



**Love 30,
the
Campaign
for 30 km/h
Speed Limits**

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**Kildare County Council
Speed Limit Review 2021**

**Submission by
Love 30, the Campaign for 30 km/h Speed Limits
16 September 2021**



1 Summary

Love 30, the Campaign for 30 km/h Speed Limits, wholeheartedly welcomes Kildare County Council's proposals to increase the number of roads within Kildare to which a 30 km/h speed limit applies. However, we are disappointed that the proposals apply to some residential roads only.

Love 30 recommends that 30 km/h should be the default urban speed limit in all urban areas throughout Kildare, with exceptions for specific roads, as required by the Stockholm Declaration of February 2020.

Should it not prove feasible to introduce a default 30 km/h immediately, Love 30 recommends that 30 km/h speed limits be introduced in all residential estates & other residential roads, in towns, villages & other neighbourhood centres, and that periodic 30 km/h zones be implemented around all schools and other places of assembly (cinemas, theatres, community centres, religious buildings, etc.), that have large numbers of people arriving and / or departing at the same time.

Love 30 is concerned that speed limits on many semi-rural and rural roads and on roads with "ribbon" development are excessive and recommends that they be reduced, or at least, not increased. While many roads on the Kildare regional and local road network are of higher quality than comparable roads in other council areas, they have been compromised by the amount of ribbon development. There is also an excess of 4-way crossroads, humpback bridges, open canal banks and sudden sharp turns, even on main roads with 80 km/h speed limits. Footways are often discontinuous and there is often no (continuous) footway to or at schools and many of those schools are on main roads. This makes the proposed speed limit increases inappropriate.

Many housing estates across Kildare have not been taken in charge, meaning speed limits can't be applied. Efforts should be taken to accelerate taking in charge, in particular as these estates frequently have the highest concentration of the most vulnerable of road users.



Image 1: All ages and abilities should be able to safely cycle in company, and the 8-80 age cohort should be able to safely cycle independently....

2 Who We Are

Love 30, the Campaign for 30 km/h Speed Limits, is a national alliance of individuals and organisations who support lower speed limits in urban areas. We are campaigning for the introduction of more 30 km/h zones in urban areas, but particularly in town centres, residential areas, and near schools and other places of public assembly. The Campaign consists of walking groups, cycling campaigners, health groups, supporters of children's right to walk & play, and others who recognise the benefits of lower speed limits.

Our supporters include:

- Jake's Legacy
- Pedestrian Limerick
- Cork Cycling Campaign
- European Network for 30 km/h
- A Playful City Dublin
- Dublin Cycling Campaign
- Galway Cycling Campaign
- An Taisce Green Schools
- 20's Plenty for Us
- Climate and Health Alliance
- Irish Pedestrian Network
- JustWalkNow
- Playtime
- Cyclist.ie
- An Taisce
- Politicians from across the political spectrum support the campaign.



Image 2: Children should be able to walk to and from school, play in their neighbourhood, visit grandparents, and go to the local shop.

3 Default 30 km/h in compliance with Ireland’s obligations under the Stockholm Declaration

Ireland is a signatory of the “Stockholm Declaration”¹ of the Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030 Stockholm, 19–20 February 2020. In paragraph 11 it commits to “Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries;”

The General Assembly of the UN in September 2020 endorsed the Stockholm Declaration as key to delivering its Sustainable Development Goals 2030 in its 2nd Decade of Action for Road Safety.

Love 30 urges Kildare County Council to comply with Ireland’s obligations under the Stockholm Declaration and introduce a default 30 km/h speed limits in all built-up areas in Kildare with exceptions being made only for those roads where there is strong evidence that higher speed limits are safe.

30 km/h is rapidly becoming the norm in built-up areas throughout Western Europe and in many other parts of the world. Wales, Spain, and the Netherlands are providing for a national default 30 km/h speed limit.

Love 30 urges Kildare County Council to follow this international example and show the lead in Ireland in complying with obligations under the Stockholm Declaration by making 30 km/h the default speed limit in all built-up areas in Kildare.

Should this prove not to be possible at this stage the following changes should be implemented now:

1. Ultimately, 30 km/h should be the default urban speed limit in all areas throughout Kildare, with exceptions for specific roads.

¹ See <https://www.roadsafetysweden.com/contentassets/b37f0951c837443eb9661668d5be439e/stockholm-declaration-english.pdf>

2. 30 km/h speed limits should be introduced in all residential estates, other residential roads and in neighbourhood centres. A road should not and does not need to be in a housing estate to have a low speed limit.
3. Periodic 30 km/h zones should be implemented around all schools and other places of assembly (cinemas, theatres, community centres, religious buildings, etc.), that have large numbers of people arriving and / or leaving at the same time.
4. These 30 km/h speed limit changes should also apply to roads in new housing estates that have not yet been taken in charge and to future housing estates. This can be achieved by setting 30 km/h as the default speed limit across whole towns and villages, with exceptions for specific roads.
5. Many roads in semi-rural and rural areas and roads with ribbon housing have inappropriately-high speed limits (exceeding 50-60 km/h). We recommend that the speed limits on these roads be revised downwards. Please see our recommendations in the attached Appendix B.
6. It would seem to be inappropriate to increase speed limits to 120 km/h on motorway off ramps, often with this speed limit proposed to go right up to the stop line.
7. Safety Camera (GoSafe) Zones in most council areas are highly correlated with main roads. However, in County Kildare, many of the GoSafe Zones are on regional and local roads, including those in urban areas and town centres. All of thirteen largest towns in County Kildare have GoSafe Zones in their town centres. That the council proposes to increase the speed limit on many roads in GoSafe Zones is perverse.

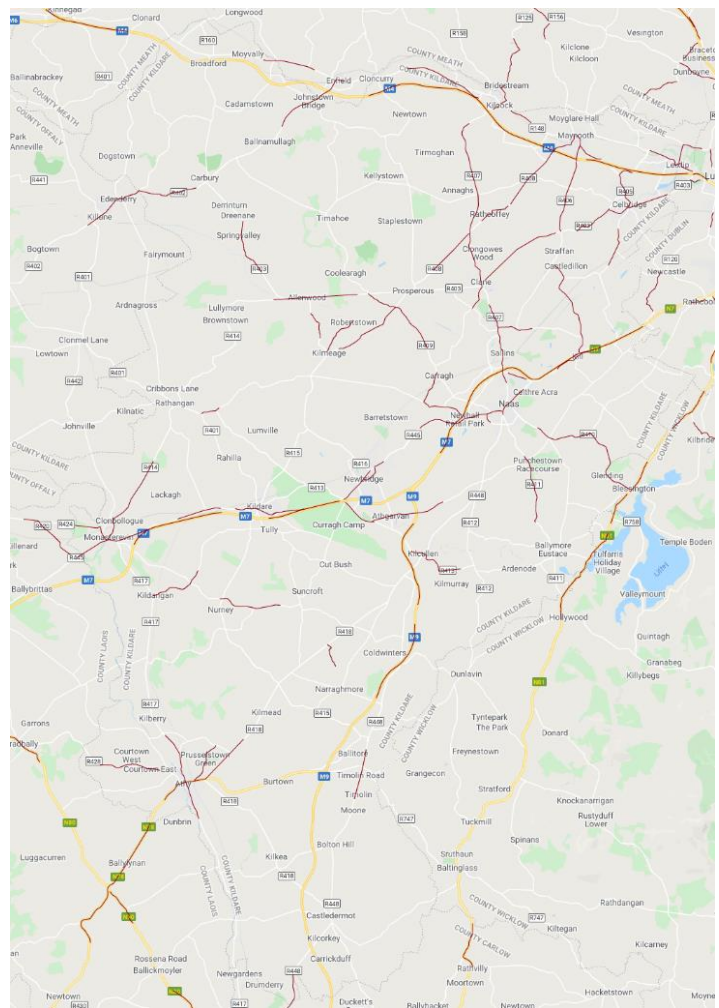


Image 3: Map of Safety Camera (GoSafe) Zones in Kildare from <https://www.garda.ie/gosafe.html>

4 Potential for Additional 30 km/h Speed Limits

We note that Dublin City will shortly have 30 km/h speed limits on all residential roads and that Counties Fingal, Offaly and South Dublin County have 30 km/h speed limits on approximately 95% of residential roads. We urge Kildare County Council to follow this lead and to extend 30 km/h or other low speed limits to all residential roads and neighbourhood centres.

In section 8 below, we set out the case for 30 km/h speed limits

5.1 Comments on Draft Bye-law Text

In Appendices A and B attached, we have given detailed commentary on the draft bye-laws. We include some important points below. The most important point to note is that the dogmatic approach in the council's proposals to apply 80 km/h to so many roads, even where there is housing, is highly inappropriate.

