

# KILDARE COUNTY COUNCIL



**Road Traffic Act 1994**

**Report on Section 38**

**Safety Improvement Scheme  
on the Sex's Road Roundabout  
at L7041/L7045 Newbridge**

Siobhán Scully  
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## Sex's Road Roundabout at L7041/L7045 Newbridge Safety Improvement Scheme

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In accordance with Section 38 of the Road Traffic Act 1994 Local Authorities are obliged to carry out a public consultation process and consult with An Garda Síochána with regard to the implementation and enforcement of traffic calming measures.

The following works are proposed under this Safety Improvement Scheme:

- The provision of raised uncontrolled pedestrian crossings on all approaches to the roundabout.
- The realignment of kerbs lines, tightening of the turning radii and the provisions of a raised uncontrolled crossing at the entrance to College Orchard housing estate.
- Road resurfacing and reinstatement of line marking at this location.

The above proposed traffic calming measures were advertised on the 12 May 2026 edition of the *Leinster Leader*. It was also placed on public display at in Kildare County Council, Áras Chill Dara, Naas and on the Kildare County Council consultation portal. It was open for submissions from Tuesday 12 May 2026 to Wednesday 10 June 2026. 14 submissions were received from members of the public and these are included at Appendix A.

It was forwarded to An Garda Síochána for comment and they had no objection to the proposed scheme.

This submissions report will be noted at the Kildare-Newbridge Municipal District meeting of 17 June 2026 following which it is intended to proceed with the Scheme.



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Mark McLoughlin  
Senior Executive Officer  
Transport, Mobility and Open Spaces

## Appendix A: Submissions Report



Kildare County Council

Proposed Traffic Calming Measures

Section 38: Road Traffic Act 1994

**SAFETY IMPROVEMENT SCHEME ON THE  
SEX'S ROAD ROUNDABOUT AT L7041/L7045**

Report on Submissions



Comhairle Contae Chill Dara  
Kildare County Council

Ref No.	From	Submission	Response
KCC-C478-1	<p>Submitted on: 19.05.2026 - 09:59</p>	<p>The proposed plan focuses primarily on surface upgrades but fails to address the lack of visibility on the north side of the roundabout. Drivers entering the roundabout from the Barretstown road have dangerously little visibility of cars on their right. Similarly, cars entering from the West side of the roundabout and turning onto the Barretstown road have dangerously little visibility around the corner, where the pedestrian crossing is located.</p> <p>While I support the upgrade to ramped crossings, their current placement remains a concern due to the aforementioned visibility issues. A ramped crossing alone is a reactive measure that slows vehicles but does not help a driver see a pedestrian sooner.</p> <p>If the plan is to address safety issues at this roundabout, I think the most pressing issue that needs to be addressed is the line of sight.</p>	<p>Thank you for your submission, it has been noted. Support for elements of the scheme is welcomed.</p> <p>The ramped crossings are located at existing pedestrian desire lines. Unfortunately it is not possible to increase visibility at the location mentioned due to the presence of a 3<sup>rd</sup> party land boundary. The ramped crossings will in effect reduce the vehicle speeds on the roundabout, and as a result improve safety of vulnerable road users.</p>
KCC-C478-2	<p>Submitted on: 28.05.2026 - 20:18</p>	<p><b>Yellow box proposal. Tightening of entrance.</b></p> <p>Exiting College Orchard estate and turning right I believe there should be a yellow box on the road. It is a very busy junction with heavy traffic from all the new estates in recent years up to and past Sarsfields GAA. We have an estate entrance, a pedestrian crossing, and a roundabout all within 50 meters of each other. A yellow box would also make the pedestrian crossing before the roundabout a bit safer. A yellow box would assist College Orchard residents in getting out to a very busy line of traffic that constantly flows from Sexes road bridge and beyond.</p> <p><b>Tightening of entrance to College Orchard</b></p> <p>It looks like the College Orchard entrance will be tightened. Please consider exiting College Orchard and turning left. Currently at the exit point there is room for 2 cars. One for turning right and one for turning left. With the entrance tightening it looks like there will only be room for one car at the exit point. There will be a line of cars exiting one by one. Can the road kerbing be left as it is for cars exiting out of the</p>	<p>Thank you for your submission, it has been noted.</p> <p>The request for a yellow box at the entrance to College Orchard will be assessed and be included in the scheme if deemed to be required.</p> <p>The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance</p>



