Kildare County Council

Special Speed Limit Review

Celbridge / Leixlip Municipal District
Public Consultation Document

Draft Bye-Laws Revision A Volume 2



Signed: Dónal Hodgins

28th July 2021

Donal Hodgins BA, BAI, C.Eng., MIEI. Senior Engineer Roads and Transportation Kildare County Council

Kildare County Council Speed Limit Review 2021

This book illustrates the proposed speed limits for the county of Kildare to be implemented through special speed limit by e-laws in 2021.

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.

These bye-laws are produced as map based only format as per "Guidelines for Setting and Managing Speed Limits in Ireland".

Kildare Speed Limit Review for the public Consultation process has been presented in 5 Volumes defined by each Municipal District as follows

Volume 1 – Clane / Maynooth Municipal District

Volume 2 – Celbridge / Leixlip Municipal District

Volume 3 – Kildare / Newbridge Municipal District

Volume 4 – Naas Municipal District

Volume 5 - Athy Municipal District

Title

These bye-laws may be cited as the Road Traffic (Speed Limit) (Kildare County Council) Bye-Laws, 2021.

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* by e-laws.

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.

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.

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.

Repeals

These speed limit bye-laws will supersede all pre-existing bye-law limits. Previous speed limit reviews are hereby revoked.

Exempted Drivers

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.

In these bye-laws:

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 30km/h shall be the periodic special speed limit for mechanically propelled vehicles on the public roads as shown on the accompanying maps.
- 40km/h shall be the periodic special speed limit for mechanically propelled vehicles on the public roads as shown on the accompanying maps.

Elected Members Submissions

Please refer to Appendix A for the Elected Members submission to the Kildare Speed Limit Review in a document Tilted "Schedule of Proposed Amendments Stage – Elected Members Submissions"

(Please Note Appendix A is located at the end of this report)

28th July 2021

Commencement Date:

Contents and layout of Kildare County Speed Limits Review Maps

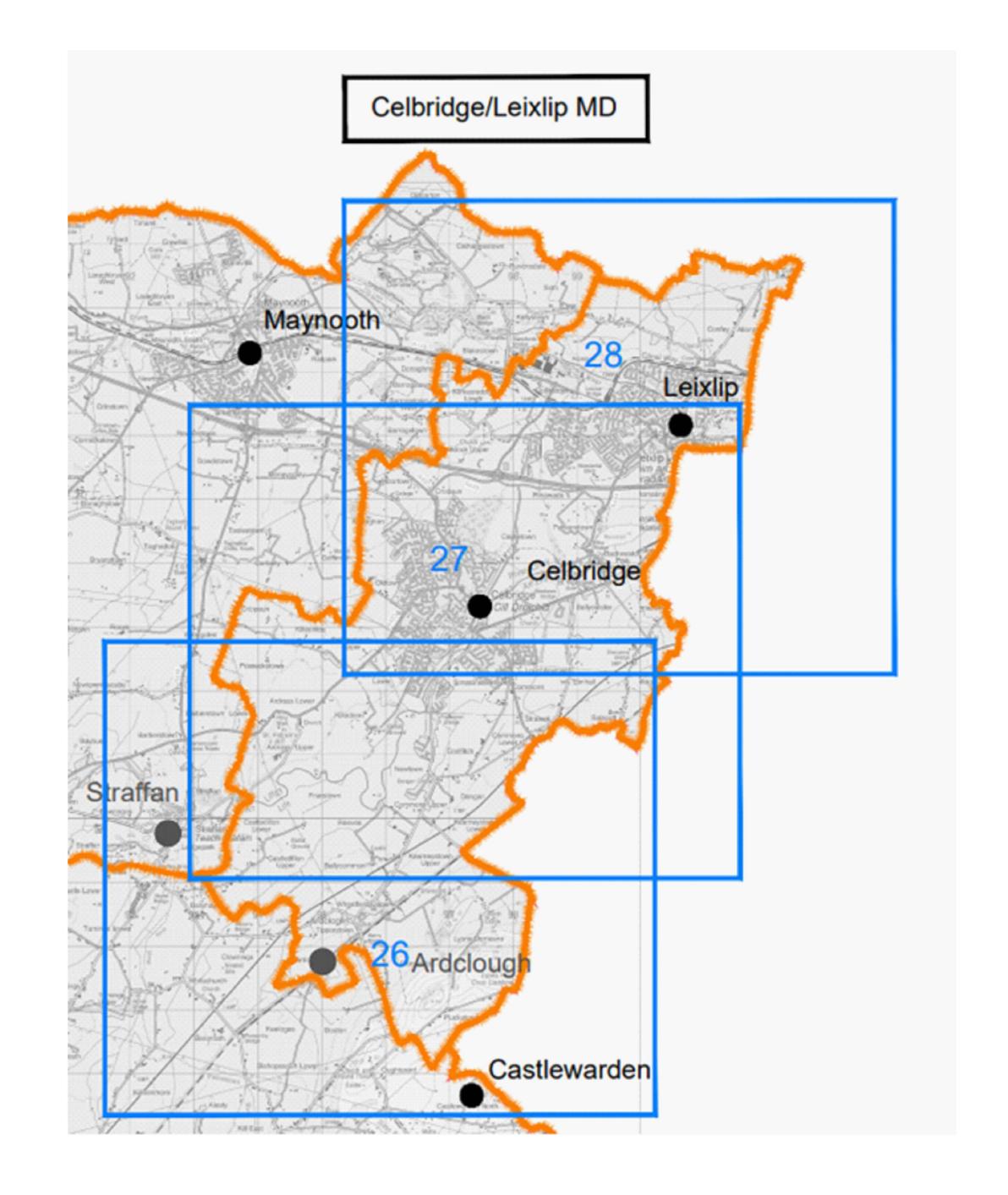
This book of maps is made up of overview maps and detailed maps. The Overview Maps are at a scale of 1;10,000 & 1;20,000, and give an overview of an area or town's speed limits. The Detailed Maps are at a scale of 1;5,000 and give a more detailed view of the speed limits for the location.

Celbridge / Leixlip District Overview Maps; Scale — 1:20,000

Map 26 - Ardclough

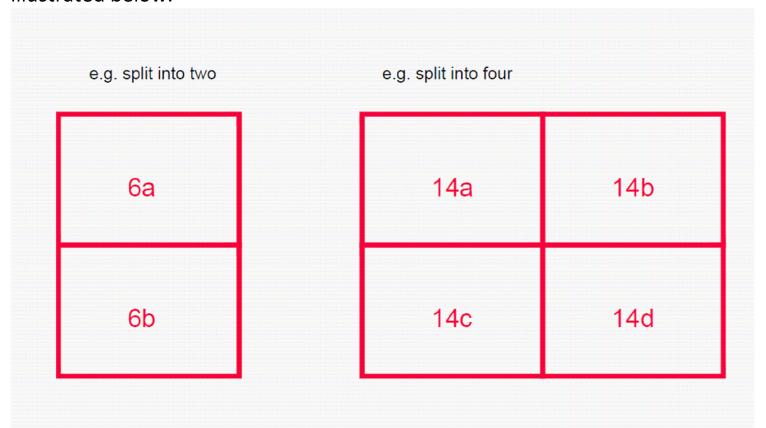
Map 27 - Celbridge & Windgates

Map 28 - Leixlip



Detailed Maps – 1:5,000 Scale

This section of the book of maps is made up of Detailed Maps which are at a scale of 1;5,000 and give a more detailed view of the speed limits for each location. The detailed maps numbering is related to the numbering of the overview maps. That is; each overview map is further broken down into one or multiple maps as necessary to cover the area shown on the overview map, at a scale of 1:5,000. Where a map is split into two or four, it will be numbered as illustrated below.