As noted in Appendix A, it may be important to use more traditional provisions in the text (not schedules / maps) of the bye-laws.

In Appendix B, we go through each road individually, making recommendations for speed limits and changes to infrastructure. Due to volume of work, this document only analyses Volume 1. However, it establishes principles that should be applied throughout the County.

It is less than forthright for the maps to not show the 80 km/h speed limits on most roads of the roads where they apply.

Overlapping maps is inappropriate – there is a risk of error in one or other and risk of misinterpretation. There is substantial conflict between Map 21 and Map 23, where speed limits in the urban area of Naas are shown on one, but not the other.

The style of marking for 30 km/h roads is erratic, e.g. there are several different markings on Map 21.

5.2 Exempted Drivers

The draft bye-law provisions for exemptions for emergency vehicle drivers are unnecessary as the matter is dealt with by Section 87 of the Road Traffic Act 2010 (as amended by section 23 of the Road Traffic Act 2014 - see below). Section 87 applies whether it is mentioned in the bye-laws or not. Moreover, the provisions could be open to abuse. We recommend that any such provision be omitted, so that loopholes can be prevented.

<http://www.irishstatutebook.ie/eli/2014/act/3/section/23/enacted/en/html>

“(1) Requirements under the Road Traffic Acts 1961 to 2010 relating to vehicles and requirements, restrictions and prohibitions relating to the driving and use of vehicles, other than those provided under sections 49, 50, 51A, 52 and 53 of the Principal Act, sections 12, 13 and 15 of the Act of 1994 and sections 4, 5, 11, 12 and 14 of this Act, do not apply to—

(a) the driving or use by a member of the Garda Síochána, an ambulance service (provided by a pre-hospital emergency care service provider recognised by the Pre-Hospital Emergency Care Council established by the Pre-Hospital Emergency Care Council (Establishment) Order 2000 (S.I. No. 109 of 2000)) or a fire brigade of a fire authority (within the meaning of the Fire Services Act 1981) of a vehicle in the performance of the duties of that member, or

(b) a person driving or using a vehicle under the direction of a member of the Garda Síochána, where such use does not endanger the safety of road users.”

6 Public Consultation

It is good to see that the bye-law public consultation was included on the Council's website and a variety of media and on www.speedlimits.ie. However, it is disappointing that the notice² on the www.speedlimits.ie website also linked to Galway City Council material.

Only publishing scanned versions of the bye-laws that are not machine-readable is unacceptable. Combined, these (a) make it impossible for people with sight difficulties to use screen readers (text-to-voice software); (b) result in some details being lost; (c) make searching for specific words or phrases impossible and (d) make participation in the public consultation more difficult than it should be. This is contrary to Section 42³ of the Irish Human Rights and Equality Commission Act 2014.

7 Other Issues

We recognise that a speed limit reduction will not be successful in reducing speed and improving safety unless improved enforcement and appropriate road design accompany it. We support the recommendation in the Design Manual for Urban Streets (Department of Transport, Tourism and Sport, together with the Department of the Environment, Community and Local Government, 2013), the official guidance policy for local authorities in relation to street design, that as far as possible lower speed limits should be accompanied by psychological and physical measures to encourage observance. We are conscious that such measures will often be necessary to secure compliance with the provisions in the Guidelines for Setting and Managing Speed Limits in Ireland (Department of Transport, Tourism and Sport, 2015⁴).

Of the 13 towns in the County with a population more than 1,500, all but Athy have been bypassed for some or all traffic. In particular, Celbridge and Clane suffer from through traffic. These bypasses and the proposed second bridge at Celbridge provide the opportunity for urban placemaking that would allow the residents, workers, and visitors to those towns to reclaim their main shopping streets as somewhere to shop and not merely somewhere to pass through.

There should be a concerted effort across the County to make footways continuous, especially at schools, on roads with ribbon development, and on main roads.

The council should avoid use of hard shoulder markings in urban areas (perhaps defined as those with street lighting), as they subvert urban placemaking. Parking bay markings could be used as an alternative.

Where speed limits are being adjusted at level crossings, the railway operator should be consulted.

8.1 Background - The Case for 30 km/h Speed Limits

Love 30 favours a default speed limit of 30 km/h in urban areas, residential estates, and all areas of high pedestrian and cycle use. Lower speeds reduce the potential for collisions and, importantly, reduce the severity of injury when collisions occur. Reducing vehicle speeds to 30 km/h makes roads safer for everyone - children and adults (including older people and those with frailties or disabilities),

² See <https://www.speedlimits.ie/proposed-bye-laws>

³ See <http://www.irishstatutebook.ie/eli/2014/act/25/section/42/enacted/en/html>

⁴ See <https://www.speedlimits.ie/>

pedestrians, cyclists, and motorists. The disadvantages of lower speeds are modest and are greatly surpassed by the benefits.

There is a need for a fundamental shift in how we manage traffic to:

- Enable pedestrians to use our roads and streets safely;
- Allow children to play outdoors;
- To cater for the safety of all ages while cycling in company and the 8-80 age cohort while cycling independently;
- Allow people of all ages to walk to study or work, shops, and other amenities, and to visit friends and family.

The threat of traffic particularly affects children. It inhibits their access to the outdoors and their independent mobility. Understandably anxious, parents prefer to drive their children places in areas where speed limits are higher. There is solid evidence of a loss of independence and freedom to play outdoors for primary school children. Fewer children in this age group are walking to and from school, playing out in their local neighbourhoods, roaming and exploring, meeting up with friends, visiting grandparents or simply going to the local shop.

Research shows that lower speed limits could reverse this and the attendant problems such as a rise in obesity, limited outdoor play opportunities and learning navigation skills.

In addition to improving safety, lower speed limits would help parents feel more confident about allowing their children the freedom to walk and cycle. This would have consequential benefits for their fitness and general health, would contribute to combating the rising levels of obesity in our society, and encourage greater social interaction.

Older people and those with disabilities can be intimidated by fast-moving traffic and are more comfortable moving about in areas with lower speeds. The improved safety, and perception of safety, provided by lower speed limits can transform urban streets and residential estates into more vibrant living spaces, providing a better living environment.

It is well recognised that community health and the well-being of individuals is promoted by the local environment being 'liveable' in nature. Motor traffic dominance of our villages, towns and cities is not conducive to the 'liveability' concept. Lower speed limits help greatly to make a community more liveable again. Children have a human right not to grow up in an obesogenic environment brought about by the failure of a road authority to set lower speed limits to encourage walking and cycling to schools in the locality.

In Ireland, we have a high prevalence of childhood overweight and obesity with approximately 26% of nine-year-old children already overweight / obese [ESRI 'Growing Up in Ireland', 2011⁵] The latent morbidity-costs for the health service are enormous if we do not take steps to address this serious health issue as it brings cardiovascular, diabetes, premature joint wear-and-tear diseases in its train.

The key issue for a road authority is parental reluctance to allow their children to walk or cycle to a local school due to fears about the safety of their child in traffic. Census 2016 data shows that at primary school level the total walking or cycling to school was a mere 135,544. The car continues to

⁵ See <http://www.esri.ie/pubs/BKMNEXT211.pdf>

be the dominant means of transport for this group with 327,039 children (60%) being driven to school in 2016. This is one of the reasons why we have obese and overweight children.

Marino in Dublin is a neighbourhood that has had 30 km/h speed limits since 2005. Since implementation, serious and fatal collisions in the neighbourhood dropped from 17 (1997-2004) to 4 (2006-2013) - a drop of 76%. Dublin City Council commissioned a professional survey of residents. In response to an interview about their attitudes toward the existing 30 km/h speed limit in their residential area:

- 87% of Marino respondents are satisfied with the 30 km/h speed limit;
- 91% report being fully in favour of the 30 km/h speed limit from the start;
- 96% would oppose reverting to a higher speed limit;
- 58% feel that it's safer for children to play outside because of the lower limit;
- 55% feel that people are more likely to walk or cycle in the area because of the lower limit;
- 41% feel that Dublin City Council is doing enough to control traffic speeds;
- 82% would support the introduction of a 30 km/h speed limit in other residential areas.

8.2 Benefits of Lower Speed Limits

Regarding personal safety, 30 km/h is fundamentally safer than 50 km/h for pedestrians, cyclists, and other vulnerable road users. It is well established that lower impact speeds result in fewer and less severe injuries. The images below show this.

HARD AND *FAST* FACTS

Pedestrians hit by a car...

at 30 km/h – 1 in 10 will die



Image 4: Illustration from the Road Safety Authority showing the impact of vehicle speeds on pedestrian fatalities.

