

# Walkability Audit

## Inchicore National School



9 Sarsfield Rd, Kilmainham, Dublin

**Roll Number:** 20139T

Inchicore National School is a public mixed primary school founded in 1853. This school has approximately 25 teachers and 230 pupils and is situated on Sarsfield Road. Immediately north of the school entrance is Sarsfield Road with Dublin Bus routes travelling through and residential streets directly above. Further North are the busy R833 and R148 roads. East of the school is Inchicore Road leading toward Bully's Acre and The Gardens at the Royal Hospital Kilmainham. To the West, Sarsfield Road goes under a train route to merge with the busy R833 Dual Carriageway heading toward Ballyfermot. South of the school is the Inchicore Road and Inchicore Village with Richard and Grattan Crescent Parks flanking East. Sarsfield Road in front of the school has a reasonable high volume of traffic travelling at high speed including buses and pavements which are exceptionally narrow meaning vehicular traffic passes close to pedestrians.



A **Walkability Audit** is a methodical examination of how pedestrian-friendly a route may or may not be.

The word **Walkability** means the “**ability to walk**”.



Members of the school population identified a possible walking route to school to audit.

Approx. 10/10/2011  
 Hazardous  
 15 of death from  
 cause too small  
 people should watch out  
 cars to fast for pedestrians  
 more littering as  
 we go there and

Walkability audit  
 long narrow footpath  
 a bit too fast (speed limit)  
 Bins taking up lot of space  
 force should go all the way down  
 bin in the way  
 broken foot path  
 dog poo  
 cars taking up too much space on road  
 lots of litter  
 no school signs  
 more lollypop ladies/men  
 too many cars  
 too many BINS  
 bicycles just left there  
 no speed signs  
 very narrow paths  
 lots of weeds

Hazardous  
 Puddles in path island road  
 vandalize people be made  
 weeds on grass smaller  
 litter while crossing for path  
 cars in between lines  
 not enough street lights  
 no pedestrian signs  
 no one there if leave  
 Is a little where is a horn above the tunnel  
 tracks in path can get filled in  
 lots of pipes  
 cars/truck close to  
 Path not good

motor bike driving on  
 path  
 dog poo  
 writing on post boxes

More railings  
 broken foot path  
 litter  
 No school signs  
 alot of narrow paths  
 made from brick cobble  
 slipping loads  
 No track lighting  
 cracked brick curved  
 more litter

Walking  
 narrow path  
 no speed signs  
 too much clutter  
 clocks on cars  
 no one signs of  
 the leaves

## Objectives:

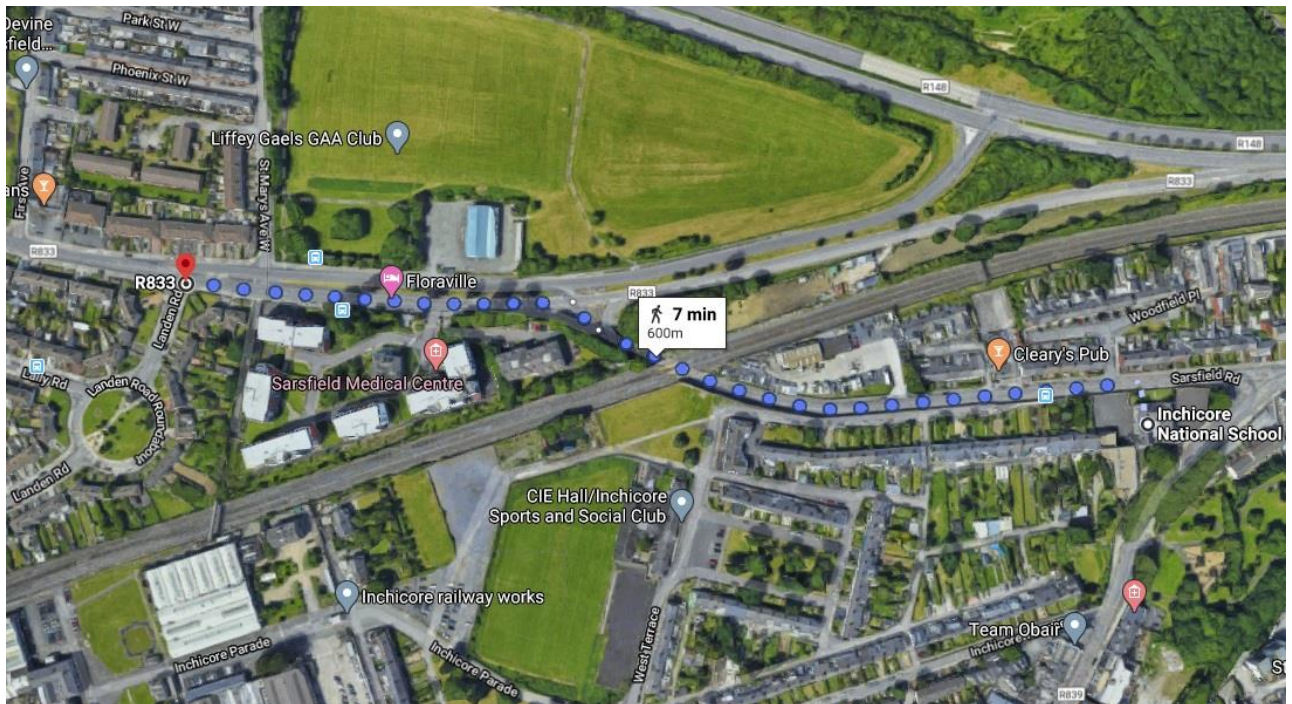
1. To audit a local route to school and assess its suitability for walking.
2. To identify positive features and areas for improvement
3. To provide recommendations for improved walkability.

