



Councillor  
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## **Submission on Draft Schedule of Proposed Amendments to Special Speed Limits (January 2021)**

I understand that the Roads and Transportation Department are tasked with setting the speed limits on our roads, in order to make them as safe as possible for all users, and must do so in line with the Guidelines for Setting and Managing Speed Limits in Ireland which were published in 2015.

I am extremely concerned to see that despite the guidelines containing 147 pages, including a Speed Assessment Framework for Rural Single Carriageway Roads in Appendix A1, that Section 7.3 which pertains to Urban Roads, was used to determine the speed limit for most of the roads in our Municipal District. Section 7.3 does not apply to rural roads and this oversight has resulted in many nonsensical proposed amendments, which I have outlined.

I also note that the predominant criterion given on the draft schedule as the reason for increasing speed limits on our rural roads is the development density not being met. I read that the development density can be half in rural areas, and would like those calculations to be rechecked for rural areas. I see the density not being met in some rural areas which are almost completely built-up, which does not make sense.

The guidelines allow for implementing speed limits lower than 80 km/h in 'at-risk' locations. All of the roads where limits were set to less than 80 km/h were adjudged to have been 'at-risk' at the time of making the 2011 bye-laws, and remain so today. My comments below will outline 'at-risk' areas where the roads provide local access or form parts of recreational routes used by walkers and cyclists.

It is the objective of the guidelines to enable the council to override the default speed limits where necessary to protect the vulnerable road users and we cannot allow existing necessary protections to be removed.

Thanks,

A handwritten signature in black ink that reads "Brendan". The signature is written in a cursive, flowing style.

# Comments on Draft Proposals

## **Kilmeague to Allen: R415**

I strongly support the proposal to change the R415 to 50 km/h all the way to Allen. Allen NS, Allen Church and Allen Graveyard are all on this road and it is extremely busy and regularly restricted by events in the church and graveyard.

## **Allenwood: L-1020-0 (Station Road)**

The L1020-0, named Station Road, provides access from the residential areas of Allenwood Cross and Allenwood North, to community facilities such as Allenwood GFC, 8th Kildare Allenwood Scouts Den, Na Fianna Men's Shed and the Michael Fitzpatrick Enterprise Park, which is the site of the proposed Allenwood Community Playground.

It is used by considerable numbers of vulnerable road users, contains several bends with limited lines of sight, and does not have a footpath for most of its length beyond the estates. It should at least remain at 60 km/h, and a further extension of the 50 km/h zone to encompass the entire road should be considered. Speeding and safety has been reported to me as a concern on this road.

## **Allenwood: L-10201-0 (Grouse Lodge Lane)**

The L10201-1 is a single lane rural road providing the recognised route and only available pedestrian access from Grouse Lodge Lane to Allenwood Cross. It is used by considerable numbers of vulnerable road users, and does not have a footpath. It should at least remain at 60 km/h, and a further reduction to 50 km/h should be considered as part of the consideration of extending the adjoining L-1020-0 to 50 km/h also.

## **Allenwood: L70733-0 (Bluetown) & L-70734-0 (New Road)**

The L70733-0 and L70734-0 are single lane rural roads providing the recognised route and only available pedestrian access from Bluetown & New Road to the shops, school and church at Allenwood Cross. The roads are used by considerable numbers of vulnerable road users, and do not have footpaths. These roads should remain at 60 km/h and a further reduction to 50 km/h should be considered in line with the request to extend the 50 km/h zone to the junction of New Road and the R403.

## **Allenwood: R403-10 (Bluetown Junction)**

The R403-10 from the junction of the L70734-0 to Allenwood Cross provides the recognised route and only available pedestrian access from Bluetown & New Road to Allenwood Cross. It is used by considerable numbers of vulnerable road users, and does not have a footpath to protect these road users.

It should at least remain at 60 km/h, the speed limit section should be extended east to the junction with the L70734-0 (New Road), and a further reduction to 50 km/h should be applied, similar to the remaining roads within the Allenwood village extents.

