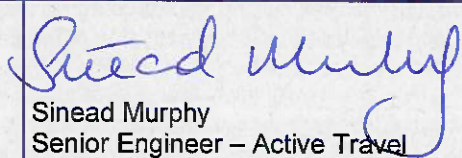




SECTION 38 DECISION

Project Name:	<p>Safe Routes to School – Pope John</p> <p>Paul II National School, Malahide,</p> <p>Co. Dublin</p>
Project Description	<p>The 'Safe Routes to School' programme was developed in partnership with the National Transport Authority (NTA) and An Taisce's Green-Schools programme in 2020 to support schools in increasing walking and cycling to school.</p> <p>The works aim to enhance access routes to school by improving walking and cycling infrastructure in the vicinity.</p> <p>The SRTS Programme acknowledges the ongoing need to facilitate improved active travel routes and infrastructure, mitigate existing road safety concerns at school, improve air quality around schools and facilitate modal shift towards active travel.</p> <p>The works proposed as part of the proposed scheme include:</p> <p><u>Caves Strand / Sea Road:</u></p> <ul style="list-style-type: none"> • Provide 4 uncontrolled crossings at Inbhir Íde / Caves Strand junction. • Build out footpath extension on Sea Road and Inbhir Íde. • Formalise raised crossing point to a Zebra crossing i.e. provide zig-zag markings, red tactile paving and belisha beacons. • Remove kissing gate at the start of the path on the west side of Caves Strand. <p><u>Inbhir Íde:</u></p> <ul style="list-style-type: none"> • Road running in front of houses 109-101 – Road narrowing by building out footpath (2m) for first section, provide a ramp and at grade path separated of the carriageway by line markings and bollards. <p><u>Inbhir Íde Junction:</u></p> <ul style="list-style-type: none"> • Junction tightening and provide uncontrolled crossing (buff tactile paving and dropped kerbs). • Road running in front of houses 84-82 - Road narrowing by building out footpath (2m) for first section, provide a ramp and at grade path separated of the carriageway by line markings and bollards. <p><u>Inbhir Íde Drive - Front of School Works:</u></p> <ul style="list-style-type: none"> • Junction tightening and ramp to provide pedestrian priority at Inbhir Íde / Inbhir Íde Drive Junction. Pencil bollards at junction to prevent parking. • Coloured surface (buff) along entire School Zone/School Street area. • Western end to become a 'School Street' with no left turn from Inbhir Íde into Inbhir Íde Drive except residents during school pick up/drop off times – removable bollards to be provided. • Build a short ramp to enable cycling access to Inbhir Íde Drive. • Relocate disabled parking bays to the east side of the junction, closest to the school entrance, where the school bus bay currently is. • Shift school bus bay east along the same side of Inbhir Íde Drive. This will also prevent on street parking on the north side of the road for most of the length. • Widen footway on east side of Caves Strand and north side of Inbhir Íde Drive. • Speed ramp to mark school zone. • Junction tightening and ramp at Inbhir Íde Close and Sonesta junctions. <p><u>Other works:</u></p> <ul style="list-style-type: none"> • Provision of uncontrolled crossings at 3no. locations. • Provision of junction tightening, raised table and uncontrolled crossing at Ard Na Mara.

	<ul style="list-style-type: none"> New road signs (no left turn) at Sonesta entrance <p>Fingal County Council will be providing regulatory traffic signs in accordance with Section 95 of the Road Traffic Act 1961 (as amended).</p>	
	APPROPRIATE PROCEDURE	Y/N
Section 38 Ambit	<i>Do proposed works comprise Traffic Calming Measures as defined in Subsection 9 of Section 38 Road Traffic Act 1994?</i>	Yes
	<i>Is the scheme undertaken within (and does not extend beyond) the boundaries of a public road as defined by the Roads Traffic Act 1994?</i>	Yes
DECISION 1	SECTION 38 IS THE APPROPRIATE EMPOWERMENT PROVISION	
AA Screening Determination	<i>Has AA Screening determination identified that Appropriate Assessment is NOT REQUIRED?</i>	Yes
EIA Screening Determination	<i>Has EIA Screening determination identified that Environmental Impact Assessment is NOT REQUIRED?</i>	Yes
DECISION 2	APPLICATION TO AN BORD PLEANALA IS NOT REQUIRED	
Exemptions from Part 8 Procedure as per S179(6)(bb) of the Planning & Development Act 2000	<i>Is the Primary Purpose of the proposals to enhance public bus services or improve facilities for cyclists as identified in subsection(6)(bb) of S179 of the Planning and Development Act of 2000 and thus exempt?</i>	Yes
	<i>Does the proposal consist of works of maintenance or repair, other than works which would materially affect the character of a protected structure or proposed protected structure and thus exempt?</i>	n/a
	<i>Is the development necessary for dealing urgently with any situation which the manager considers is an emergency situation calling for immediate action and thus exempt?</i>	n/a
	<i>Does the development consist of works which a local authority is required by or under statute or by order of a court to undertake</i>	n/a
Exemptions from Part 8 Procedure as per S80 of the Planning & Development Regulations 2001	<i>Is the cost of the proposal likely to be below €126, 000 and thus exempt under S80(1)(k) of the Planning and Development Regulations 2001?</i>	n/a
DECISION 3	THE PROPOSALS ARE EXEMPT FROM PART 8 PROCEDURE	
S38 DECISION	THE OUTCOME OF THE ABOVE DECISION IS AS FOLLOWS:	
	The proposal will progress under the Provisions of Section 38 and Traffic Works Order will be sought	
Signature of the Decision Maker	 Sinead Murphy Senior Engineer – Active Travel	Date 15 / 08 / 2024.
Position		