# The audit route

## Description of the route audited:

A main route to school was identified for the purpose of the audit. This route was 600m. We exited from the Inchicore National School entrance onto Sarsfield Road and, using the pavement to the left, we followed this road West until we reached the Landen Road. We returned the same way using the same side of the road.

A map of the route is provided below.



# Positive Findings

- 1. Public Transport Access**
- 2. Double Yellow Lines**
- 3. Guard Rails**
- 4. Street Lighting**
- 5. Pedestrian Crossings**



# Positive Findings

In images A & B, one can see the bus stops and bus lanes passing by the school as well as double yellow lines directly outside the school to prevent parking at the entrance. In images B & C, then, guard rails are visible, preventing pedestrians from walking onto the road.



A



B



C

# Positive Findings

In images D, E and F street lighting is visible along Sarsfield Road, which positively contributes to the safety and attractiveness of the route. Lastly, in images, E & F, taken at the very end of the 600m route when Landen Road is reached, high quality pedestrian crossings are available.



# Requests for Infrastructure Improvements

The aim of Green Schools Travel is to change the behaviour of students and staff to adopt sustainable modes of travel (i.e. walking, cycling, public transport, park & stride, carpooling) to the greatest extent possible and reduce unnecessary and unsustainable use of the private car. Programs of behaviour change can only make an impact when the infrastructure that staff and students use affords these individuals the genuine capability to walk, cycle, access public transport etc. Accordingly, sustainable travel must be made a realistic and accessible option in a way that goes beyond educating, training and motivating individuals in order to change their behaviour. The following requests for infrastructural improvements will enhance the walkability of the designating walking route to school and will therefore enable students, staff and parents alike to adopt walking as a more feasible alternative to the private car and therefore change their behaviour.

## **Dublin County Council Grounds**

1. Pavement Width
2. Traffic Calming
3. Speed Limit – no speed signage
4. School Signage
5. Pedestrian Crossings
6. Passive Surveillance
7. Path Surface (draining, condition, litter, poo etc.)