#### **Allenwood: R415-0 (Cushalla to Derrymullen Bridge)**

I strongly support the proposal to reduce the speed limit on the R415 from Cushalla to Derrymullen (Bond) Bridge to 50 km/h. The road is heavily used, particularly on the east side, by residents of Allenwood Middle and Allenwood North to reach the Grand Canal and future Grand Canal Greenway.

In addition, the speed limit of the approach to the bridge from the south, should also be reduced.

#### **Allenwood: R415-0 & R415-1 (Derrymullen Bridge to Harberton Bridge)**

The approach road to Allenwood from Kilmeague is a dense residential area where issues with speeding have already been reported to me. I request that it remains at 60 km/h and that consideration be given to reducing the speed limit to 50 km/h, at least on the approach to Derrymullen Bridge from the south.

The road is the recognised route from pedestrians and cyclists from Grangeclare and Derrymullen to reach the banks of the Grand Canal, the future Greenway, and the newly built Barrow Blueway, for walking and cycling. It is also the recognised route for these vulnerable road users to reach the main village of Allenwood, and there is no footpath on the road verge to protect them.

It should also be noted that the Aylmer Gaels GFC amalgamation incorporates youth players of both Ballyteague GFC and Allenwood GFC, and that the grounds of both clubs are used by the younger members of both clubs also. Players from as far as Kilmeague will potentially be cycling to training in Allenwood, along the R415, if their team is assigned to that ground for the season.

#### **Allenwood: L70056-4 (Derrymullen to Ballyteague)**

The L70056 provides access to the recreation facilities of Ballyteague GFC, as well as access to the Barrow Blueway. It should be noted that many residents of Derrymullen are full members and players with Ballyteague GFC, and that younger players of both Allenwood and Ballyteague are members of Aylmer Gaels GFC, which uses the sports grounds of both Ballyteague and Allenwood GFC.

The L70056 would be used by footballers of all three clubs to access both grounds, in both directions, and should remain at 60 km/h in order to protect these vulnerable road users on this rural single lane road which does not have a footpath, but contains many bends with limited line of sight due to native hedgerows.

### **Allenwood: L70051-1 (Grangeclare)**

Similar to the L70056, the L70051 provides the recognised access route to Ballyteague GFC for vulnerable road users from Grangeclare and the townlands south of it, as far as Kilmeague. It should be noted that the entire village of Kilmeague is in the catchment area for membership of Ballyteague GFC.

The L70051 should remain at 60 km/h and the zone should be extended to include the residential areas all the way to the western end of Ballyteague South.

### **Carbury: L10062 & L70743-1 (Carbury Village)**

The proposed reduction to 50 km/h in Carbury Village is supported. There is an established circular walking route used by residents via an entrance to the R403 to the south, and back up the L1005 Broadford road into the village centre.

### **Carbury: L1005-0 & L70743-2 (Carbury Village)**

The intersection of the L70743 and L1005 is 60 km/h for good reason. The L70743-2 cul-de-sac is used for residential access only. The speed limit at this intersection should remain at 60 km/h and consideration should be given to reducing it to 50 km/h as the road is regularly crossed by residents walking to the main circular walking route in the village.

The L70743-2 should most certainly be reduced to 50 km/h as there is no footpath and as mentioned, is used by vulnerable road users as the recognised and only route to the village centre and circular walking route.

### **Clogherinkoe: L5008-2 (Clogherinkoe Village)**

The proposed extension of the 50 km/h zone to encompass the Woodview estate is strongly supported. The L5008 to the L1006 is the recognised and only route to Clogherinkoe GAA club, and is used by vulnerable road users, including children, to reach the club for recreational activities. The road also contains bends and the hedgerows limit line of sights. It is requested that a speed limit of 60 km/h be applied all the way from Clogherinkoe Village to the L1006.

### **Coill Dubh: L1019 & L7073 (Coill Dubh & Cooleragh)**

The proposed reductions to 50 km/h are strongly supported. It is also requested that the 50 km/h on the L7073 to Brockagh Cross be extended to the end of the residential units to the south west, or alternatively, a 60 km/h zone is added to encompass these houses. The residents here need to walk or cycle on the L7073 to reach the main village shops and school, and there is no footpath and there are two bends on the road at this location.

