



Comhairle Contae Chill Dara
Kildare County Council

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Proposed Traffic Calming Measures

Section 38- Road Traffic Act 1994

**Proposed Junction Improvement Scheme at Allenwood where the R403 meets the R415 and
L1020**

Ref number	From	Body of submission	Response
KCC-C449-1	Date Submitted:01.03.2026 21:31	<p>Title Section 38 of the Road Traffic Act 1994-Proposed Junction Improvement Scheme at Allenwood where the R403 meets the R415 and L1020 Remove the planned Edenderry bus stop parking and continue with the four current parking spaces already in place. The bus currently stops on the road adjacent to the bus shelter and does not use its current designated parking area. Convert the current designated bus pull in area to three car parking spaces. These extra spaces would be useful for accessing services by people who cannot access the village by foot.</p>	<p>The proposed bus stop and associated lay-by have been designed in accordance with DMURS and the Traffic Signs Manual, which prioritise the safe, accessible and efficient operation of public transport within urban areas. A properly designated bus stop is necessary to ensure consistent bus operations, passenger safety, and compliance with national standards, irrespective of current stopping behaviour.</p>
KCC-C449-1		<p>Submission to improve the approach angle of the current speed bumps in the village. The approach angle should be of similar size to those installed in Caragh village. This will have a positive impact on reducing vehicle speeds through the village.</p>	<p>The scheme has been designed in accordance with DMURS, DMRB and the Traffic Signs Manual, with traffic calming measures tailored to the specific function and constraints of Allenwood's Cross. Such measures are site-specific and not directly transferable between locations. No change to the proposed design is therefore required, and the Local Authority intends to proceed as advertised.</p>
KCC-C449-1		<p>Request to install speed bumps on the approach to the school outside of Grand canal woods. This would help reduce vehicle speeds as they approach the school area.</p>	<p>The request relates to traffic calming on the wider road network outside the extents of the Allenwood Junction Improvement Scheme. The current project is limited to the junction of the R403 with the R415 and L1020 and associated pedestrian facilities only. The installation of additional speed ramps near the school at Grand Canal Woods is therefore outside the scope of this scheme, and no change to the design as advertised is proposed.</p>
KCC-C449-1		<p>The sequence of timing of the traffic lights should reflect the traffic flows at peak times and direction of traffic flow.</p>	<p>The traffic signal operation will be designed and implemented in accordance with national standards, having regard to safety, pedestrian requirements and traffic demand</p>

KCC-C449-1		Speed ramps to be added on the approach from the Derrymullen side into the village. This will help with calming of traffic speeds into the village.	The request relates to traffic calming on the wider road network outside the extents of the Allenwood Junction Improvement Scheme. The current project is limited to the junction of the R403 with the R415 and L1020 and associated pedestrian facilities only. The request for additional speed ramps on the Derrymullen approach relates to traffic calming measures outside the extents and scope of the Allenwood Junction Improvement Scheme.
KCC-C449-1		All of the pedestrian crossings should be raised areas/ramps to help reduce speed in the village.	Signalised pedestrian crossings are provided at the junction as part of the scheme and have been designed in accordance with national standards. The proposed crossing arrangements are considered appropriate for this location.
KCC-C449-1		Replace the current bollards with railings alongside the pathways. This will add security to the pedestrians and also guide pedestrians to safe crossing walkways.	Pedestrian guardrailing is not proposed as it is not a default requirement and should only be provided where a site-specific safety need is demonstrated, with alternatives considered and an auditable decision basis. The scheme instead provides controlled pedestrian crossing facilities and prioritises a safe, accessible and uncluttered street environment consistent with DMURS principles.
KCC-C449-1		Introduce speed ramps to entrances to Petrol station and Chip shop areas. This will help reduce the speed of vehicles entering these areas and also deter vehicles from shortcutting through these areas.	Tactile paving is to be provided at the pedestrian interfaces at the petrol station and chip shop to support pedestrian safety and accessibility, consistent with DMURS. The provision of ramps or vertical deflection at these private accesses is not required to achieve the intended pedestrian function and would extend beyond the scope of this junction scheme.