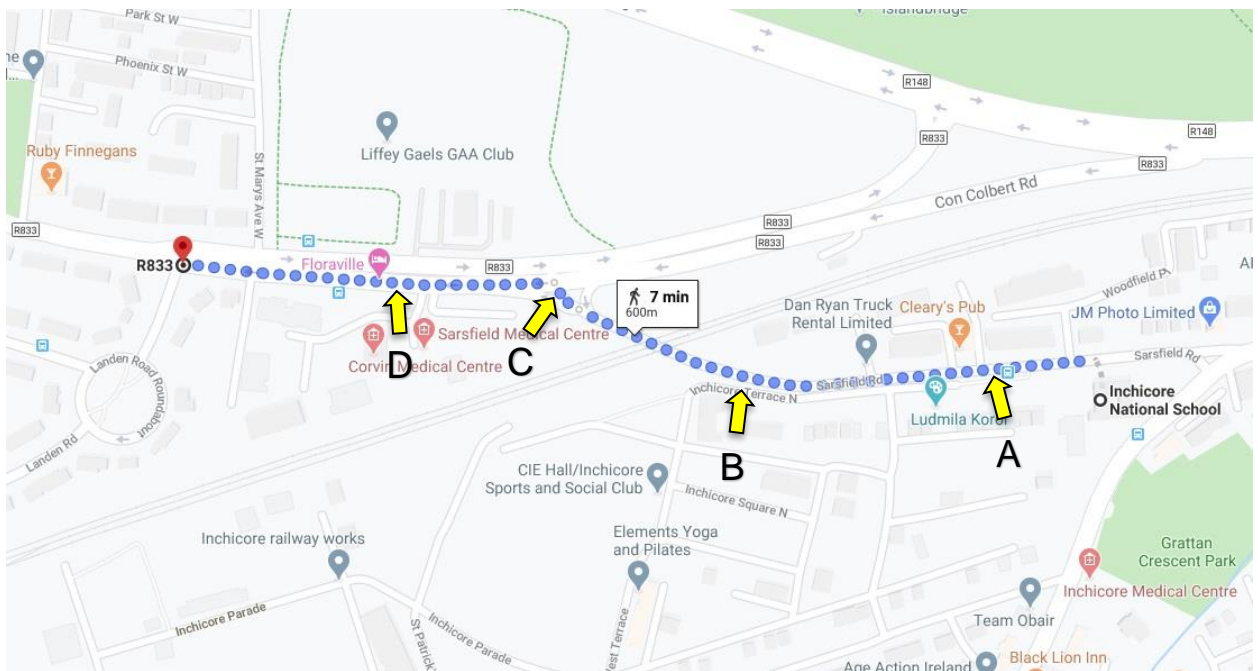
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## Issue 1: Pavement Width

**Location:** majority of 600m walking route on Sarsfield Road.

**Description:** the 600m route of Sarsfield Road that one can see marked on the map below has exceptionally narrow paths situated beside narrow traffic lanes in which traffic, including buses, appear to regularly travel at speeds of 50km/h +. No speed limit signs were encountered along this route. As a result of the traffic speed and proximity, there is a sense of exposure to traffic danger making the route feel threatening to walk, especially two abreast (as one could expect children to walk at a minimum). Crucially, due to the high speeds and narrow traffic lanes, children or pedestrians exiting the path onto the road to overtake others or walk beside others would be at risk of being hit by a vehicle. One can see in the collection of images below (collections A, B, C & D – all marked as points on the map along Sarsfield Road) the narrow widths of the pavement along the route. These pavements are not fit for groups of children who will likely spill out onto the road when travelling in groups.

**Recommendations:** widen the pavements along this important route to school, with priority given to the immediate pavement outside Inchicore National School (point A; image collection A).



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B



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## Issue 2: Traffic Calming Issue 3: Speed Limit Issue 4: School Signage

**Location:** Sarsfield Road between two arrows indicated on map.

**Description:** one can see in images A, B & C along the Sarsfield Road no traffic calming in the form of speed bumps, speed limit signs or school signage despite having a school situated on the road. Along with exceptionally narrow paths as described in Issue 1, one can assume the speed limit is 50km/h for drivers and there are no measures to indicate school children nearby and to slow down vehicles, making this location very dangerous and threatening for pedestrians. In design, then, this space gives heavy priority to vehicular traffic with minimal consideration for the safety and comfort of pedestrians.

### **Recommendations:**

Issue 2: install multiple speed bumps along this section of Sarsfield Road to slow vehicular traffic.

Issue 3: designate 30km/h speed limits along this section either during school starting and finishing hours or permanently, with ample signage.

Issue 4: erect school signage to indicate to drivers the presence of school children walking.