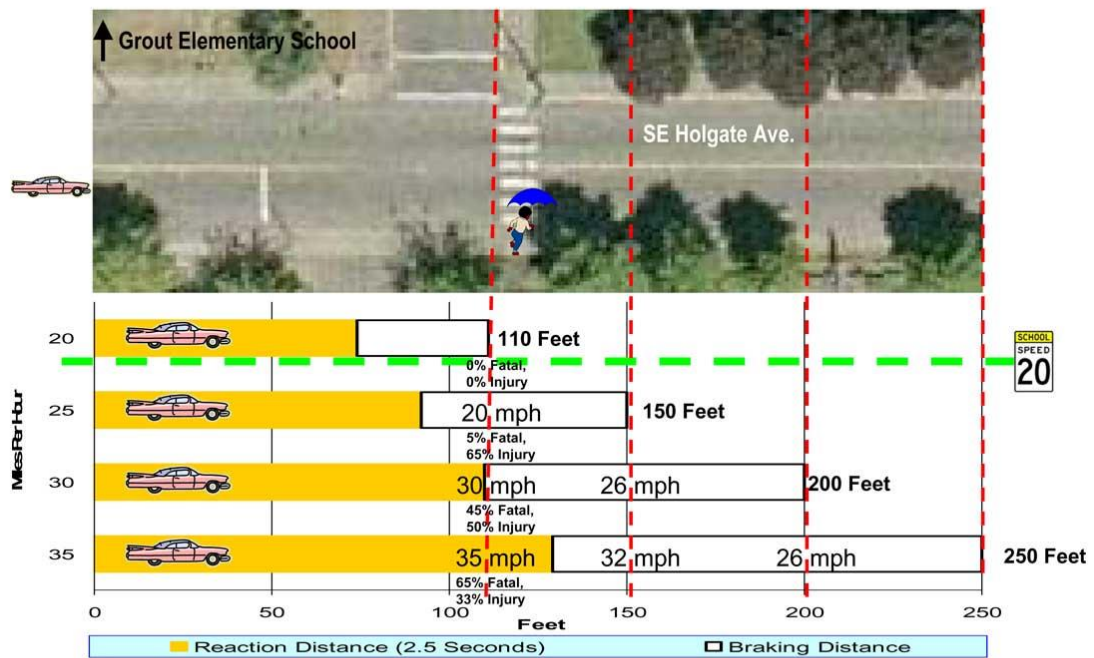
at 50 km/h – 5 in 10 will die



at 60 km/h – 9 in 10 will die



EFFECTS OF SPEED ON STOPPING DISTANCE



District Coalition - Southeast Uplift Neighborhood Association



Image 5: Image shows how lower speeds can minimise stopping distances for cars, thereby preventing collisions.

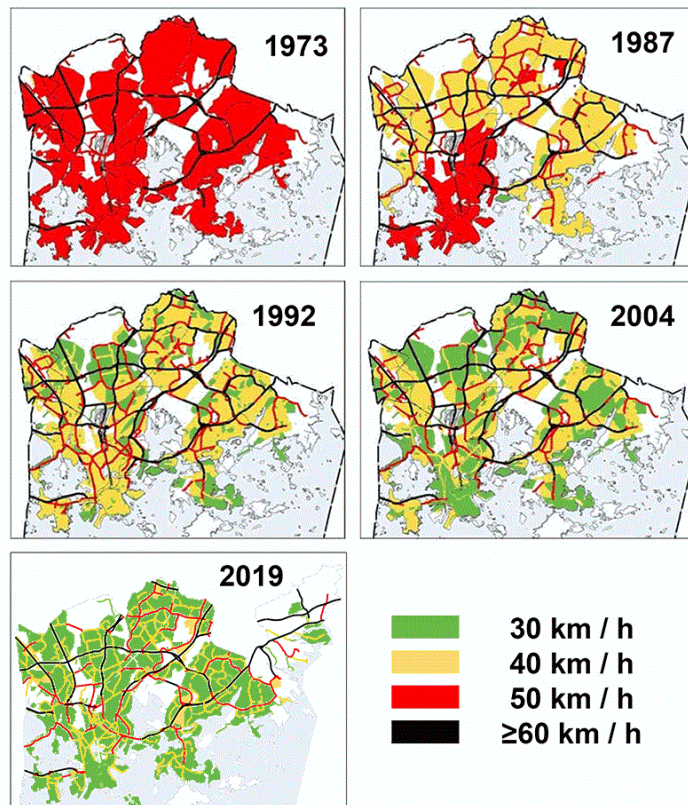


Image 6: Evolution of 30 km/h speed limits in Helsinki, Finland. Speed management in Helsinki, Dr Eero Pasanen, Aalborg University, 2004 and Helsinki City Council 2019.

Wherever 30 km/h speed limits have been introduced as the default speed limit, safety has improved, and there are fewer collisions and injuries. Throughout Europe, 30 km/h is fast becoming the default urban speed limit for cities, towns, and villages. In some cities, speed limits as low as 10 km/h are in place in 'home zones'.



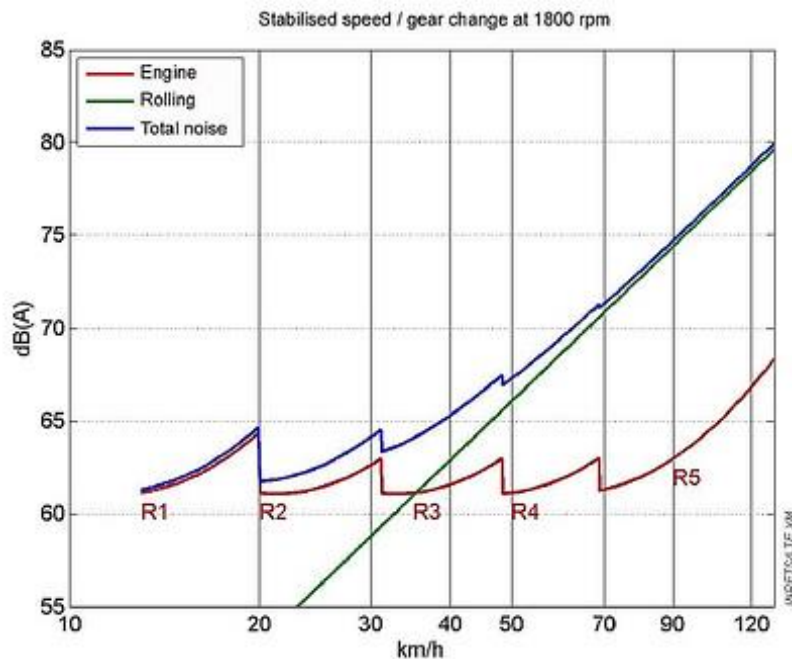
Image 7: Village scene with older people, wheelchair and pram users, pedestrians, dog walker, shoppers, cyclists, and motorists. All will benefit from the safety and environmental benefits.

In the UK, where 20 mph is the equivalent of our 30 km/h, the "20's Plenty for Us" Campaign (www.20splenty.org) has been actively campaigning for reduced speed limits in urban locations. There are now over 20 million people in the UK living in 20 mph (30 km/h) areas. This includes many large cities and boroughs of London. 20's Plenty has many background research papers, showing the benefits of 20 mph areas at www.20splenty.org/briefings

However, speed reductions give not only a safety dividend, but also a socio-economic dividend, which makes the urban space a nicer place to live. Lower speeds result in less noise & pollution and greater fuel efficiency (high fuel consumption is associated with stop-start traffic, not slow traffic). On residential roads and shopping streets, people simply do not want to be exposed to the noise, fumes, and dangers from higher speed traffic. Experience elsewhere has been that the introduction of 30 km/h urban speed limits leads to an increase in the number of people walking and cycling, and thus to healthier lives.

While 50 km/h is not particularly noisy or polluting, the acceleration from stop to 50 km/h is much noisier and more polluting than the acceleration from stop to 30 km/h. Air pollution currently kills more than 1,000 per year in Ireland, primarily through asthma, cancers, and other pulmonary illnesses. Reduced acceleration also means improved fuel economy and lower vehicle maintenance costs.

Figure 2.8. Engine noise and rolling noise as a function of speed



Source: INRETS.

Image 9: Engine noise and rolling noise as a function of speed.

The reduced fuel consumption from lower speed limits can also help to contribute to the reduction in emissions that is needed to help us meet transport greenhouse gas emission targets.

The Department of Transport Tourism & Sport's Design Manual for Urban Roads and Streets⁶ (DMURS) recommends that where cyclists and pedestrians are present in large numbers lower speed limits should be applied. It also recommends lower speed limits where vehicle movement priorities are low, such as on local streets.

