over three Sundays, and that was a project with a much larger traffic flow.</p> <p>General Comments Title: Operating Hours Outside school hours traffic in the Grove Road area is relatively calm. The imposition of a one-way system full time would be a hindrance to the residents on the Grove Road area.</p> <p>General Comments Title: Aim I do not believe this project will achieve its aim.</p> <p>I do not think this measure will reduce the number of cars on Grove Road at school opening and closing hours.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>





FIN-C251-47	Resident	<p>As a resident of Grove Lawn I understand that traffic at drop off and collections times is horrendous leaving us trained to run errands at other times of the day, I do not understand how these traffic issues were not considered when construction on the school began.</p> <p>Currently, cars park on double yellow lines along Grove Lawn, Grove Avenue and the Rise and I feel like this could get worse with the introduction of a one way system as people will try to avoid the traffic.</p> <p>I also do not believe that the introduction of a one way system will reduce the air pollution in the surrounding areas, and may even increase the pollution in the village and more cars will be forced to travel through it.</p> <p>I do not believe that if a one way system was enforced it would need to be 24/7 as during non drop off times the traffic is very low and this would cause residents to travel a less direct route home.</p> <p>Furthermore I believe the trial period of 18 months is far too long, it should be obvious within a few months if the initiative is effective or not.</p>		
FIN-C251-48	Parent	<p>I am a mother to 3 children in St Oliver Plunkett NS and I strongly object to the proposed plans.</p> <p>The Proposal to close off a road and implement a one-way system is a drastic change and will not solve the current problems but will in fact increase heavy traffic, illegal parking and restrict access for residents and emergency vehicles. There has been a lack of consultation with the school community and I believe there are other solutions which could improve the situation.</p> <p>The timing of this proposal is surprising given that the school is currently a building site and faces many challenges as a result. Building is due to be completed in Spring 2020 and a number of issues will improve once building work is completed.</p> <p>Planning to introduce this proposal in the month of November is also surprising as dark, cold and wet mornings are not likely to get people on board with walking to school and will increase traffic flow into the village in the busy festive season.</p> <p>At the very least the proposal should be postponed for review after completion of school building works. In the meantime, Fingal could work with the community on other measures to improve issues.</p> <p>Closing a road should be a last resort!</p> <p>Problems with Schools Streets Proposal:</p> <p>Instead of cars being able to move freely into and out of the area in the most direct and efficient manner, more cars will now be forced together increasing heavy traffic and resulting in more emissions in the school area.</p> <p>Closing off Grove Road takes away 16 legal parking spaces! This will force more cars to park illegally/dangerously/obstructing traffic.</p>		

	<p>Fingal is assuming parents will stop driving but many parents drive for a reason – heading straight to work, bringing other kids to playschool, younger kids too small to walk etc</p> <p>Traffic very heavy coming down Church Road already.</p> <p>2 other schools in immediate vicinity – St Andrews National School and Scoil Iosa, both with heavy traffic flow and lack of parking. There will be increased traffic flow past St Andrews School into the already busy village.</p> <p>Malahide Chamber of Commerce are against the proposals.</p> <p>Parents will be stopping at lollypop lady on Church Road and letting their children out of the car there on the busy main road.</p> <p>The Quarry, St Margarets Road and St Andrews Grove will have significant increased traffic flow with parents dropping kids out and doing U-Turns.</p> <p>Parents with Disabled children or residents can apply for a permit to access Grove Road but Fingal are unsure how the road will be blocked off and how permitted access will operate. How does a permitted car get through the barriers and then wade through the busy pedestrianised street full of young children?</p> <p>One-way system will mean lots of parents coming up Grove Road stopping at the school at the top of The Rise and letting children out there, stopping traffic flow.</p> <p>Too many cars will be trying to get out onto The Mall from The Rise and traffic will quickly back up and bring The Rise to a standstill.</p> <p>Residents are restricted from entering and leaving their houses and will be forced into the one-way school traffic taking considerably longer to get out of the area. They will be forced (slowly!) onto The Mall and the busy village instead of being able to exit via Grove Road into Church road.</p> <p>Coming from Church Road access to Grove Road, Grove Avenue and Grove Lawn is considerably restricted and residents will be forced into the village to do 2 right hand turns to loop back around.</p> <p>Suggestions:</p> <p>Encourage walking to school where possible - including walking buses from nearby car parks and secure scooter and bike parking at the school.</p> <p>Tackle dangerous / obstructive parking – in particular Grove Road between the entrance to the school and Grove Avenue, perhaps a no parking zone or a school drop off area.</p> <p>Stagger Traffic - access to the school yard in the morning will be earlier once building work completed and yard space improved, possible afterschool club / afterschool activities straight after school</p> <p>Tackle School gate overspill onto road - 1st and 2nd classes could be brought into the yard at 2.30 to meet</p>		