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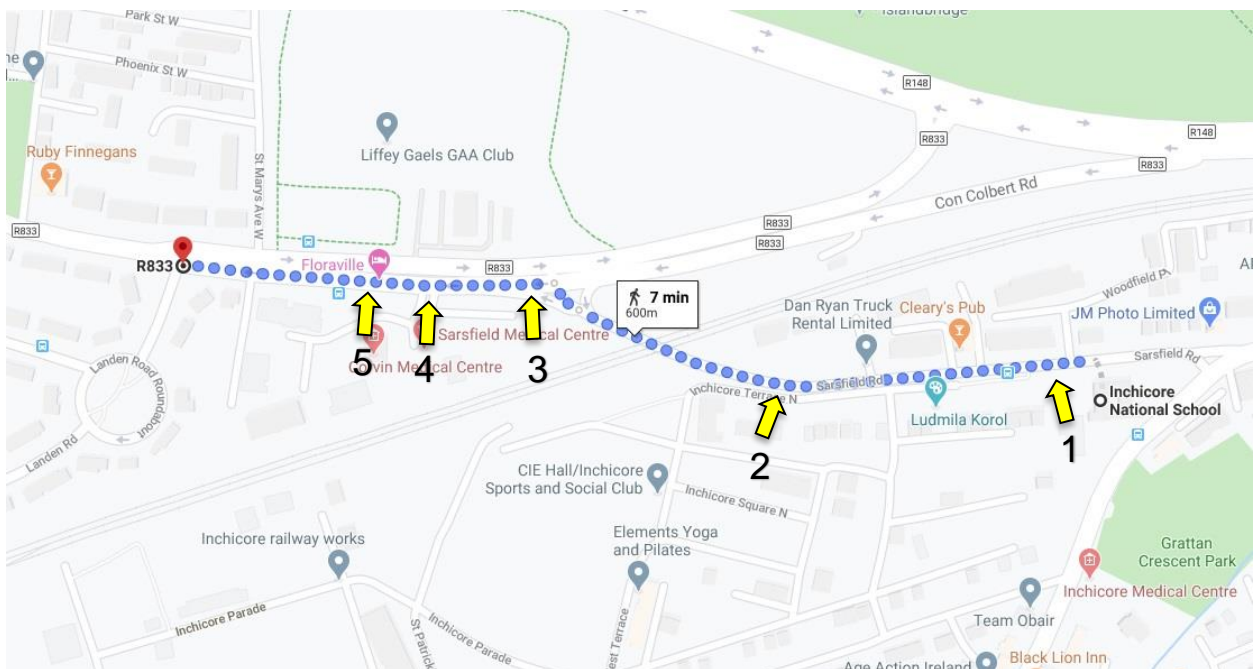
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## Issue 5: Pedestrian Crossings

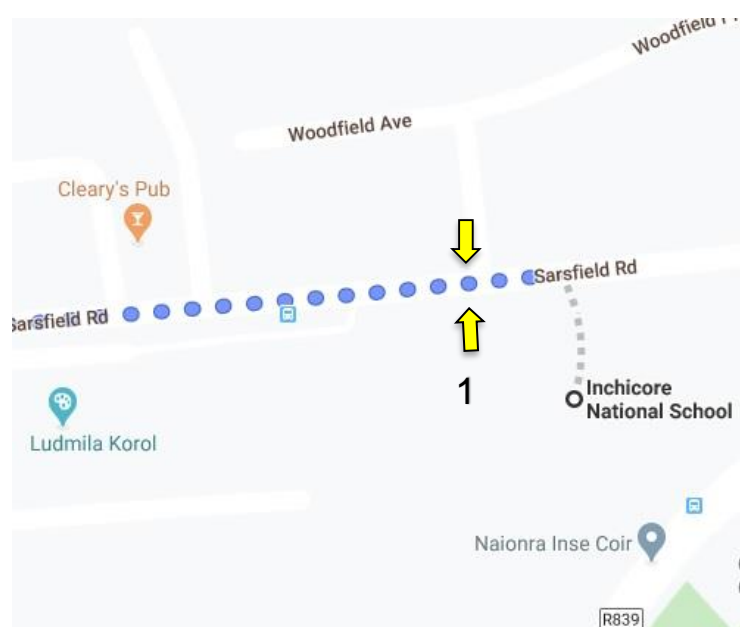
**Locations:** full 600m Sarsfield Road audit route

**Description:** along the 600m audit route, no formal pedestrian crossings were encountered except for at the very end beside Landen Road. Accordingly, there are no safe crossing points for pedestrians. Considering the absence of traffic calming, 30km/h speed limits, and school signage, coupled with the young age of the students in Inchicore National School, the absence of formal pedestrian facilities along this route is particularly dangerous. Furthermore, the absence of formal crossings would likely lead to risky informal crossings being made. Indeed, image H shows a memorial for a pedestrian that was killed while informally crossing near Point 5 on the map below.