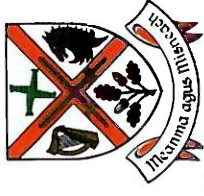
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		<p>estate on the left hand side. I don't believe this will impact on the pedestrian crossing and it will enable for cars to exit the estate quicker as is the case currently. The tightening of the entrance on the right hand side looks fine.</p>	<p>would not enhance the safety of vulnerable road users.</p>
<p>KCC-C478-3</p>	<p>Submitted on: 29.05.2026 - 00:16</p>	<p>The proposal presents unnecessary measures as the reduction of the entrance to College Orchard State and raising of the road to prevent speeding coming in and out of the state. There's no speeding issues due to the congested traffic in the mornings and evenings. The amount of traffic has increased considerably with the new states and the lack of planning in roads and infrastructures. It is very difficult to leave the state and it is unbelievable that in such a busy spot there is not a proposal for a yellow box. That will facilitate the traffic measures for pedestrians and drivers. This is improvement is highly necessary at the entrance to facilitate pedestrians and cars move safely. A yellow box in front of the state is necessary, most of the states in Newbridge have one. It will facilitate pedestrians crossing and cars safely access to the road. Illumination in that roundabout and the entrance of the state and towards the College is very poor and most of the times doesn't work. Visibility in that area is very bad and dangerous to pedestrians and drivers. A refurbishment of the path is necessary as it is loose and uneven, making difficult and dangerous crossing.</p>	<p>Thank you for your submission, it has been noted. The request for a yellow box at the entrance to College Orchard will be assessed and be included in the scheme if deemed to be required.</p> <p>The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance would not enhance the safety of vulnerable road users.</p> <p>An upgrade of the public lighting in the area is not included within the scope of this scheme due to funding constraints.</p>
<p>KCC-C478-4</p>	<p>Submitted on: 29.05.2026 - 07:15</p>	<p>A yellow box is badly needed outside the College Orchard estate. The road is extremely busy in the mornings, and it is often impossible for residents to exit the estate safely. I believe the entrance to the estate should not be narrowed. A school bus collects children from directly outside the estate, and many parents use the estate as a car park while waiting. Cars are frequently</p>	<p>Thank you for your submission, it has been noted. The request for a yellow box at the entrance to College Orchard will be assessed and be included in the scheme if deemed to be required.</p>



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KCC-C478-5	<p>Submitted on: 29.05.2026 - 10:22</p>	<p>I would like to propose a number of additions:</p> <ol style="list-style-type: none"> <li>1. Inclusion of a yellow box marking at the entrance to College Orchard. This would help blocking of the junction during peak periods.</li> <li>2. Preservation of turning radii at estate exit. The current layout allows 2 cars to exit the estate at once: 1 turning left and the second turning right, maintaining traffic flow out of the estate. The current layout also accommodates larger vehicles such as refuse trucks, delivery vehicles and emergency services.</li> <li>3. Widening of footpath at point where College Orchard and The Grange meet. An increased footpath width would improve pedestrian safety.</li> </ol>	<p>The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance would not enhance the safety of vulnerable road users.</p>
KCC-C478-6	<p><b>Crossing at college orchard</b></p>	<p>The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance would not enhance the safety of vulnerable road users.</p> <p>It is not possible to increase the footpath width at the pinch point between College Orchard and The Grange housing estates due to third party land ownership. However this will be explored in future if additional funding becomes available.</p>	<p>Thank you for your submission, the points raised have been noted.</p> <p>The request for a yellow box at the entrance to College Orchard will be assessed and be included in the scheme if deemed to be required.</p> <p>The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance would not enhance the safety of vulnerable road users.</p> <p>Thank you for your submission, it has been noted.</p>