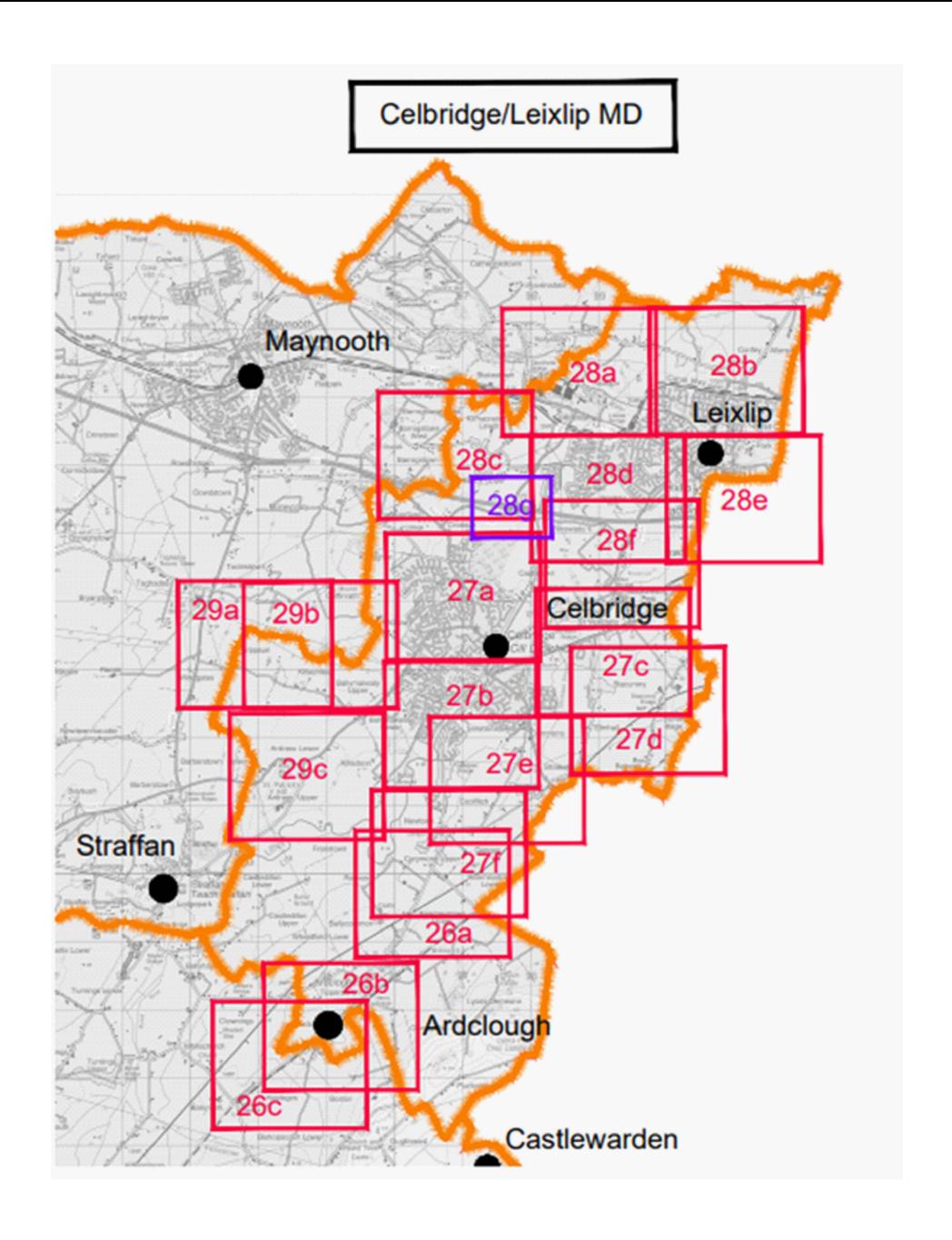


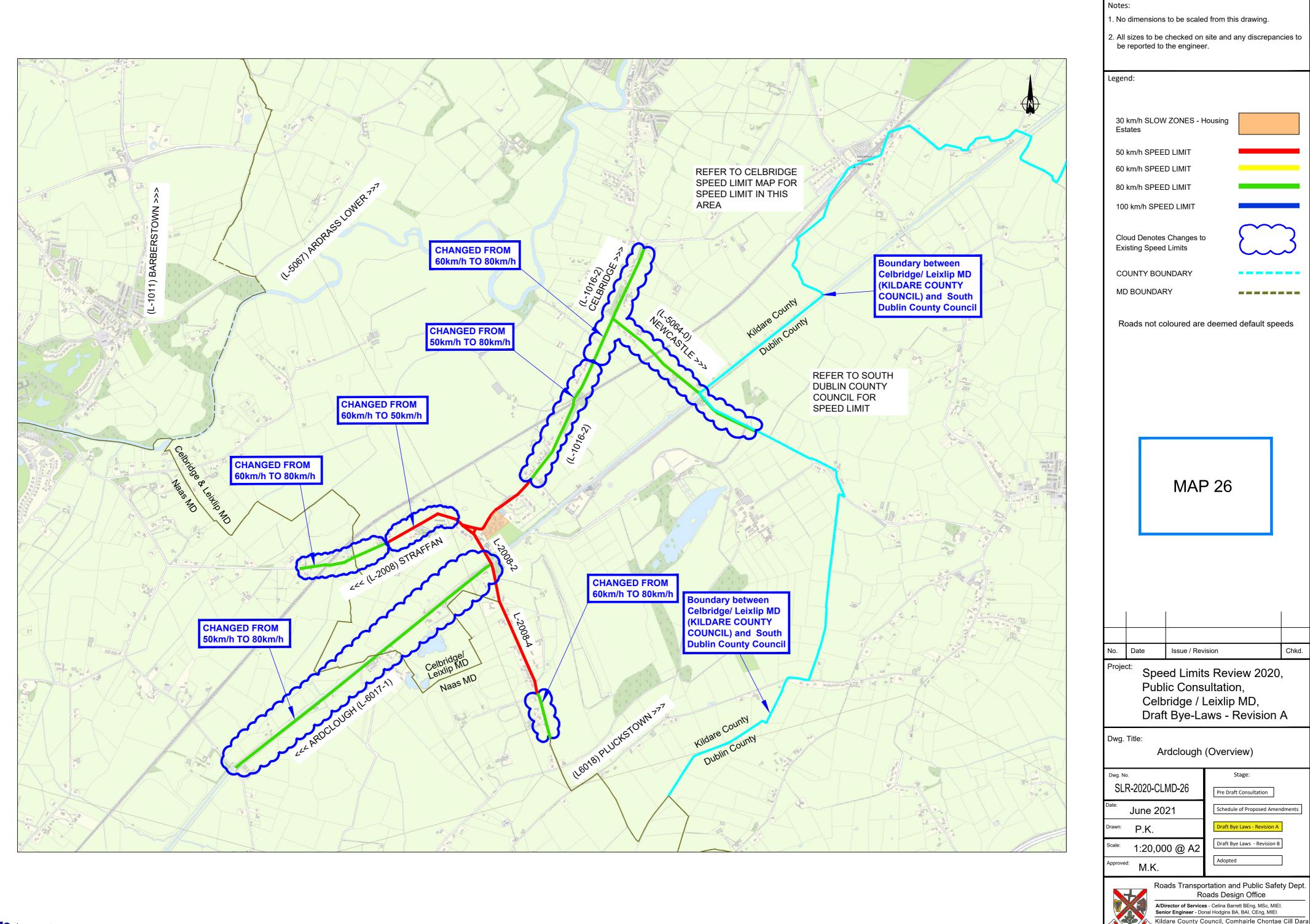
Celbridge / Leixlip Municipal District Detail Maps; Scale – 1:5,000

Map 26a, b, c - Ardclough
Map 27a, b, c, d, e, f - Celbridge
Map 28a, b, c, d, e, f - Leixlip
Map 29a, b, c - Windgates