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		<p>with those collecting them, in the same way as Junior and Senior Infants. 3rd class and above (1st and 2nd class too if parents wish) should be meeting parent/minder a short distance from the school. This would remove the congestion at the school gates at 2.30 and enable older pupils to leave the school quickly and safely.</p> <p>Review final site plans for access/parking/front of school eg will there be a separate car and pedestrian entrance</p> <p>Consultation with St Andrews NS also necessary, improvements could be made there too.</p> <p>Get parents and children on board with finding solutions that will improve the environment for all!</p>		
FIN-C251-49	Resident	<p>Title: Observation 1 The whole change was poorly communicated, I have many neighbors who don't realise this is happening. There will be accidents or people forgetting</p> <p>Title: Observation 2 They don't enforce double yellow lines. Before punishing the people who live there and have to deal with this the double yellow lines should be strictly enforced to reduce the amount of traffic and blind spots. When I drive from my house around the bend i am shocked every time I haven't hit someone. Parents driving have no respect for the locals and drive with some speed to get a spot or randomly break and stop the car which is a bigger issue than traffic direction</p> <p>General Comments</p> <p>Title: Observation 3 The school should have done something when building the new school. They could have put in a set down zone or parking when building the new school. It wasn't forward thinking, and they knew the terrible traffic was an issue</p> <p>General Comments</p> <p>Title: Observation 4 Unnecessary outside school hours. Why should people coming home from work have to deal with this one way system. If a bad day was had a driver could forget about the one way system and cause issues</p> <p>General Comments</p> <p>Title: Observation 5 School buses would make more sense than parents driving and blocking up roads. Some parents drive from around the corner (less than a 10 minute walk) which shouldn't be allowed unless it's a terrible day out.</p>	<input checked="" type="radio"/> <input type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-50	Resident	<p>One Tuesday the 8th of October I attended the public meeting held in The Portmarnock Links Hotel in relation to the Proposed School Streets Initiative and Traffic Calming for Grove Road and The Rise, following this I</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>



	<p>would like to make the following submissions.</p> <p>The proposal to close the section of Grove Road from The Rise to Church Road for specified times.</p> <p>While this may certainly seem like a good idea in relation to dropping off and collecting children from the school the knock on affects to the village will be profound. There will no longer be a right turn from Church Road into Grove Road forcing traffic into the village and substantially increasing the volume of traffic accessing the school on Grove Road, alternatively the traffic will stop on Church Road which is already a busy road with Saint Andrew's School on it.</p> <p>At the meeting it was indicated that on that morning (a dry morning) over 140 cars turned right into Grove Road and when the School Warden was consulted they informed that on a wet morning it would be substantially higher, this is traffic that will be forced through the village.</p> <p>General Comments Title: The Proposed One Way System and Illegal Parking Having lived on Grove Road for over 52 years I can accept that there is a large volume of traffic on it during school drop off and collection times it is something we live with and accept however I would not call it a rat run and outside of school drop off and collection time it is quite quiet.</p> <p>The introduction of a oneway system will not help the traffic congestion during the school times, many of the cars that park on Grove Road to drop off and collect children turn around on the road and go back down the road once finished, making the road oneway will only force them towards the school causing further congestion on The Rise.</p> <p>Nineteen years ago the same proposal was introduced, a one way system on Grove Road and The Rise it lead to complete chaos in the village so much so that it was abandoned after a few weeks, the conclusion can only be drawn that since then the volume of traffic in general has increased so will the level of chaos throughout the village</p> <p>Over the past 2 weeks since the public meeting of the 8th of October I have observed the traffic on the road, cars park on double yellow lines on a bend, cars park on the footpaths and many of those driving up the road fail to obey the rules of the road and drive too quickly, the solution is simple, as I said at the meeting enforce the parking rules in relation to double yellow lines and on footpaths and a lot of the problems around the school will go away.</p> <p>At the public meeting the council officials stated that they wanted the children to walk to school by using the carparks in the surround areas something I would agree with but as we know it is hard to get people to change habits, however by enforcing the parking around the school you will start to make people change their habits through the necessity for them to walk for atleast part of the distance.</p> <p>Following a further meeting held in Malahide Library Fingal County Council have stated that they will drop the idea of the one way system but are still intent on introducing the School Streets Initiative, while I appreciate the intent of this initiative I feel that it is misplaced on Grove Road the introduction of no right or left turn into Grove Road will force traffic into the centre of the village and increase the volume going up</p>		