Higher speeds can discourage pedestrians and cyclists and encourage the use of larger and heavier cars. This has wider implications for society in impairing social interaction on the street (causing isolation), effects on the balance of trade (from the import of vehicles and fuels), health issues from lack of exercise and exposure to pollution, and lack of passive supervision, allowing crime to go undetected. The objective of any safety measures should be more than to reduce the number of casualties, but also to empower vulnerable road users, especially children, older people and those with frailties or disabilities, so that they can be an active part of and avail of all the facilities in their community and not be intimidated by traffic.

⁶ See <https://www.dmurs.ie/copy-of-what-is-dmurs>



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Appendix A – Bye-law Text



Image: 80 km/h speed limit signs on approach to double 90-degree bend in Ticknevin townland. © Google.

Original Text	Comments
General	<ol style="list-style-type: none"> 1. It may be important to use more traditional provisions in the text (not schedules / maps) of the bye-laws. 2. Add section for signatures, etc. 3. Note that 20 km/h speed limits are permissible. 4. Set language to English (Ireland). 5. Standardise fonts and font size. 6. Number each provision in this section. 7. In the final version of the maps, any 'draft' markings, the 'clouds' and associated text should be removed from the maps and legends. Dates should be brought up to date.
Kildare County Council Speed Limit Review 2020	<ol style="list-style-type: none"> 8. Revise date. 9. Revise title. Ensure it matches the "Title" paragraph below.
This book illustrates the proposed speed limits for the county of Kildare to be implemented through special speed limit bye-laws in 2020.	<ol style="list-style-type: none"> 10. Unnecessary - consider deleting. 11. Revise date.
Kildare County Council, in exercise of the powers conferred on it by Section 9 of the Road Traffic Act 2004 (No. 44 of 2004), as amended by Section 86 of the Road Traffic Act 2010 (No.25 of 2010), and Section 22 of the Road Traffic Act 2016 (No. 21 of 2016) and following consultation with An Garda Síochána, hereby makes the following bye-laws in respect of the area comprising the administrative area of Kildare County Council.	<ol style="list-style-type: none"> 12. Check spacing at "No.25". 13. Note that the consent of TII is required for any speed limit changes to national roads. 14. While it can be helpful, there is no absolute need to refer to amendments. Note that both amendments affected the same provision.
These bye-laws are produced as map based only format as per "Guidelines for Setting and Managing Speed Limits in Ireland".	<ol style="list-style-type: none"> 15. Unnecessary - consider deleting. 16. Check line break.
Title	
These bye-laws may be cited as the Road Traffic (Speed Limit) (Kildare County Council) Bye-Laws, 2020.	<ol style="list-style-type: none"> 17. Revise date. 18. Change capitalisation in second instance to "Bye-laws".
Structure of Speed Limits	
Speed limits apply on a default basis and can only be changed on a permanent basis, as fixed, variable or periodic by Local Authorities through the making of Special Speed Limit bye-laws.	<ol style="list-style-type: none"> 19. Unnecessary - consider deleting. 20. However, do emphasise that roads not coloured are deemed to have the default speed limit for the road type (motorway, national, regional, local) and location (former legal town -v- non-town).
Default Speed Limits are speed limits that are specified in Sections 5 to 8 of the Road Traffic Act 2004 which sets out the range of speed limits that are applied for a number of classes or categories of public road.	<ol style="list-style-type: none"> 21. Unnecessary - consider deleting. 22. Check line break.

Original Text	Comments
Special Speed Limits are speed limits that are specified in bye-laws prepared by Local Authority Engineers and made (adopted by the vote of) by the Elected Members of Local Authorities. Section 9 of the Road Traffic Act 2004 (amended by Section 86 of the Road Traffic Act 2010) sets out the range of special speed limits that may be applied through bye-laws.	23. Unnecessary - consider deleting. 24. Note that Section 86 of the Road Traffic Act 2010 has been superseded by Section 22 of the Road Traffic Act 2016.
Variable and Periodic Special Speed Limits are provided for both in legislation and in the Traffic Signs Manual. These speed limits are generally intended for use on motorways, tunnels and at schools.	25. Unnecessary - consider deleting.
Exempted Drivers	26. Unnecessary and inappropriate - delete.
The speed limit does not apply to a driver of a fire brigade vehicle, an ambulance or the use by a member of An Garda Síochána of a vehicle in the performance of the duties of that member or a person driving or using a vehicle under the direction of a member of An Garda Síochána, where such use does not endanger the safety of road users.	27. Unnecessary and inappropriate - delete. 28. Which speed limit? 29. What if the fire brigade vehicle is stolen? 30. What if the ambulance is just a minibus used for people with disabilities? 31. Check line break.
In these bye-laws:	
<ul style="list-style-type: none"> • All residential housing estate roads plus some additional roads/road sections/laneways as coloured on the accompanying maps and as indicated in the legend on the maps to be 30km/h. 	32. Reword. 33. Add spaces to “roads/road sections/laneways”
<ul style="list-style-type: none"> • 40km/h shall be the special speed limit for mechanically propelled vehicles on the public roads coloured on the accompanying maps and as indicated in the legend on the maps. 	34. Check line break.
<ul style="list-style-type: none"> • 50km/h shall be the special speed limit for mechanically propelled vehicles on the public roads coloured on the accompanying maps and as indicated in the legend on the maps. 	35. Check line break.
<ul style="list-style-type: none"> • 60km/h shall be the special speed limit for mechanically propelled vehicles on the public roads coloured on the accompanying maps and as indicated in the legend on the maps. 	36. Check line break.
<ul style="list-style-type: none"> • 80km/h shall be the special speed limit for mechanically propelled vehicles on the public roads coloured on the accompanying maps and as indicated in the legend on the maps. 	37. Check line break.
<ul style="list-style-type: none"> • 100km/h shall be the special speed limit for mechanically propelled vehicles on the public roads coloured on the accompanying maps and as indicated in the legend on the maps. 	38. Check line break.

Original Text	Comments
<ul style="list-style-type: none"> • 120km/h shall be the special speed limit for mechanically propelled vehicles on the public roads coloured on the following maps and as indicated in the legend on the accompanying maps. 	39. Check line break.
<ul style="list-style-type: none"> • 30km/h shall be the periodic special speed limit for mechanically propelled vehicles on the public roads as shown on the accompanying maps. 	40. Check line break. 41. Which maps?
<ul style="list-style-type: none"> • 40km/h shall be the periodic special speed limit for mechanically propelled vehicles on the public roads as shown on the accompanying maps. 	42. Check line break. 43. Which maps?
Repeals	
<p>These speed limit bye-laws will supersede all pre-existing bye-law limits. Previous speed limit reviews are hereby revoked.</p>	44. What of ministerial regulations? Is the council satisfied they have all been repealed? 45. Are there any provisions that should be saved? 46. Change to “Previous speed limit bye-laws ...”. 47. Check line break.
Commencement Date	
To be confirmed	48. Insert date.



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Appendix B – Maps



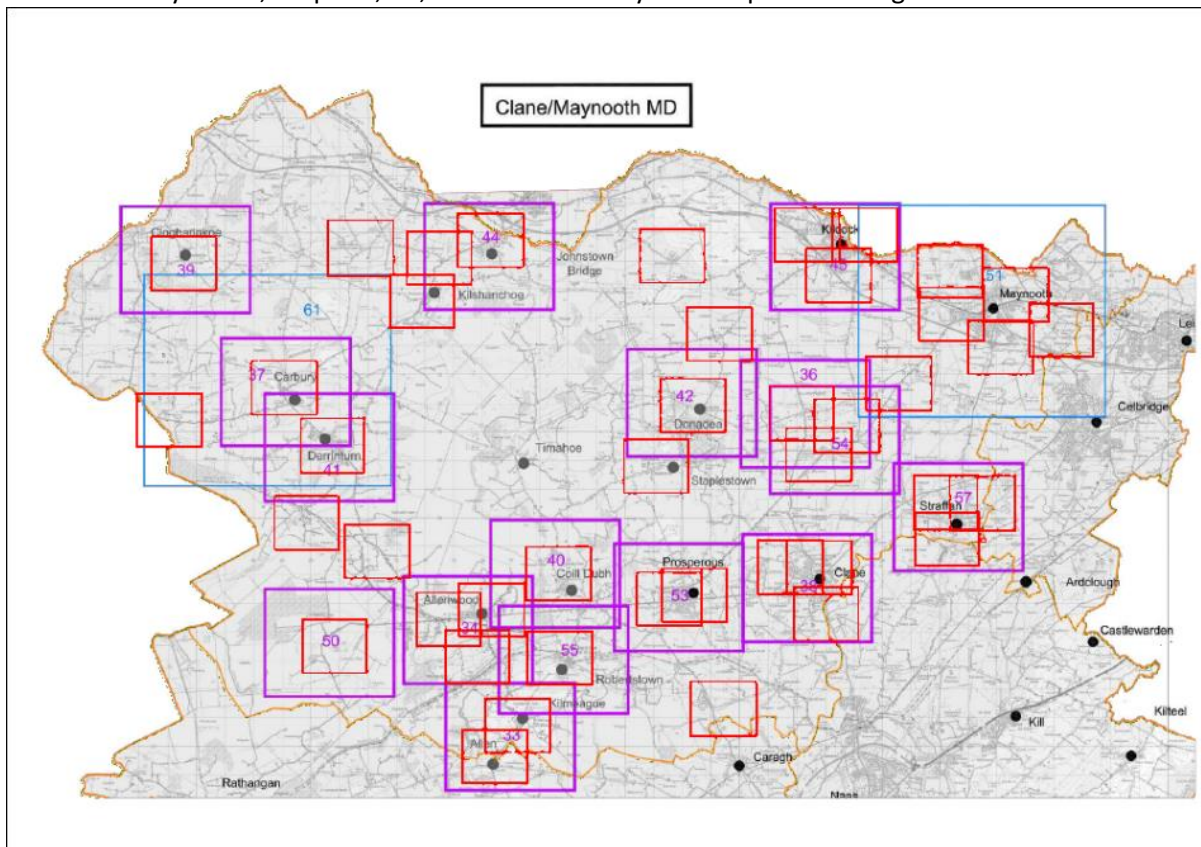
Image: 80 km/h speed limit signs on blind approach to humpback bridge in Ballyteige North townland, adjacent to Ballyteague GAA. © Google.