**Recommendations:** install multiple formal pedestrian crossings (e.g. pelican) at regular intervals along 600m audit route. Some suggested formal crossing locations are indicated on map below (Points 1 – 5) and accompanying pages with image and map indications for more detail: Point 1 (Image A), Point 2 (Image B), Point 3 (Image C & D), Point 4 (Image E & F), Point 5 (Image G & H) .

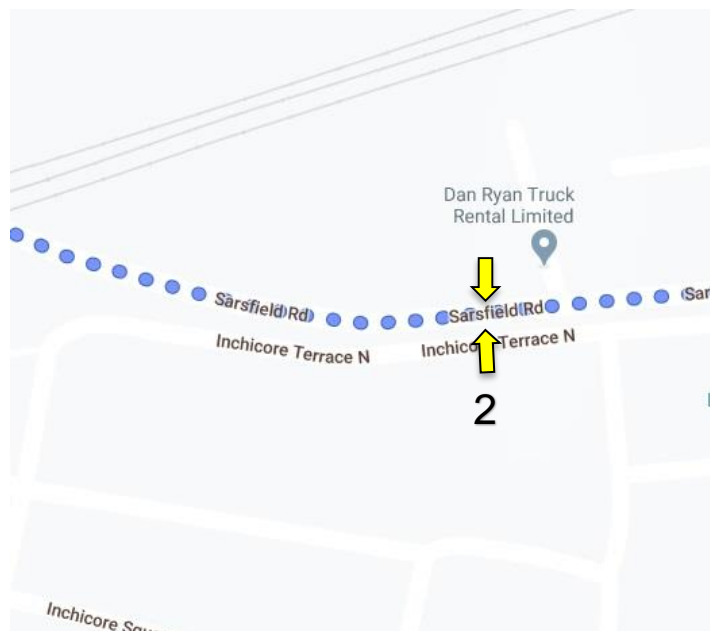
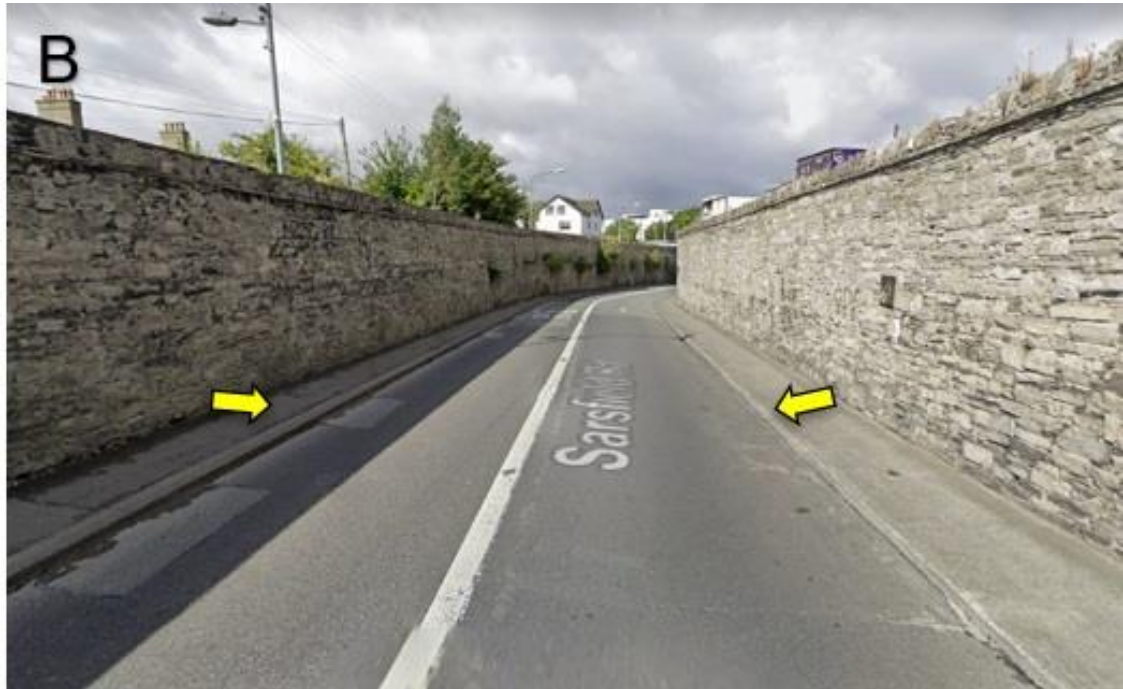