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		<p>Grove Road from the Grand Hotel, further to this it will also increase the volume of traffic outside St. Andrews National School on Church Road.</p> <p>With the intention being that parents park and walk their children to school, the council should look at the current traffic situation at the entrance to the Grand Hotel, currently the vast majority of cars exit the hotel grounds to drive onto The Mall without stopping, the introduction of clear yield signage and clear footpath markings at the entrance would greatly help in this matter.</p> <p>The duration of 18 months for a trial period is far to long, I would suggest that a trial from the beginning of the school term until Easter in 2020 would be more than long enough to ascertain as to the schemes effectiveness, further until the scheme is deemed to be permanent there should be no need to install rising bollards between The Rise and Church Road at great expense.</p> <p>I trust that the council will take onboard all the comments made in the submissions and make a clear and reasonable decision</p>		
FIN-C251-51	Resident	<p>As a member of St Margaret's Road & Ashleigh Lawn RA we welcome the need for enhanced road safety for the children and residents of the area. That said, we are concerned that the current proposal to pedestrianize Grove Road and create a one way system on the Rise will exacerbate the traffic on the surrounding roads: Church Road, St. Margaret's Road and Park. In our opinion, the current proposal would greatly increase the traffic on St, Margaret's Road and Park and Church Road and as a result would greatly compromise the safety of the children who walk to school as well as the safety of all Residents of these roads. Furthermore, with increased traffic flow it would lead to a reduction in the residential amenity of these areas.</p> <p>For a great many years now the Residents of St. Margaret's Road and Ashleigh Lawn have seen an X fold increase in traffic as car drivers use it as a road to avoid the centre of the village. Over the years, the Residents Committee has called on FCC to enhance the traffic calming measures on St. Margaret's Road. This has been met with very little progress from FCC. As new developments have been built near Broomfield and the back road to the Castle, along with the increase in Student numbers in the Community School, the Residents have noticed a huge increase in the volume of traffic on St. Margaret's Road and Park and the ever increasing speed of these cars as they use it as a rat-run to avoid going into the village centre.</p> <p>We are cognisant of the fact that traffic calming measures need to be addressed near the school, but we believe that FCC's current proposal is short-sighted and will push the traffic problem to the surrounding roads and thus compromise the safety and security of all Residents including its school-going cohort. We respectfully request that FCC reconsider their proposal and come-up with a realistic proposal/s that addresses the concerns of the neighbouring streets.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-52	Resident	<p>As a long term resident of The Rise I wish to object to the plan to make Grove Road and The Rise a one way system to suit the huge traffic flow going to St, Oliver Plunkett School. Other solutions must be used to combat the problem.</p>	<input type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-53	Resident	<p>I have lived on this road for the past 33 years. I pay substantial property and road tax. I drive from The Mall and up The Rise every morning at 09:45. Does this mean that I join the school traffic up Grove Rd. and queue to get to my home on The Rise? I strongly object to this proposal.</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

FIN-C251-54	Resident	<p>Coming up Grove Road from the Grand Hotel, there is a small green area on the left beside The Sycamores and Marley. With very little modification this could become a Set Down, Turnaround, giving the driver 3 options: 1. Going back down Grove Road, 2. Going down The Rise, 3. Going to Church Road. A lollipop lady could be on duty to traffic the children from the set down, turnaround, across to Grove Avenue school footpath. If this proposal was implemented and managed, it would take pressure off all the traffic being funnelled down The Rise, and increasing the congestion at The Diamond traffic lights. What you are proposing was tried in the eighties when my children were attending Oliver Plunkett's and it did not work then, when there was less traffic on the road.</p>		