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	<p>Submitted on: 29.05.2026 - 17:18</p>	<p>It is very difficult to exit college orchard with high volumes of traffic so I suggest a yellow box which would benefit the residents. Also the front of the estate is used as a drop off point for school children which contributes greatly to the difficulty trying to enter and exit the estate at certain times in the day. Single yellow lines in the front of the estate would be great as at certain times with the volumes of cars for drop off or collection slopes for people with disabilities or buggy's are blocked.</p>	<p>The request for a yellow box at the entrance to College Orchard will be assessed and be included in the scheme if deemed to be required. Line marking in the area will be reviewed and additional line marking included in the scheme if needed.</p>
<p>KCC-C478-7</p>	<p>Submitted on: 08.06.2026 - 14:05</p>	<p>1. I object to the proposed kerb realignment at the entrance to college orchard estate.</p> <ul style="list-style-type: none"> <li>o As a home owner within the estate i feel that this change will make it more difficult for cars etc to exit. Currently it is possible for 2 cars to exit the estate into opposite directions at the same time. By making the entrance/exit tighter this will prevent 2 cars leaving at the same time and will add to congestion in the area, which is already significant.</li> <li>o When the lights at sexes bridge change, it is extremely difficult to exist from this estate into traffic. If only one car can fit out the entrance at anyone time and this car needs to turn right towards the roundabout (this section of road is nearly always already filled with cars), this will cause tailbacks within the estate footprint and will not be a safe environment for pedestrians or residents.</li> </ul> <p>2. I don't see any provision within these works for a yellow box outside the estate entrance.</p> <ul style="list-style-type: none"> <li>• On a school morning it is really difficult to exit the estate and into the flow of traffic towards the town. A yellow box needs to be installed as part of any upgrading works in the are.</li> </ul>	<p>Thank you for your submission, it has been noted. The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance would not enhance the safety of vulnerable road users.  The request for a yellow box at the entrance to College Orchard will be assessed and be included in the scheme if deemed to be required.</p>



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		<p>Having a raised pedestrian walkway at the entrance of the college orchard housing estate will also add to difficulties exiting. similar to the issues seen at Kilbelin Park entrance - i'm not sure that walkway has improved safety for pedestrians.</p>	<p>Providing a raised uncontrolled crossing at the entrance to College Orchard provides increased visibility and safety for vulnerable road users.</p>
<p>KCC-C478-8</p>	<p>Submitted on: 09.06.2026 - 08:57</p>	<p>I don't believe adding a tighter turn into collage orchard is the right thing to do it is already difficult enough to get access when all the parents of students from the collage are parking in the estate and when trying to get access while towing its nearly impossible. Maybe put in railings to make pedestrians stop before walking onto the road without looking, i believe there is a better way to do this .</p>	<p>Thank you for your submission, it has been noted. The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance would not enhance the safety of vulnerable road users. Railings to guide pedestrians are not considered appropriate at this location.</p>
<p>KCC-C478-9</p>	<p>Submitted on: 09.06.2026 - 15:38</p>	<p>Currently two cars can leave College Orchard in either direction. A narrowing of the entrance radii would prevent this and negatively affect traffic flow leaving the estate. In addition, a yellow box is needed on Sex Rd outside the estate to help cars leaving merge into the flow of traffic.</p>	<p>Thank you for your submission, it has been noted. The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance would not enhance the safety of vulnerable road users. The request for a yellow box at the entrance to College Orchard will be assessed and be included in the scheme if deemed to be required.</p>