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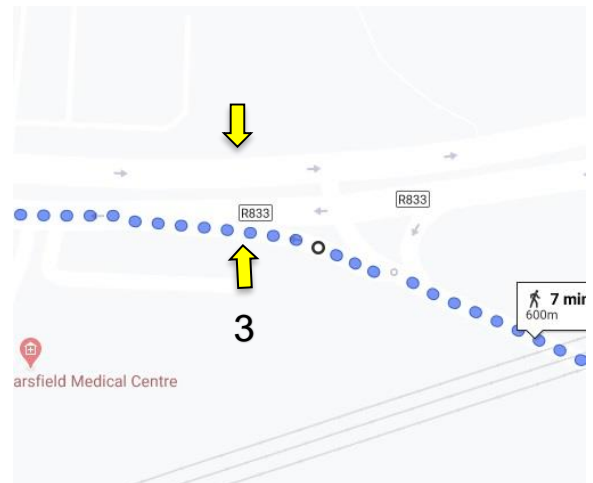




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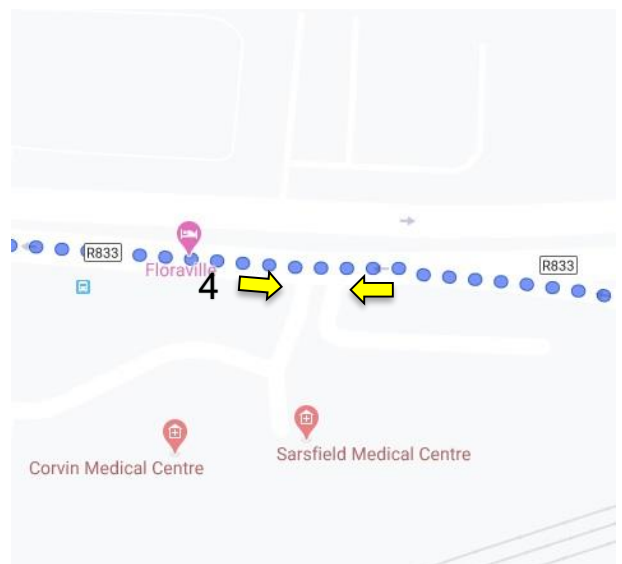


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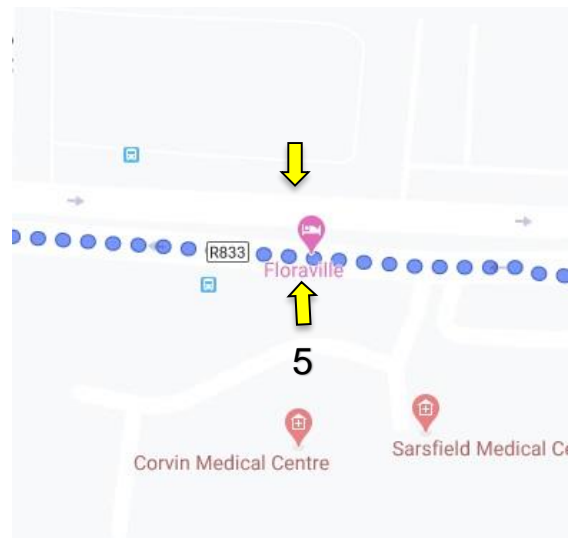




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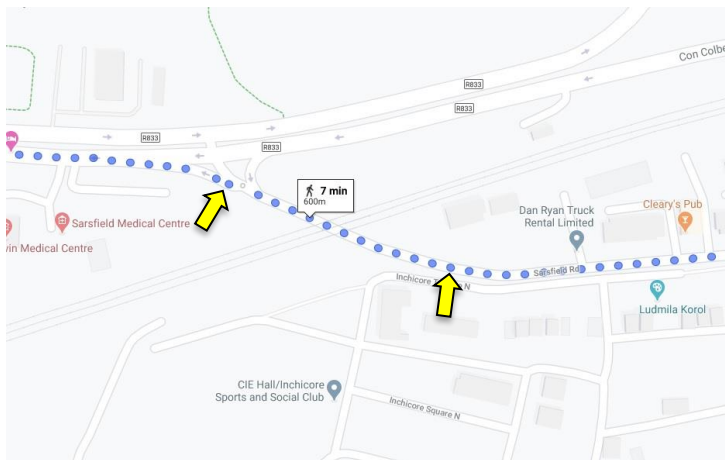
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## Issue 6: Passive Surveillance