FIN-C251-55	Resident, Church Rd. Residents Assoc.	<p>I write as Chairperson of the Church Road Area Residents Association, which represents approximately 80 families living in the area, including homes in Church Road up to the Back Road, that part of Grove Road which you propose to close, St Andrews Grove, St Margaret's Park etc. As such we represent the majority of the residents who would be affected by your pilot scheme.</p> <p>We urge you to abandon this ill-considered pilot scheme until you have obtained the necessary factual basis and have had an opportunity to consider what changes might actually improve the current problems. Accompanied by a few colleagues, I attended your information meeting (held in Portmarnock to make it hard for Malahide residents to attend?). We were appalled that your representatives were ignorant of (or reluctant to share) basic facts about the current situation. We set out below some of these facts, but we do not pretend to have a full knowledge, which might be obtained by a traffic survey and by analysis of the home addresses of the pupils of both schools involved.</p> <p>The objective</p> <p>As we see it, the objective of any scheme would be to make it possible for parents to get their children to school and home again, safely and without creating traffic chaos. There are two schools involved – St Oliver Plunkett's and St Andrew's - it does not make sense to consider one school only.</p> <p>The facts</p> <ul style="list-style-type: none"> At present, during school starting and ending times, there is traffic chaos and illegal parking in Church Road, St Andrews Grove, St Margaret's Park, The Quarry, Grove Road, The Rise. (The traffic in Church Road is heavy anyway in the morning, because of school traffic also going to Scoil Iosa.) The result is that many of our members and some other people outside our area (e.g. in The Rise) are regularly blocked from entering or leaving their property by illegally parked cars. The Gardai have proved unable to resolve this, despite many appeals to them. Large numbers of the pupils of both schools (possibly the majority) live west of the railway and could not walk to school. There are no parking areas suitable for parents to drop them off and collect them. <p>Your proposals</p> <p>The obvious effect of your proposals would be</p> <ul style="list-style-type: none"> Effectively to limit access to St Oliver Plunkett's to cars coming from the East side of Malahide. Cars coming from the West or South would be forced to stop (and turn around) in Church Road or in the roads off it, as they could no longer make their way via The Rise or Grove Road. This would result in worsening the existing chaos and illegal parking in Church Road and adjacent housing areas. To create traffic problems at the junction of The Rise and The Mall (turning right into heavy traffic) and again at the junction of the Mall and Grove Road (by the Grand Hotel). (These problems might be lessened if the one-way circuit was anti-clockwise rather than clockwise – i.e. South on The Rise, North on Grove Rd.) <p>Alternative Solutions?</p> <p>Some ideas which have emerged in a discussion at our Committee might be helpful to you in looking at alternative solutions:</p>		

		<ul style="list-style-type: none"> Shuttle bus services to and from suitable parking areas, such as the Bridgefield, the Castle playground carpark and the Beach Car park Carry out research on existing parents dropping off and collecting children to find how best to persuade them to leave their cars at home. <p>Conclusions Church Road Area Residents Association strongly urges Fingal County Council to abandon the current ill-considered pilot scheme and to carry out in-depth research to find a better solution to a problem which relates to both schools in our immediate area.</p>		
FIN-C251-56	Resident	<p>I attended the Public Meeting in the Portmarnock Hotel & Golf Links and as a long-term resident of The Rise, I write to join with the opinion of many at the meeting, and voice my objection to the above proposal. The natural effect of the proposal will be to increase significantly the daily volume of traffic on The Rise (a quiet residential road). The resultant volume will have the consequence of prolonged delays on Rise traffic accessing The Mall. The delay in access to the Mall will impact on those wishing to go towards Portmarnock (with consequential Rise queues). Also, the increased volume from the Mall seeking access to the Grove will be seriously impacted by traffic from Portmarnock direction. All of which will have knock-on effects on centre village traffic.</p> <p>This proposal will require that Rise residents wanting to go anywhere west of the village will have no alternative but to go through the village, further adding to congestion.</p> <p>I do not have an objection to the "School Street" proposal, as it occurs only during School term time. At the meeting the Fingal representatives recognised that the consulting/notice leaflet process was flawed in that short notice, sporadic distribution and leaflet inaccuracies (gave no indication that one way proposal was 24/7, 365 for 18 months trial AND gave an inaccessible online address for responses). A week later the promised revised document has not been received!</p> <p>All of this must put into question the proposed timelines, and require further consultation with ALL interested parties.</p> <p>Finally, whatever happened the "voluntary one-way Rise system" during school delivery and collection hours which had been in place for many years?</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-57	Resident	<p>As a long term resident of Grove Road; I strongly object to the proposal for a one way 24 hour/365 day traffic flow system.</p> <p>We do not have a Rat Run problem, but rather have severe congestion issue for approximately 45 minutes maximum three times a day during school term at drop off and collection times</p> <p>I support the idea that the road from Church Road to the top of the Rise is closed during these times</p> <p>The 30kph limit requires more prominent signage and needs to be enforced</p>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
