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AFEC International
Unit B6, Swords Enterprise Park
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4th January 2023

Our Ref: CCE0348/Lt01_04/01/23

Subject: Response to Request for Additional Information
Post Primary School, Thomas Omer Way, Lucan, Dublin
Planning Ref: SDZ22A/0011)

Dear Mr. Lenihan,

Coakley Consulting Engineers (CCE) have been commissioned on behalf of the applicant, Department of Education, to prepare an individual response to Item 2c contained in the Additional Information Request letter from South Dublin County Council (SDCC) dated 29th September 2022 in relation to planning application Ref: SDZ22A/0011. CCE are traffic and transport consultants based in Tralee, Co. Kerry. This response should be read wholly in conjunction with all other information and drawings submitted as part of the application, in particular the Mobility Management Plan (MMP) report submitted in response to Items 2a and 2b.

Additional Information Request Item 2c states:

c. The applicant is requested to provide clarity in terms of the quantum of drop-off spaces, its location, and a full justification for both in terms of road safety and promotion of sustainable transport modes.

Response:

The proposed drop-off area aims to minimise illegal parking on surrounding roads and poor driver behaviour whilst catering for realistic drop-off and pick up demand in line with mode of travel targets set out in Section 4 of the Mobility Management Plan (MMP) report.

The drop-off area of approximately 120m long in total has been provided along both sides of the internal access road which allows pupils or staff to be safely dropped by private car on both sides of the road and can also be used by bus transport if required. Formal pedestrian crossing facilities have also been provided to assist those who drop-off on the eastern side of the access road to cross in a safe manner.

The proposed site layout and importantly the drop-off facility has been subjected to an independent Road Safety Audit (RSA) process, the recommendations of which have been accommodated into the revised Proposed Site Layout design.

The drop-off facility permits vehicles to park parallel to the kerb as shown. Typically, the required dimensions of a parallel parking space is 6m long which allows room for the safe movement in and out of the space. This would equate to a quantum of approximately 20no drop-off vehicle spaces @6m long each. However, in reality, driver behaviour and traffic conditions during drop-off and pick-up times vary significantly and many vehicles do not parallel park in an efficient manner and will leave additional distance between themselves and the surrounding cars, equating to an average of 8m for each vehicle space (evident at all similar parking facilities).

Therefore, a more realistic day-to-day quantum of available drop-off spaces would be 15no. + spaces at any one time.

Drop-offs for the majority of drivers and depending on student age are a quick and efficient process, whereby the car stops and students alight immediately with minimal delay thereby freeing up capacity and parking.

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Pick-ups are significantly different, with many drivers arriving early to 'find' a space and then waiting until school finishes and the student 'finds' their car. This results in an inefficient use of available spaces and will be actively discouraged as part of school policy

Although the overall aim of the MMP is to reduce school trips by private car, whether a passenger or driver, the key objective of the MMP is to first introduce and promote a range of measures through an Action Plan to encourage discussions around and use of more sustainable modes of transport such as walking, cycling, public transport and car sharing (car-pooling) to achieve the ambitious year 1 preliminary mode of transport targets.

Section 4 of the MMP report outlines the ambitious targets and objectives of the plan. As shown in Table 4.1, the proposed mode of travel target for car passengers (students) using the Drop-Off area is 30% of pupils (150no. pupils).

Although there is potential for multiple pupils to be dropped off or collected by 1no. vehicle (family or car-pooling), based on the above, the proposed location and quantum of drop-off spaces (15no.+) can be justified in order to cater for the predicted number of car passengers based on the mode of transport targets in the MMP report.

Please refer the Mobility Management Plan (MMP) report submitted for the response to both Items 2a and 2b of the Additional Information Request letter for planning ref: SDZ22A/0011.

Yours sincerely,



Date: 4th January 2023

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Traffic and Transport Consultant
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