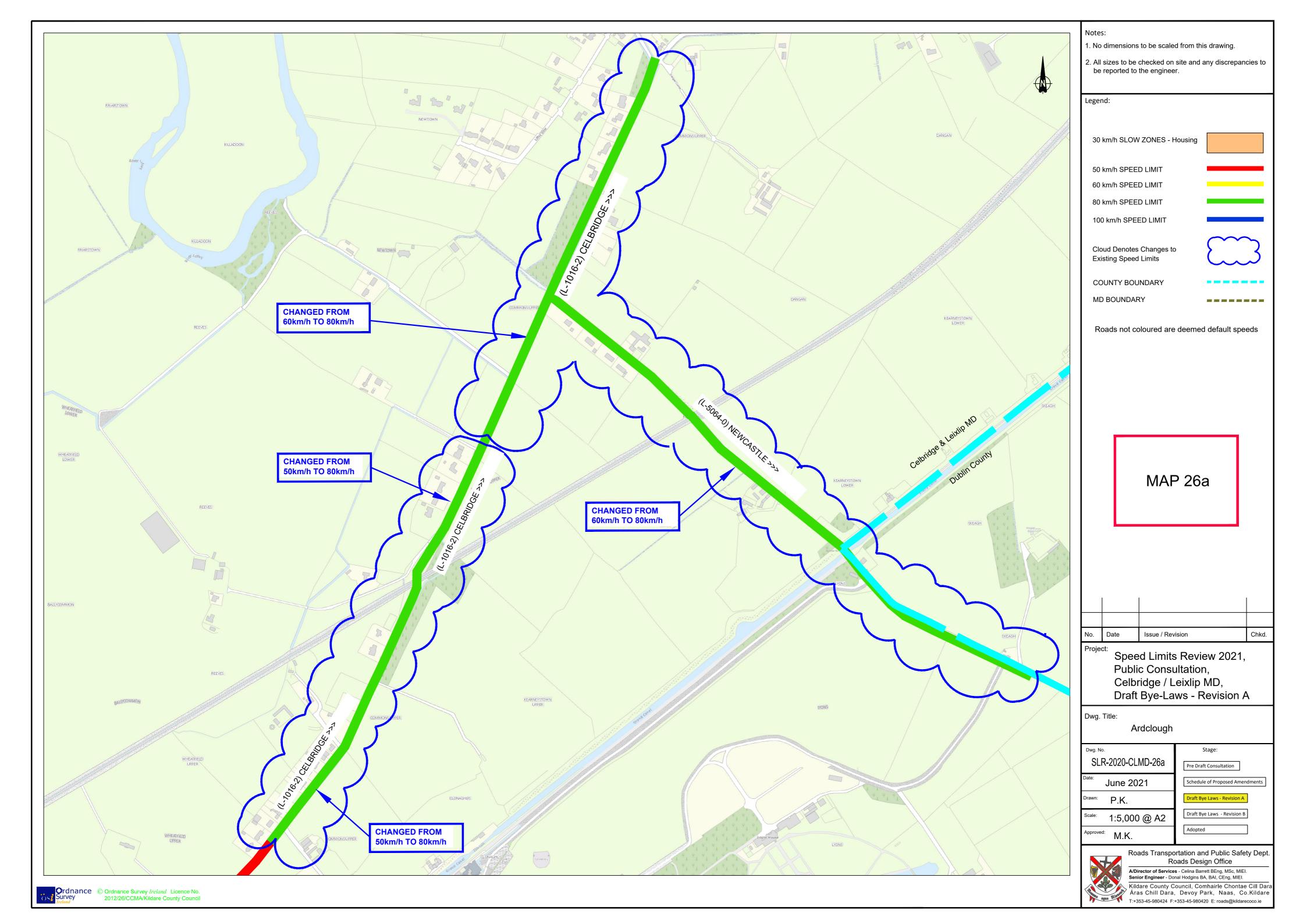
Celbridge / Leixlip Municipal District Detail Maps; Scale – 1:2,500