General

1. Due to volume of work, this document only analyses Volume 1. It establishes principles that should be applied throughout the County.
2. It is less than forthright to not show 80 km/h speed limits on most roads of the roads where they apply.
3. None of the following have 30 km/h or other low speed limits - Allenwood, Carbury, Crookstown, Kilcullen Service Area, Kildoon, Kilkea, Kilmeague, Tirmoghan.

Maps

1. In the final version of the maps, , any 'draft' markings, the 'clouds' and associated text should be removed from the maps and legends. Dates should be brought up to date.
2. Add the periodic speed limit maps to the index maps.
3. In each volume, ensure the index maps match in scale and presentation.
4. Where the index maps say "Where a map is split into two or four it will be numbered as illustrated below.", this is not how it is done in practice. In the Fingal bye-laws, whose style has been copied in these bye-laws, Maps 2a, 2b, 2c & 2d fit exactly into Map 2. See image.



5. Consider changing the background mapping to greyscale, to de-emphasise golf courses, bogs, quarries, public buildings, etc.
6. Overlapping maps is inappropriate – there is a risk of error in one or other and risk of misinterpretation. There is substantial conflict between Map 21 and Map 23, where speed limits in the urban area of Naas are shown on one, but not the other.
7. It should be indicated that when there is a discrepancy, that the detailed maps take precedence over the overview maps and index maps.
8. Some maps, in Volume 2 in particular, are marked "Project: Speed Limits Review 2020" instead of 2021.
9. Some drawing dates are in the future, e.g. 02/11/2021.

10. The style of marking for 30 km/h roads is erratic, e.g. there are several different markings on Map 21.
11. Sometimes estates that are taken in charge are scheduled, sometimes they are not.
12. Not possible to distinguish rural 80 km/h roads from roads not in charge.
13. Many road numbers and road segment numbers are mis-formatted, with missing letters, hyphens and / or digits.
14. Occasionally, the municipal district and county boundaries are shown with the wrong line type.
15. Some spurious detail is mapped, e.g. construction details of the Naas and Sallins bypasses and retention basins along the M7.

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
1	Map 33	Allen / kilmeague	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
2	Map 33	Allen / kilmeague	Kilmeage Village	-	50	50	-	-	Improve footways and crossings. Increase sense of being in a village. Change hard shoulder markings to parking bay markings.
3	Map 33	Allen / kilmeague	L7076	N	80	80	Yes	Reduce speed limit to 60 km/h - poor sightlines, inadequate width.	-
4	Map 33	Allen / kilmeague	L7081	NE	60	80	Further east	No - continuous ribbon housing and no footway.	Install footway and narrow traffic lanes to slow traffic.
5	Map 33	Allen / kilmeague	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	Provide footways where practical.
6	Map 33	Allen / kilmeague	R415	SW	80	50	-	-	Restore footways to their full width - some as narrow as 300-400 mm. Remove gravel and grass.
7	Map 33	Allen / kilmeague	R415	NW	60	80	Further north	It is difficult to accept this change given the amount to ribbon development, lack of footways, poor alignment, and sightlines. Keep existing 60 km/h and extend to Allenwood village.	The signage for the speed limit increase at CoilÓg Equestrian Center should be after the junction. Encouraging people to speed up heading into a junction is not appropriate.
8	Map 33	Allen / kilmeague	R415	NW	60	80	-	Reduce speed limit on local access carriageway to 30 km/h.	Provide barrier / fence between main carriageway and green space.

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
9	Map 34	Allenwood	Canal banks	E, S, W	80	80	-	Open canal banks, single lane roads - some in poor condition, ribbon housing, blind humpback bridges.	-
10	Map 34	Allenwood	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
11	Map 34	Allenwood	L1020	W	60	60	-	-	Extend footway at least to houses on L10201.
12	Map 34	Allenwood	L10201	N	60	60	-	-	Add footway at houses.
13	Map 34	Allenwood	L10201	N	80	80	-	Narrow, single lane road - reduce speed limit to 50-60 km/h.	-
14	Map 34	Allenwood	L70042	W	80	80	-	Extensive ribbon development, care home.	-
15	Map 34	Allenwood	L70051	S	60	80	-	Open canal bank, single lane road, ribbon housing, blind humpback bridges.	-
16	Map 34	Allenwood	L70056	SW	60	80	-	No - narrow, winding, single lane road.	-
17	Map 34	Allenwood	L70733	NE	60	80	-	It is difficult to accept this change given the amount to ribbon development, lack of footways, poor alignment, and sightlines. Keep existing 60 km/h and extend to adjacent laneways.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
18	Map 34	Allenwood	L70734	NE	60	80	-	It is difficult to accept this change given the amount to ribbon development, lack of footways, poor alignment, and sightlines. Keep existing 60 km/h and extend to adjacent laneways.	-
19	Map 34	Allenwood	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
20	Map 34	Allenwood	R403	E	60	50	Yes	-	Extend footway / make continuous.
21	Map 34	Allenwood	R403	W	50	50	Yes	-	Extend footway / make continuous.
22	Map 34	Allenwood	R403	W	80	80	-	Reduce to 60 km/h - open canal bank on curve. Existing "Slow Down" signage.	Provide barrier between roadway and canal.
23	Map 34	Allenwood	R414 section at and west of Shee Bridge	W	80	80	Yes	Reduce to 60 km/h - open canal bank, humpback bridge, blind double bend.	Provide barrier between roadway and canal.
24	Map 34	Allenwood	R415	S	60	50	-	-	Some traffic calming may be appropriate on both approaches to bridge.
25	Map 34	Allenwood	R415	S	60	80	Yes, at southern end	Difficult to agree to this - 4 humpback bridges over 1,400 metres, ribbon development, blind junctions & entrances.	Improve pedestrian experience, especially at bridges. Increase traffic calming.
26	Map 34	Derrinturn	R-403-10	E	60	50	-	-	