**Location:** between two points indicated with arrows on the Sarsfield Road.

**Description:** between these two points, there are no overlooking houses or shopfronts but instead high walls (image A) with lighting and a bridge underpass (image B). This gives this section of the route an isolated and 'hemmed-in' feel since, other than passing vehicles, there is no surveillance and nowhere to escape or avoid others encountered along this route.

**Recommendations:** potentially install CCTV cameras with signage to make pedestrians aware that the area is under surveillance to make the route feel safer and more secure. More powerful lighting could also be considered.



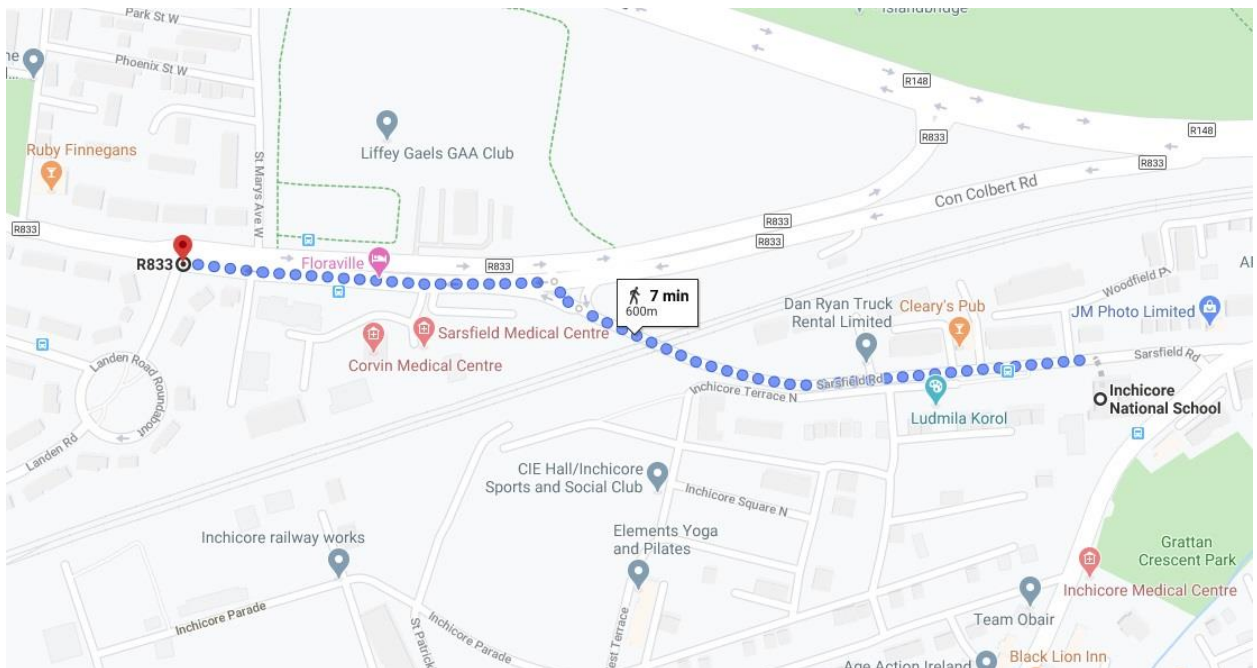
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## Issue 7: Path Surface

**Location:** multiple points throughout entire route along Sarsfield Road (map of entire route below).

**Description:** images A – F show various issues with the path surface encountered by students on the audit: damaged pavement surface (A), bins obstructing pedestrians (B), rubbish and leaves (C), wet leaves (D), puddles (E) and dog fouling (F).

**Recommendations:** for damaged surfaces (A) and puddles (E), maintenance/drainage work could be carried out by the Council. For leaves (C and D) cleaning services could be increased by the Council. For rubbish (C) and dog fouling (F), bins could be installed along the route, *provided paths are widened in sections.*





# Dublin City Council





Thank you for reading our report.

Please contact us with your feedback using the details below.

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