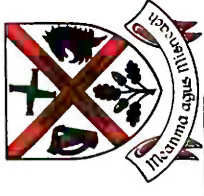
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<p>KCC-C478-10</p>	<p>Submitted on: 09.06.2026 - 17:38</p>	<p>The narrowing of the entrance to college orchard will make it HARDER for residents to leave the estate during rush hour. As it stands there are 3 lanes...2 to exit, left and right. 1 to enter. If this is narrowed there will be a queue to leave the estate. Buses park there in the morning to collect children for schools on the curragh and in Kildare. Parents from neighbouring estates drive into college orchard and park there around the entrance awaiting the buses. It is an extremely difficult to exit the estate at peak times as it stands. Narrowing the entrance would make it so much worse. Would a bus stop, with covered pedestrian waiting area be better.</p>	<p>Thank you for your submission, it has been noted. The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance would not enhance the safety of vulnerable road users. The provision of a bus stop and shelter is outside the scope and extent of this scheme. This proposal can be considered in the future in conjunction with the NTA if deemed suitable.</p>
<p>KCC-C478-11</p>	<p>Submitted on: 09.06.2026 - 17:50</p>	<p>A yellow box is needed at the entrance of College Orchard. As the exit of the estate is usually blocked by a 52 seater and the parents of the children using the entrance as a car park, now would be a good opportunity to install a proper bus stop on the grass verge on the left as you exit the estate. I don't see the point of adding a pedestrian crossing 60 metres from traffic lights and pedestrian crossing. It seems counter productive and dangerous.</p>	<p>Thank you for your submission, it has been noted. The request for a yellow box at the entrance to College Orchard will be assessed and be included in the scheme if deemed to be required. The provision of a bus stop and shelter is outside the scope and extent of this scheme. This proposal can be considered in the future in conjunction with the NTA if deemed suitable. The scheme proposes to upgrade the existing uncontrolled pedestrian crossings from at-grade to raised pedestrian crossings. They have been located at the existing desire lines and will not impact the operation of the signalised pedestrian crossing.</p>



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<p>KCC-C478-12</p>	<p>Submitted on: 09.06.2026 - 21:14</p>	<p>I wish to formally object to the proposed traffic calming and pedestrian improvement scheme at the Sex's Road Roundabout, particularly the proposed raised uncontrolled pedestrian crossings and the tightening of the junction geometry near the entrance to our estate.</p> <p>While I support the need for road safety improvements, I have serious concerns that the current proposal will worsen existing traffic problems and create additional dangers for residents accessing and exiting the estate.</p> <p>At present, it is already extremely difficult for residents to safely leave the estate during school traffic in the mornings due to the heavy volume of vehicles using the roundabout and surrounding roads. Despite this ongoing issue, there is currently no yellow box junction outside the estate entrance to allow residents a safe opportunity to exit when traffic becomes backed up.</p> <p>The proposed scheme appears likely to increase congestion further by introducing raised uncontrolled crossings on all approaches to the roundabout together with tighter turning radii. Vehicles will be forced to slow, stop, and queue more frequently, particularly during peak school and commuter periods. This will inevitably result in longer traffic tailbacks directly outside the estate entrance (College Orchard)</p> <p>Residents are deeply concerned that vehicles attempting to turn into or exit the estate immediately after the roundabout will face increased danger. Drivers exiting the roundabout will have to negotiate crossings, slowed traffic, and tighter road geometry within a very short distance. Vehicles behind may not anticipate sudden braking or turning movements, significantly increasing the risk of rear-end or side-impact collisions.</p> <p>The absence of a yellow box junction is already causing difficulty and frustration for residents trying to exit the estate safely in the mornings. Introducing further traffic calming measures without addressing this</p>	<p>Thank you for your submission, it has been noted.</p> <p>As part of the Section 38 consultation process, several requests for a yellow box at the entrance to College Orchard have been received. This request will be assessed and be included in the scheme if deemed to be required.</p> <p>The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance would not enhance the safety of vulnerable road users. The effects of the traffic calming measures proposed will reduce vehicle speeds and, as a result, improve safety of the</p>
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		<p>issue will likely make access considerably worse and could leave residents trapped attempting to join stationary or slow-moving traffic. In addition, the tightening of kerb lines may restrict manoeuvring space for larger vehicles, delivery vans, school transport, and emergency services accessing the estate. I respectfully request that Kildare County Council reconsider the current proposal and carry out a detailed traffic assessment during peak school hours before proceeding. At a minimum, the Council should examine:</p> <ul style="list-style-type: none"> <li>• The provision of a yellow box junction outside the estate entrance;</li> <li>• The impact of increased queuing on residential access;</li> <li>• Safety risks associated with vehicles turning into and exiting the estate;</li> <li>• The effect on emergency vehicle access and larger vehicles;</li> <li>• Alternative measures that improve pedestrian safety without significantly increasing congestion.</li> </ul> <p>I believe road safety improvements should not come at the expense of safe and practical access for local residents.</p>	<p>road for all users, but particularly for vulnerable road users.</p>
<p>KCC-C478-13</p>	<p>Submitted on: 09.06.2026 - 21:40</p>	<p><b>Entrance to College Orchard</b> The realignment of kerbs lines, tightening of the turning radii and the provisions of a raised uncontrolled crossing at the entrance to College Orchard, housing estate. With the entrance exiting out on to a busy road narrowing the entrance would be an inhibitor for cars exiting the estate A box junction outside the estate would enable the flow of residential traffic turning right</p>	<p>Thank you for your submission, it has been noted. The entrance to College Orchard has been designed in accordance with the Design Manual for Urban Roads and Streets which aims to reduce vehicle speeds and to improve the safety of vulnerable road users crossing the junction. Maintaining a wide entrance would not enhance the safety of vulnerable road users. The request for a yellow box at the entrance to College Orchard will be assessed and be</p>