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
27	Map 34	Derrinturn	R-403-10	E	80	80	-	Change to 50 km/h as far as L-70734-0.	Provide continuous footway as far as L-70734-0.
28	Map 35a	Baltreacy Crossroads	L1010	E-W	60	80	-	It would be easier to accept this change if it was a proper staggered junction.	Change to staggered junction.
29	Map 35a	Baltreacy Crossroads	L10101	N	80	80	-	Narrow, residential, single lane road - reduce speed limit to 50-60 km/h.	-
30	Map 35a	Baltreacy Crossroads	R407	N-S	60	80	Yes	It would be easier to accept this change if it was a proper staggered junction.	Change to staggered junction.
31	Map 36	Cappagh Toll Bridge - M4	M4	-	50-80	80-120	Yes	No. These changes would appear to have the effect of encouraging harder braking and acceleration, thereby causing safety risk for drivers and toll staff, and pollution.	Traffic calming may be appropriate on approaches.
32	Map 36a	Cappagh Toll Bridge - M4	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required, especially in residential cul de sacs.	-
33	Map 37	Carbury	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
34	Map 37	Carbury	L1005	E	80	60	-	Extend 60 km/h section slight north, to allow for pedestrians crossing at L-70743.	Provide suitable crossing at L-70743.
35	Map 37	Carbury	L5020	W	80	80	-	Substantial reductions in speed limit required.	-
36	Map 37	Carbury	L70742	S	80	80	-	-	Renew road number signage.
37	Map 37	Carbury	L-70743-1	NE	60	50	-	Effectively a housing estate - reduce speed limit to 30 km/h. Note: two adjacent roads have this segment number.	-
38	Map 37	Carbury	L-70743-2	NE	80	80	-	Effectively a housing estate - reduce speed limit to 30 km/h.	Install footway and narrow traffic lanes to slow traffic. Provide suitable crossing at L1005.
39	Map 37	Carbury	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
40	Map 37	Carbury	R402 (with hard shoulder)	-	100	100	Yes	-	Check. Map indicates existing 100 km/h. Google Street View (April 2019) indicates 80 km/h signage.
41	Map 37	Carbury	R402 (without hard shoulder)	-	100	100	Yes	80 km/h would seem to be more appropriate.	Check. Map indicates existing 100 km/h. Google Street View (April 2019) indicates 80 km/h signage.
42	Map 38	Clane	Bypassed section of Millicent Road at Aldi.	S	80	80	-	30 km/h. Cul de sac.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
43	Map 38	Clane	Clane Business Park.	N	80	80	-	30-50 km/h	Provide pedestrian route from The Meadows to Clane Business Park.
44	Map 38	Clane	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
45	Map 38	Clane	L1023	NW	60	80	-	No. Road is narrow and winding.	Provide pedestrian route from The Meadows to Clane Business Park.
46	Map 38	Clane	L1023	NW	80	80	-	Road is narrow and winding. Difficult to keep 80 km/h.	-
47	Map 38	Clane	L10231	S	50	50	-	-	Extend footways.
48	Map 38	Clane	L2002	W, S	80	80	-	-	Change Firmount Cross Roads to staggered junction.
49	Map 38	Clane	L2004	S	60	50	Yes	-	Extend footway / make continuous.
50	Map 38	Clane	L2004	S	50	50	Yes	-	Extend footway / make continuous.
51	Map 38	Clane	L2004	S	80	80	Yes	-	Extend footway / make continuous.
52	Map 38	Clane	L20042	S	-	-	-	See Naas MD.	-
53	Map 38	Clane	L5076	NW	60	50	-	-	Extend / make continuous footway from Ard na Gappagh through Clonwood Heights, which connects to footway on L1023. Signpost route.
54	Map 38	Clane	L5076	NW	80	80	-	Substantial reductions in speed limit required.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
55	Map 38	Clane	L5077	W	60	80	-	No. Narrow winding road, ribbon development, no footway.	Consider options for a footway to serve this and adjacent roads.
56	Map 38	Clane	L50771	W	80	80	-	Substantial reductions in speed limit required.	Consider options for a footway to serve this and adjacent roads.
57	Map 38	Clane	L6001	W	80	80	-	Substantial reductions in speed limit required. 60 km/h zone from Clane through Firmount Cross Roads is missing from map.	Change Firmount Cross Roads to staggered junction.
58	Map 38	Clane	Lane from R403 to L5077 (adjacent to Eircode W91 X2V8).	W	80	80	-	20 km/h. Narrow, winding lane.	-
59	Map 38	Clane	Laneway opposite Scoil Phádraig Claonadh, Prosperous Road.	W	80	80	-	30 km/h. Residential cul de sac.	-
60	Map 38	Clane	Laneway to Beech Court	E	80	80	-	30 km/h. Residential cul de sac.	-
61	Map 38	Clane	Main Street	-	50	50	-	30 km/h. Shopping street.	Improve footways and crossings. Increase sense of being in a village. Rationalise car parking and car park accesses. Consider pedestrianisation or similar low traffic arrangement.
62	Map 38	Clane	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
63	Map 38	Clane	Nancy's Lane (from L5077 to College Wood Manor, possibly pedestrianised).	W	80	80	-	30-50 km/h. Narrow, winding lane.	-
64	Map 38	Clane	R403	NE	80	80	Yes	-	At the junction with Irishtown Lane, re-orientate the residential accesses from the R403 to Irishtown Lane.
65	Map 38	Clane	R403	W	80	80	-	60 km/h zone from Clane through Firmount Cross Roads is missing from map.	Change Firmount Cross Roads to a staggered junction.
66	Map 38	Clane	R407	N	50	60	Yes	No. Note new Aughamore housing estate (112 houses, 36 apartments).	-
67	Map 38	Clane	R407	S	-	-	-	See Naas MD.	-
68	Map 38	Clane	Set down area at Scoil Phádraig Claonadh, Prosperous Road.	W	80	80	-	30 km/h. School.	-
69	Map 39	Clogherinkoe	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
70	Map 39	Clogherinkoe	L-5008-1	N	50	50	-	-	Extend footway / make continuous.
71	Map 39	Clogherinkoe	L-5008-2	S	50	50	-	-	Extend footway / make continuous.
72	Map 39	Clogherinkoe	L-5008-2	S	80	50	-	-	Extend footway / make continuous.

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
73	Map 39	Clogherinkoe	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
74	Map 39	Clogherinkoe	R-401-1	NW	80	80	-	60 km/h zone needed near Meath border. Winding, poor line of sight.	-
75	Map 39	Clogherinkoe	R-401-2	NW	80	80	-	60 km/h zone needed near Meath border. Winding, poor line of sight.	-
76	Map 40	Coill Dubh (Blackwood)	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
77	Map 40	Coill Dubh (Blackwood)	L1019	S	80	80	-	Reduce to 60 km/h as far as R403. Narrow, winding.	Renew speed limit signs - road too narrow and signs being struck by vehicles.
78	Map 40	Coill Dubh (Blackwood)	L-1019-2	N	60	50	-	-	Restore footways to their full width. Remove gravel and grass.
79	Map 40	Coill Dubh (Blackwood)	L7073-0	SW	50	50	-	-	Extend footway / make continuous.
80	Map 40	Coill Dubh (Blackwood)	L7073-0	SW	80	80	-	Extend 50 km/h to R403.	-
81	Map 40	Coill Dubh (Blackwood)	L7073-0	SW	80	50	-	Extend 50 km/h to R403.	Extend footway / make continuous.
82	Map 40	Coill Dubh (Blackwood)	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
83	Map 40	Coill Dubh (Blackwood)	R-403-11	S	80	80	Yes	-	Review crossroad junctions from L1019 and L7073-0.

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
84	Map 41	Derrinturn	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
85	Map 41	Derrinturn	L-5022	E	60	60	-	Make entire road 60 km/h or lower - narrow, winding, residential road.	Extend footway / make continuous.
86	Map 41	Derrinturn	L-5022	E	80	80	-	Make entire road 60 km/h or lower - narrow, winding, residential road.	Extend footway / make continuous.
87	Map 41	Derrinturn	L-5022-1	SE	60	60	-	Make entire road 50 km/h or lower - residential road, two sports grounds.	Extend footway / make continuous.
88	Map 41	Derrinturn	L-5023-0	N	50	50	-	-	Extend footway / make continuous.
89	Map 41	Derrinturn	L-5023-0	NE	60	60	-	Make entire road 50 km/h or lower - residential road, two sports grounds. Extend 60 km/h.	Extend footway / make continuous.
90	Map 41	Derrinturn	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
91	Map 41	Derrinturn	Windmill Grove and other cul de sac off L-5022.	SE	80	80	-	30 km/h. Residential cul de sac.	-
92	Map 42	Donadea	L-1008-2	N	80	80	-	Retain lower speed limit adjacent to L-1009-2.	-
93	Map 42	Donadea	L-1009-0	E	80	80	-	Retain lower speed limit adjacent to L-1008-2.	-
94	Map 42	Donadea	L-10171-0	W	80	80	-	Make entire road 60 km/h or lower - narrow, winding.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
95	Map 42	Donadea	L-1017-3	W	80	80	-	Retain lower speed limit from L-10171-0 to L-1008-2.	-
96	Map 42	Donadea	L-1018	S	80	80	-	Retain lower speed limit adjacent to L-1009-2.	-
97	Map 42	Donadea	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
98	Map 43a	Donore	L6008-0	E	60	60	-	Extend 60 km/h to east of residential cul de sac at Landestown.	Extend footway / make continuous. Provide crossing.
99	Map 43a	Donore	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
100	Map 43a	Donore	Residential cul de sac at Landestown.	E	80	80	-	Make entire road 30 km/h or lower - exceptionally narrow, winding.	-
101	Map 44	Johnstown Bridge	Cul de sac laneway south of Dunfeirth Park.	E	80	80	-	50 km/h or lower. Residential cul de sac.	Improve surface at junction with R402.
102	Map 44	Johnstown Bridge	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
103	Map 44	Johnstown Bridge	L-1003-1	NW	80	80	-	Extend 50 km/h until after last house.	-
104	Map 44	Johnstown Bridge	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
105	Map 44	Johnstown Bridge	R-402-10	NE	60	50	Yes	-	Extend footway / make continuous.
106	Map 44	Johnstown Bridge	R-402-10	NE	50	50	Yes	-	Extend footway / make continuous.
107	Map 44	Johnstown Bridge	R-402-8	SW	50	50	Yes	-	Extend footway / make continuous.