FIN-C251-58	Resident	<p>I am totally opposed to closing the section on Grove Road during the times outlined. I feel it is unnecessary and will result in all traffic during those times being redirected through the village which is already overburdened with cars etc. How the school was given planning permission without some sort of set down area/lay-by being considered is beyond me. I still think some sort of area within the school grounds needs to be examined, even at this late stage. There appears to be enough space in front of the old school building. In my opinion it is the bad behaviour of drivers that needs to be changed. Traffic and parking laws need to be enforced and consequences given to those who disobey them. At the moment all are ignored.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
FIN-C251-59	Resident	<p>I object to your proposal to make The Rise, Malahide a One Way system.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FIN-C251-60	An Taisce	<p>St Oliver Plunketts School is participating in the An Taisce Green-Schools Programme. The Travel theme as a part of the Green-Schools Programme is a behavioural change programme for school children and young people that focuses on a modal shift from a dependency on private individual cars to using sustainable transport on the school run. As part of this programme, students conduct a walkability and cyclability audit of their school, which commonly results in strong recommendations for vehicle traffic reduction and calming in the vicinity of schools. An Taisce Green Schools commend Fingal County Council for proposing the Pilot 'School Streets' scheme at Grove Road, Malahide and this submission is generally supportive of the proposal, however there are some elements of the proposal that it is felt should be carefully considered, as set out below.</p> <p>School Streets are widely accepted as effective measures in dramatically reducing risk of vehicular collisions with children and as a catalyst towards positive behaviour change by both parents and children, encouraging children to safely walk, cycle or scoot to and from school. In addition, 'School Streets' can have wide-reaching health benefits to children. A 2018 UNICEF study found that children spend an average of 7% of the day travelling to school, but experience 15% of their daily exposure to black carbon while on their journeys¹. School Streets are an effective way to combat this risk to health. A 2019 survey by Sustrans (UK), has revealed that 90% of parents and residents would support closing streets to cars more regularly outside schools. Their study revealed that, out of 954 respondents, three quarters (75%) were worried about the health impacts of exhaust fumes on pupils during school drop off and pick up times. 72% of the respondents agreed that where road closures had taken place, the street felt safer to use ².</p> <p>It is noted that the proposed scheme at Grove Road not only involves the closure of a street to vehicular traffic during school hours – a 'School Street' – but it also proposed a permanent (24 hour) one-way system to be implemented to circulate vehicular traffic around The Rise and Grove Road. Green Schools are keenly aware that one-way vehicular streets can be unsafe places for pedestrians and cyclists with vehicles being less concerned about on-coming traffic and without appropriate design measures, vehicle tend towards speeding. Green Schools is concerned that while a 'School Street' is proposed, which will improve safety outside the school gates, the proposed one-way vehicular system could create a more vehicle-dominated environment in adjacent streets as a result of the one-way system. Green Schools urge Fingal County Council to consider the safety of increased levels of children walking and cycling to school along the streets proposed for one-way vehicle movements. Design measures such as speed ramps or pathway build-outs are proven to inhibit speeding vehicles. Contra-flow cycle lanes that are fully separated and protected from oncoming traffic will also proven to reduce traffic and will of course benefit children cycling to school as well as the wider community users. As well as the above traffic calming measures, Green Schools recommend that monitoring and evaluation of the effectiveness of the one-way vehicular system is carried out before and after the scheme is introduced. Aside from concerns set out above about the one-way vehicle system that accompanies the 'School Street' proposal, Green-Schools is supportive of the proposed Pilot 'School Streets' project and would be interested to partner with Fingal County Council in monitoring and evaluating the effectiveness of the scheme. In particular, it is of great importance to evaluate the behaviour change impacts that result from the scheme. Green Schools recommend that an appropriate budget is set aside by Fingal County Council to carry out ongoing consultation and travel surveys with parents and children of St Oliver Plunketts School before and after implementation of the scheme. Again, we commend Fingal County Council for proposing this 'School Streets' scheme and thank you for considering the needs and safety of vulnerable road users such as children making their way to and from school.</p>		 
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FIN-C251-61	Resident	We agree, but only if 'The Quarry' is also included in the scheme of no parking, otherwise our situation will deteriorate further. During school morning and afternoon delivering/collection time, it is impossible to access or egress our property. Double yellow lines and signs exist, which are not adhered to and are not enforced by the council.		
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