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KCC-C478-14	<p>Irish Cycling Campaign (formerly Cyclist.ie)</p> <p>Submitted on: 10.06.2026 - 10:53</p>	<p>The Irish Cycling Campaign (formerly Cyclist.ie, the Irish Cycling Advocacy Network-ICAN), is the national advocacy body for cycling in Ireland with Local Groups operating on a countrywide basis. The Irish Cycling Campaign is the Irish member of the European Cyclists' Federation and a member of the Irish Environmental Network.</p> <p>Our vision is for an Ireland with a cycle and pedestrian friendly culture, where everyone has a real choice to cycle and move about safely, and is encouraged to experience the joy, convenience, health and environmental benefits of cycling and walking. We promote cycling as an integral part of both our natural and built environments—a practical and sustainable way to encourage physical activity and social cohesion in our daily lives.</p> <p>The Irish Cycling Campaign welcomes any proposed general improvements to make walking and cycling safer for all. While broadly welcoming this proposed scheme we are disappointed in a number of factors, and would recommend some changes:</p> <ol style="list-style-type: none"> <li>1 This Sex's Road Roundabout is a generally busy junction with vehicles often travelling above the posted speed limit of 50kph, and yet we note that no major tightening of the roundabout radii has been proposed. We suggest that the entrances to the roundabout need to be reviewed with a view to tightening the entry areas further.</li> <li>2 We recommend that the proposed raised crossings, leading into the roundabout, be upgraded to raised zebra crossings, to clearly give priority to crossing pedestrians.</li> <li>3 It is disappointing, not to say negligent, that the accompanying drawing has no legend attached to differentiate the different elements. This would be regarded as standard for any engineering proposal</li> </ol>	<p>included in the scheme if deemed to be required.</p> <p>Thank you for your detailed submission, the comments of which have been noted.</p> <p>The scheme's provisions are based on a deemed priority of interventions and are limited by the funding allocation for the scheme. It is not possible at this time for additional large-scale works such as a full redesign of the roundabout to be included, however these areas will be reviewed should funding become available. Similarly, funding is not available to upgrade the crossings to zebra crossings at this time.</p> <p>Your comments on the standard of the drawing have been noted. Kerbs proposed are to be standard kerb heights.</p>
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		<p>4 The accompanying drawing should also include cross sections to provide detail on the various upstands and heights of kerbing protection around the roundabout?</p> <p>5 We note the location of this busy roundabout close to schools and sports facilities, but no provision is suggested to encourage safe cycling around this roundabout? We would hope that our comments will be noted and that improvements will be made on these proposed traffic calming measures.</p>	<p>The scheme's provisions are based on a deemed priority of interventions and are limited by the funding allocation for the scheme. It is not possible at this time for additional large-scale works to incorporate cycle infrastructure on the roundabout into the design, however these areas will be reviewed should future funding become available.</p>
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