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
108	Map 44	Thomastown	L5014-0	NW	60	80	-	No. Reduce entire road to 60 km/h.	-
109	Map 44	Thomastown	L82554-0	NE	60	80	-	No. Location was bypassed because it was unsafe for 80 km/h. To now make it 80 km/h is perverse. Make entire road 60 km/h or lower.	-
110	Map 44	Thomastown	L82555-0	SW	60	80	-	No. Location was bypassed because it was unsafe for 80 km/h. To now make it 80 km/h is perverse. Make entire road 60 km/h or lower.	-
111	Map 45	Kilcock	Bridge Street, Church Lane, Meath Bridge, Mill Lane, New Lane, New Road, School Street, The Square.	-	50	50	-	30 km/h. Shopping and residential streets. Narrow one-way and / or with no footways, schools, church, nursing home.	Improve footways and crossings. Increase sense of being in a village.
112	Map 45	Kilcock	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
113	Map 45	Kilcock	L-1026-1	W	60	60	-	-	Add footways as far as nursing home.
114	Map 45	Kilcock	L-5028-3	SW	50	60	-	-	Check speed limit signs are turned the right way.
115	Map 45	Kilcock	L-5028-3	SW	80	80	-	Reduce entire road to 60 km/h. Narrow, winding, residential.	Check speed limit signs are turned the right way.
116	Map 45	Kilcock	L-5038-0	SW	50	60	-	No. Residential, no footways.	Add footways.