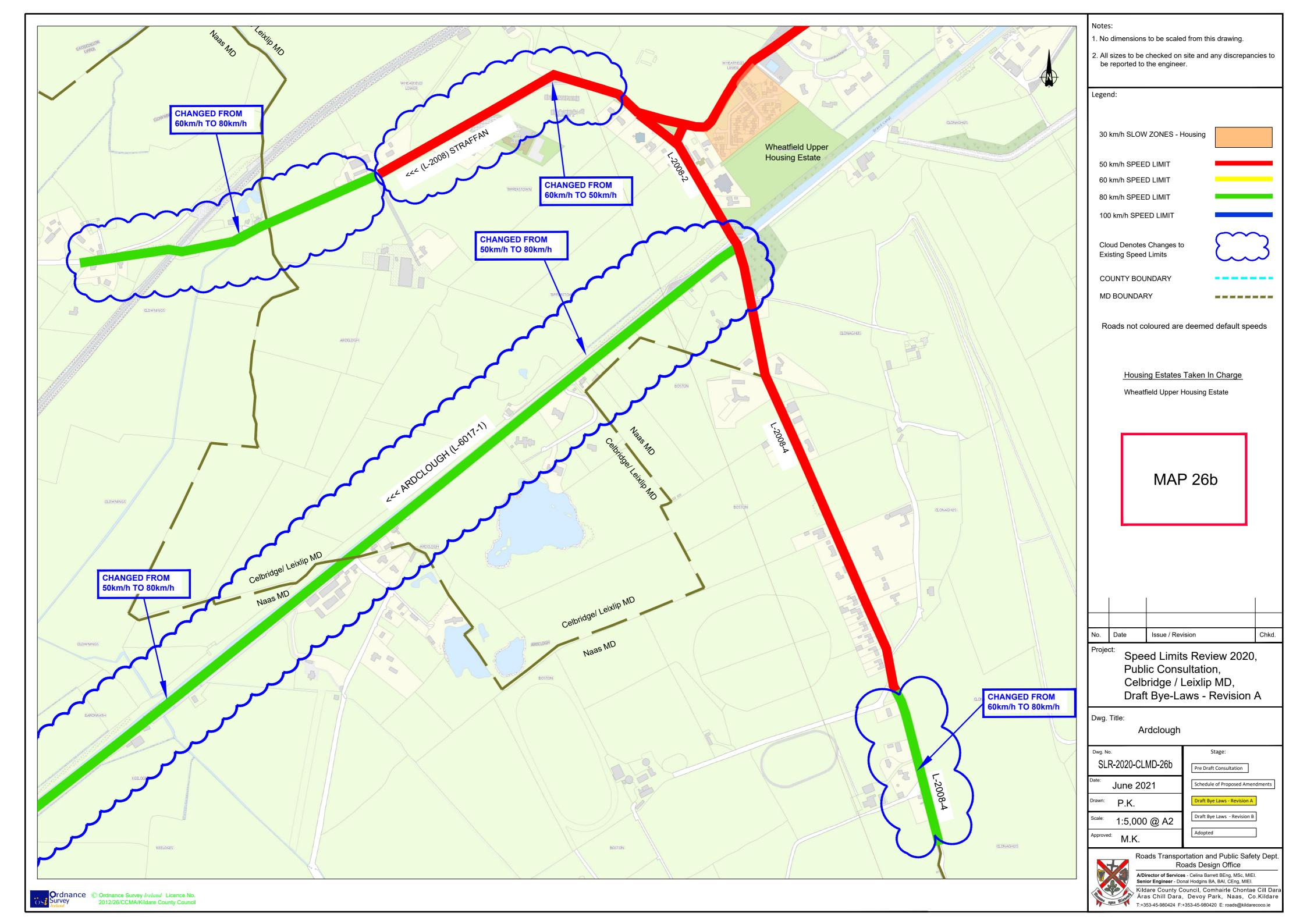
Map 28g - Leixlip – M4 Motorway Interchange