### **Kilshanroe: R402**

Existing 50 km/h zone starts beyond the 60 km/h zone mapped. Village name signage includes 50 km/h limit and a driver feedback sign exists, presumably set to 50 km/h. Parents and guardians of Kilshanroe National School already express concern at speeding and accidents on the bendy road through the village.

The existing 50 km/h zone is justified and should not be increased. If the current bye-laws do not reflect the signage on the ground, then the bye-laws should be adopted to meet the existing signage, as the current engineering measures, including the signage, are working well.

### **Lullymore: R414 & L81115**

The R414 passing through Lullymore should remain at 60 km/h. It is a single carriageway road in a rural area which is heavily used by vulnerable road users. The Bog of Allen Nature Centre is located at the junction of the L81115 and the R414, and serves as the centre for a walking trail known as the Lullymore Biodiversity Trail which is marketed by the Irish Peatland Conservation Council, who run educational guided tours eastwards along the R414 to Lodge Bog. See <http://www.ipcc.ie/wp/wp-content/uploads/2012/02/lullymorebiodiversitytrail.pdf>

The L81115 is a built-up single lane, also used as a recognised walking route to the Lullymore West Bog from the Nature Centre, and should also be made safer in line with guidelines, by having a reduced speed limit of 60 km/h.

## **Requested new Special Speed Limits**

### **R414: (Lullymore to Shee Bridge)**

The R414 is a single carriageway rural road, serving as local access for residents of Allenwood South and Lullymore.

It is the recognised route to the Lodge Bog Nature Reserve, Bog of Allen Nature Centre, Lullymore Heritage and Discovery Park on the Lullymore end. All local amenities for the residents of Lullymore and Allenwood South. The local community would walk and cycle the routes for recreation, and some members of the community work in the Heritage Park, and cycle to work along the R414, on which they are not protected by a footpath.

The route is also used to access the old Grand Canal Way and the Grand Canal and future Greenway by walkers from both Lullymore and Allenwood South. It is also the only pedestrian route to the bus stop at Shee Bridge.

In addition, the R414 provides the recognised route to the only local shops, post office, church and primary school. It is anticipated that the Grand Canal Greenway will provide a safe link from the Shee Bridge to Allenwood Cross for pedestrians and cyclists, and will only increase the number of vulnerable road users on the R414.

The walking route from the Lodge Bog Nature Reserve to Lullymore is already marketed as a Biodiversity Trail by the Irish Peatland Conservation Council. See <http://www.ipcc.ie/wp/wp-content/uploads/2012/02/lullymorebiodiversitytrail.pdf>

It is requested that the 60 km/h limit from Lullymore be retained and extended through Allenwood South to the Shee Bridge. The bye-law should be defined in such a way to include all tertiary roads (public or private) that intersect with the R414 also.

#### **L70042: (Nursery Road to Ballyteague)**

Nursery Road is a single lane rural road, with no footpath, and very uneven in the section through Ballyteague Bog, that is a recognised route used by residents of Allenwood South to reach Ballyteague Forest and the Barrow Blueway to the south for recreation purposes, by walking or cycling. It is also used by younger members of Allenwood GFC, that play or train in Ballyteague GFC, when that ground is their team's designated ground during their time with the amalgamation, Aylmer Gaels GFC.

The road is also regularly used by its residents to walk to the bus stop at Shee Bridge, in order to reach the shops in Allenwood or Edenderry, and the secondary schools in Prosperous or Clane.

It is requested that the speed limit for the L70042 be set to 60 km/h for its entire length from the junction with the R414 to the junction with the L70056.

#### **L5026: (Killina Bank)**

The bank of the Grand Canal from the junction of the L5026 with the R414 in Allenwood South to Hamilton Bridge in Killina is a popular walking route with residents of Allenwood South and Killina.

In line with the request to reduce the R414 to 60 km/h through Allenwood South in order to protect the vulnerable road users, the same is requested of this single lane rural road which is adjoined on one side by water and contains some bends which limit line of sight for walkers.