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
117	Map 45	Kilcock	L-50382-0	SW	50	60	-	No. Residential, no footways.	Add footways.
118	Map 45	Kilcock	L-5039-0	SE	50	50	-	-	Extend footway / make continuous.
119	Map 45	Kilcock	L-50397	NW	80	80	-	Reduce to 30 km/h. Canal towpath with unprotected water edge.	-
120	Map 45	Kilcock	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
121	Map 45	Kilcock	R-125 Dunboyne Road and Meath Bridge.	NE	50	50	-	Reduce to 30 km/h from bridge (no footway) to The Square.	Add footway to bridge (may require tidal traffic arrangement). Note chapel, housing, and footway on far side of bridge.
122	Map 45	Kilcock	R125, Shaw's Bridge, Molly Ware Street, Courtown Road.	SW	50	50	-	-	Shopping and residential street, train station. Introduce traffic calming.
123	Map 45	Kilcock	R148 - Harbour Street.	E	50	50	-	-	Shopping and residential street. Introduce traffic calming.
124	Map 45d	Kilcock	Kilcock- M4 Junction 8	W	120	120	-	Lower speed limit on exit ramps. 120 km/h speed limits within 10 metres of stop lines are unacceptable. Acceleration from 60 to 120 km/h seems steep.	-
125	Map 46a	Killina	L5026	SW	60	60	-	Extend 60 km/h to last house.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
126	Map 46a	Killina	R403	NW & SE	80	80	Yes	Extensive ribbon development. Extend 60 km/h to last house.	-
127	Map 47a	Kilshanchoe	L-5010-2	W	80	80	-	Extensive ribbon development. Extend 60 km/h to last house.	-
128	Map 47a	Kilshanchoe	L-5010-2	W	50	50	-	Note that Kilshanchoe is both the dominant and official spelling.	-
129	Map 47a	Kilshanchoe	R-402-6	N	50	50	-	Extend 50 km/h north of junction with L-5012-0.	-
130	Map 48a	Kishawanny	L-1006-1	NE	80	80	-	Extend 60 km/h back from bend / junction.	-
131	Map 49a	Ladychapel	L-1010-3	W	60	60	-	-	Change to staggered junction.
132	Map 49a	Ladychapel	L-5037-0	E	60	60	-	-	Change to staggered junction.
133	Map 49a	Ladychapel	R-408-2	NE	60	60	Yes	-	Change to staggered junction.
134	Map 49a	Ladychapel	R-408-3	S	60	60	Yes	-	Change to staggered junction.
135	Map 49a	Ladychapel	Residential cul de sac	SW	60	60	-	30 km/h. Single lane residential cul de sac with no footway. Cemetery.	-
136	Map 50	Lullymore	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
137	Map 50	Lullymore	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
138	Map 50a	Lullymore	L-30011-0	S	80	80	-	Extend 60 km/h beyond bend.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
139	Map 50a	Lullymore	L-81115	NW	60	60	-	Extend 60 km/h back from junction to last house.	-
140	Map 50a	Lullymore	R-414-2	NE	80	80	-	Extend 60 km/h beyond bend.	-
141	Map 51	Maynooth	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
142	Map 51	Maynooth	L1014		60	80	-	This change is not highlighted on Map 51.	-
143	Map 51	Maynooth	L1015		60	80	-	This change is not highlighted on Map 51.	-
144	Map 51	Maynooth	M4 Celbridge Junction	S	60	120	Yes	Acceleration from 60 to 120 km/h seems steep.	-
145	Map 51	Maynooth	M4 Celbridge Junction	S	120	120	Yes	Lower speed limit on exit ramps. 120 km/h speed limits within 20 metres of stop lines are unacceptable.	-
146	Map 51	Maynooth	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
147	Map 51a	Maynooth	L-1012-0	N	80	50	-	-	Add footway for entire length of schools.
148	Map 51a	Maynooth	L-50411-0	W	60	80	-	No. This road is not straight. Winding boreen with poor visibility and grass down the middle. Not suitable for 80 km/h.	-
149	Map 51a	Maynooth	R-148-9	W	60	80	Further west	No. Narrow series of bends at L-50411-0 are not suitable for a higher speed limit.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
150	Map 51b	Maynooth	L-1013-0	NE	60	60	-	Extend 50 km/h well beyond entrances to Lyreen and Castlepark estates. Consider 50 km/h as far as Dunboyne Road Roundabout.	-
151	Map 51b	Maynooth	L-10131	E	80	80	-	Boreen. Not suitable for 80 km/h. Is much of this pedestrianised?	-
152	Map 51b	Maynooth	L-10133-0	S	50	30	-	Legend says "30 km/h SLOW ZONES - Housing Estates" - legend needs to be revised to account for school zones.	Provide continuous footway. Restore footways to their full width. Remove gravel and grass.
153	Map 51b	Maynooth	R-148-7	-	50	30	-	Legend says "30 km/h SLOW ZONES - Housing Estates" - legend needs to be revised to account for school zones.	-
154	Map 51b	Maynooth	R-148-8	-	50	30	-	Legend says "30 km/h SLOW ZONES - Housing Estates" - legend needs to be revised to account for school zones.	-
155	Map 51b	Maynooth	Side streets and laneways off Main Street.	-	80	80	-	30 km/h.	Provide continuous footway or pedestrianize.
156	Map 51c	Maynooth	L-5041-2	W	80	80	-	Extend 60 km/h to south of narrow humpback bridge.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
157	Map 51c	Maynooth	Local access carriageway on Kilcock Road at The Leinster Clinic (Eircode W23 FW77)	W	80	80	-	30 km/h	-
158	Map 51d	Maynooth	L5053	E	60	60	-	No. Humpback bridge, winding residential road with no footway.	-
159	Map 51d	Maynooth	L-5057-0	E	60	80	-	No. Narrow, winding road with 90-degree bends. Ribbon housing.	-
160	Map 51e	Maynooth	M4 Maynooth Junction	S	120	120	Yes	Lower speed limit on exit ramps. 120 km/h speed limits within 20 metres of a bend / stop line are unacceptable.	-
161	Map 51e	Maynooth	N-4-10	S	60	120	Yes	Is this road reference correct? Acceleration from 60 to 120 km/h seems steep.	-
162	Map 51e	Maynooth	N-4-12	S	60	120	-	Is this road reference correct? Acceleration from 60 to 120 km/h seems steep.	-
163	Map 51e	Maynooth	R-406-3	S	60	80	Yes	No. Note large nursing home.	-
164	Map 51e	Maynooth	R-406-4	S	60	60	Yes	Consider reducing this to 50 km/h - pedestrians from nursing home and business park must cross several roads, including motorway slip roads.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
165	Map 51f	Maynooth	M4 Maynooth Junction	S	-	-	Yes	This map is out of sequence in the document.	-
166	Map 52a	Newtown	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
167	Map 53	Prosperous	Donaghers Lane (cul de sac off L-7095)	N	80	80	-	30 km/h - residential cul de sac with no footway.	-
168	Map 53	Prosperous	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
169	Map 53	Prosperous	L-10023	NE	80	80	-	30 km/h - residential cul de sac with no footway.	-
170	Map 53	Prosperous	L-7095	N	80	80	-	Extend 50 km/h north of junction with L1021 and Donaghers Lane.	-
171	Map 53	Prosperous	L-7095	N	50	50	-	Text incorrectly positioned on Map 53a.	-
172	Map 53	Prosperous	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
173	Map 53	Prosperous	R408 (marked as L-1022)	NE	60	80	-	No.	Extend footway / make continuous.
174	Map 54	Rathcoffey - Painstown	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
175	Map 54	Rathcoffey - Painstown	L5039-4	NE	60	80	-	No. Much of this is narrow and winding.	-
176	Map 54	Rathcoffey - Painstown	L-5046-1	E	80	80	-	Road number mis-formed on map.	-
177	Map 54	Rathcoffey - Painstown	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
178	Map 54	Rathcoffey - Painstown	R408-6	E	60	80	Yes	No. Continuous housing. Multiple 90-degree bends. Fatality in recent years.	-
179	Map 54	Rathcoffey - Painstown	R408-7	SW	60	80	Yes	No. Continuous housing. Multiple 90-degree bends.	-
180	Map 55	Robertstown	Grove Lane	-	80	80	-	30 km/h residential, not footways.	-
181	Map 55	Robertstown	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
182	Map 55	Robertstown	L-7073-1	NW	80	80	-	Extend 50 km/h beyond junction with L-7074-0. Houses, junctions, bends, open canal bank.	-
183	Map 55	Robertstown	L-7074-0	N	80	80	-	Extend 50 km/h beyond junction with L-7073-1. Houses, junctions, bends, open canal bank.	-
184	Map 55	Robertstown	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
185	Map 56a	Staplestown	L-5071	E	80	80	-	Extend 50 km/h past last houses and sports ground.	-
186	Map 57	Straffan	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
187	Map 57	Straffan	L-2007-7	S	80	80	Further south	See Naas MD.	-
188	Map 57	Straffan	L-2007-9	S	60	80	-	No. Winding, bridge.	-
189	Map 57	Straffan	L-2007-9	S	60	80	Further south	See Naas MD.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
190	Map 57	Straffan	L5049-0	NW	60	80	-	No. Residential, no footways.	-
191	Map 57	Straffan	L5067-1	NE	60	80	-	No. Winding boreen.	-
192	Map 57	Straffan	L5068-0	W	60	80	-	No. Residential, no footways.	-
193	Map 57	Straffan	L-6013-1	S	60	80	-	See Naas MD.	-
194	Map 57	Straffan	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
195	Map 57	Straffan	R403-23	N	60	80	-	No. How are pedestrians meant to negotiate an 80 km/h roundabout?	-
196	Map 57	Straffan	R403-25	N	60	80	-	No. Bus stops. How are pedestrians meant to negotiate an 80 km/h roundabout?	-
197	Map 57	Straffan	R406-0	N	60	80	-	No. How are pedestrians meant to negotiate an 80 km/h roundabout?	-
198	Map 58a	Thomastown	L5014-0	-	-	-	-	See Map 44 comments.	-
199	Map 58a	Thomastown	L82554-0	-	-	-	-	See Map 44 comments.	-
200	Map 58a	Thomastown	L82555-0	-	-	-	-	See Map 44 comments.	-
201	Map 58a	Thomastown	R402-7	-	-	-	-	See Map 44 comments.	-
202	Map 58a	Thomastown	R402-8	-	-	-	-	See Map 44 comments.	-
203	Map 59a	Ticknevin	L-50213-0	-	60	60	-	30 km/h residential cul de sac.	-
204	Map 59a	Ticknevin	L-50213-0	N	80	80	-	Narrow, single lane road with 90-degree bends and humpback bridges - reduce speed limit to 50-60 km/h.	-
205	Map 59a	Ticknevin	L-50213-1	E	60	60	-	30 km/h school, residential cul de sac.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
206	Map 59a	Ticknevin	L-50213-2	SE	60	60	-	30 km/h residential cul de sac.	-
207	Map 60a	Tirmoghan	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
208	Map 60a	Tirmoghan	L-5030-0	W	50	50	-	-	Add footways to connect to school.
209	Map 60a	Tirmoghan	L-5030-0	W	80	80	-	Extend 50 km/h past junction with L-5032-1.	Add footways to connect to school.
210	Map 60a	Tirmoghan	L-5033-0	S	80	80	-	Extend 50 km/h to junction to the west - residential boreen with no footway.	Add footways to connect to school.
211	Map 61	Kishawanny	Kishawanny Road (former R402).	W	80	80	-	Substantial reduction in speed limit required.	-
212	Map 61	R402 - Enfield to Edenderry	Housing estates	-	80	80	-	All the housing estates and similar roads on the map should have 20 or 30 km/h speed limits.	-
213	Map 61	R402 - Enfield to Edenderry	L1005	N	-	-	-	See Map 37 comments.	-
214	Map 61	R402 - Enfield to Edenderry	L-5022	SE	-	-	-	See Map 41 comments.	-
215	Map 61	R402 - Enfield to Edenderry	L-5022-1	E	80	80	-	Ribbon housing, winding, - reduce speed limit to 60 km/h.	-
216	Map 61	R402 - Enfield to Edenderry	L-5023-0	E	80	80	-	Ribbon housing, winding, - reduce speed limit to 60 km/h.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
217	Map 61	R402 - Enfield to Edenderry	L-5024-1	NE	80	80	-	Ribbon housing, winding, - reduce speed limit to 60 km/h.	-
218	Map 61	R402 - Enfield to Edenderry	L70743-1	-	-	-	-	See Map 37 comments.	-
219	Map 61	R402 - Enfield to Edenderry	L-70743-1	-	-	-	-	See Map 37 comments.	-
220	Map 61	R402 - Enfield to Edenderry	L-70743-2	-	-	-	-	See Map 37 comments.	-
221	Map 61	R402 - Enfield to Edenderry	Minor roads with ribbon development	-	80	80	-	Substantial reductions in speed limit required.	-
222	Map 61	R402 - Enfield to Edenderry	R402	-	-	-	-	See Map 37 comments.	-
223	Map 61	R402 - Enfield to Edenderry	R-402-0	-	80	100	Yes	See Map 37 comments.	-
224	Map 61	R402 - Enfield to Edenderry	R-402-1	-	80	100	Yes	See Map 37 comments.	-
225	Map 61	R402 - Enfield to Edenderry	R-402-2	-	-	-	-	See Map 37 comments.	-
226	Map 61	R402 - Enfield to Edenderry	R-402-3	-	-	-	-	See Map 37 comments.	-
227	Map 61	R402 - Enfield to Edenderry	R-402-3	-	-	-	-	See Map 37 comments.	-
228	Map 61	R402 - Enfield to Edenderry	R-402-4	-	-	-	-	See Map 37 comments.	-
229	Map 61	R402 - Enfield to Edenderry	R-402-4	-	-	-	-	See Map 37 comments.	-
230	Map 61	R402 - Enfield to Edenderry	R-402-5	-	-	-	-	See Map 37 comments.	-
231	Map 61	R402 - Enfield to Edenderry	R-403-2	-	-	-	-	See Map 41 comments.	-

Line	Map	Location	Road	Direction from location	Council Proposal		GoSafe Zone?	Comment: speed limits	Comment: infrastructure
					Change from	Change to			
232	Map 61	R402 - Enfield to Edenderry	R-403-3	-	-	-	-	See Map 41 comments.	-
233	Map 61	R402 - Enfield to Edenderry	R-403-4	-	-	-	-	See Map 41 comments.	-
234	Map 62a	Cadamstown	L5005	N	80	80	-	Extend 50 km/h beyond junction and last houses.	-
235	Map 62a	Cadamstown	L5006	SW	80	80	-	Extend 50 km/h beyond junction and last houses.	-
236	SLR-2021-CMMD-PSL-13	Killina NS	Killina NS - Periodic Speed Limit	-	60	30	Yes	Lower full-time speed limit required on adjacent roads - continuous ribbon development.	-
237	SLR-2021-CMMD-PSL-14	Rathcoffey	Rathcoffey - Periodic Speed Limit	-	50	30	-	Add 30 km/h periodic speed limit to L50351 at school.	-
238	SLR-2021-CMMD-PSL-17	Timahoe	Timahoe - Periodic Speed Limit	-	80	30	-	Lower full-time speed limit required on adjacent roads - continuous ribbon development.	-