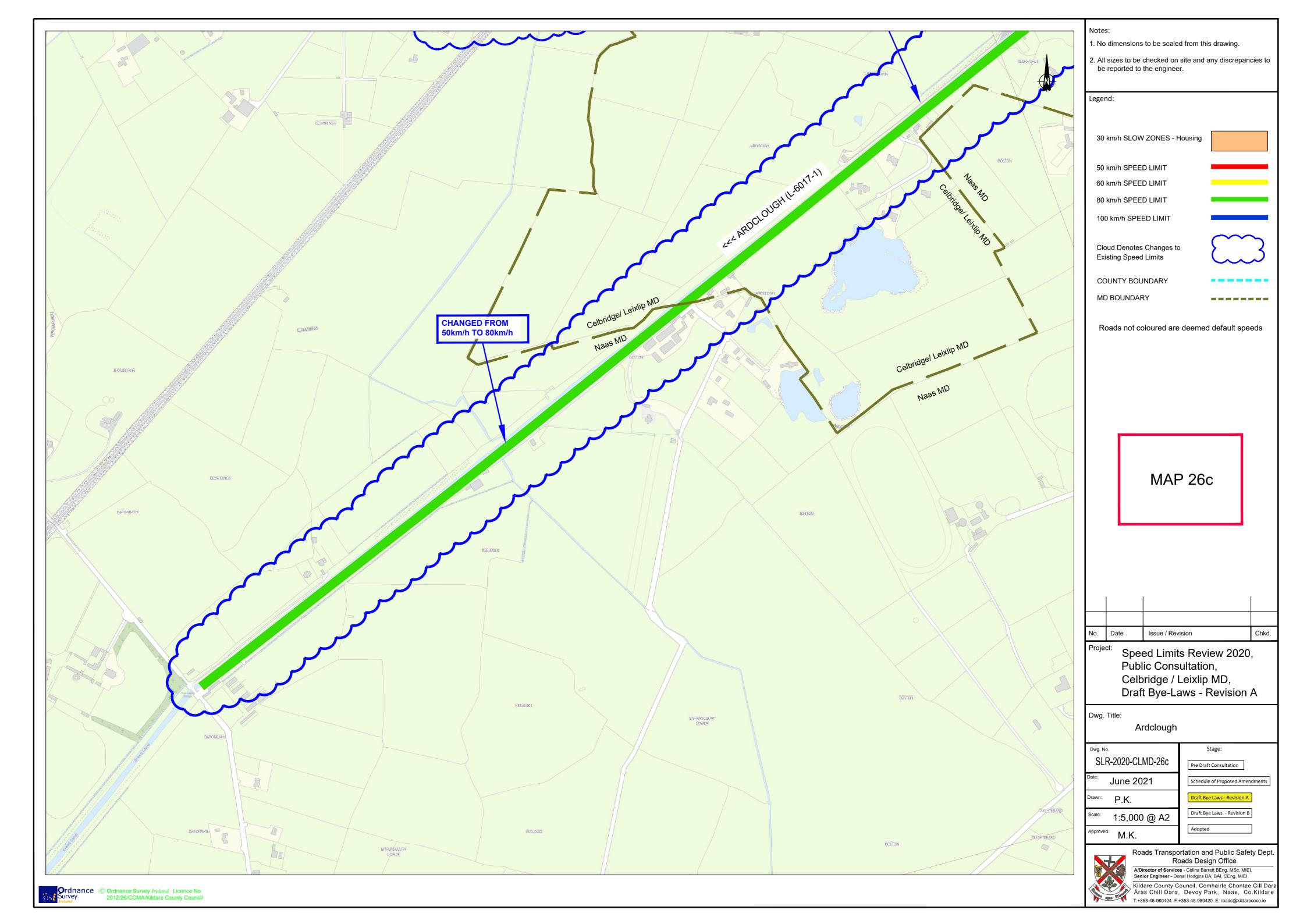


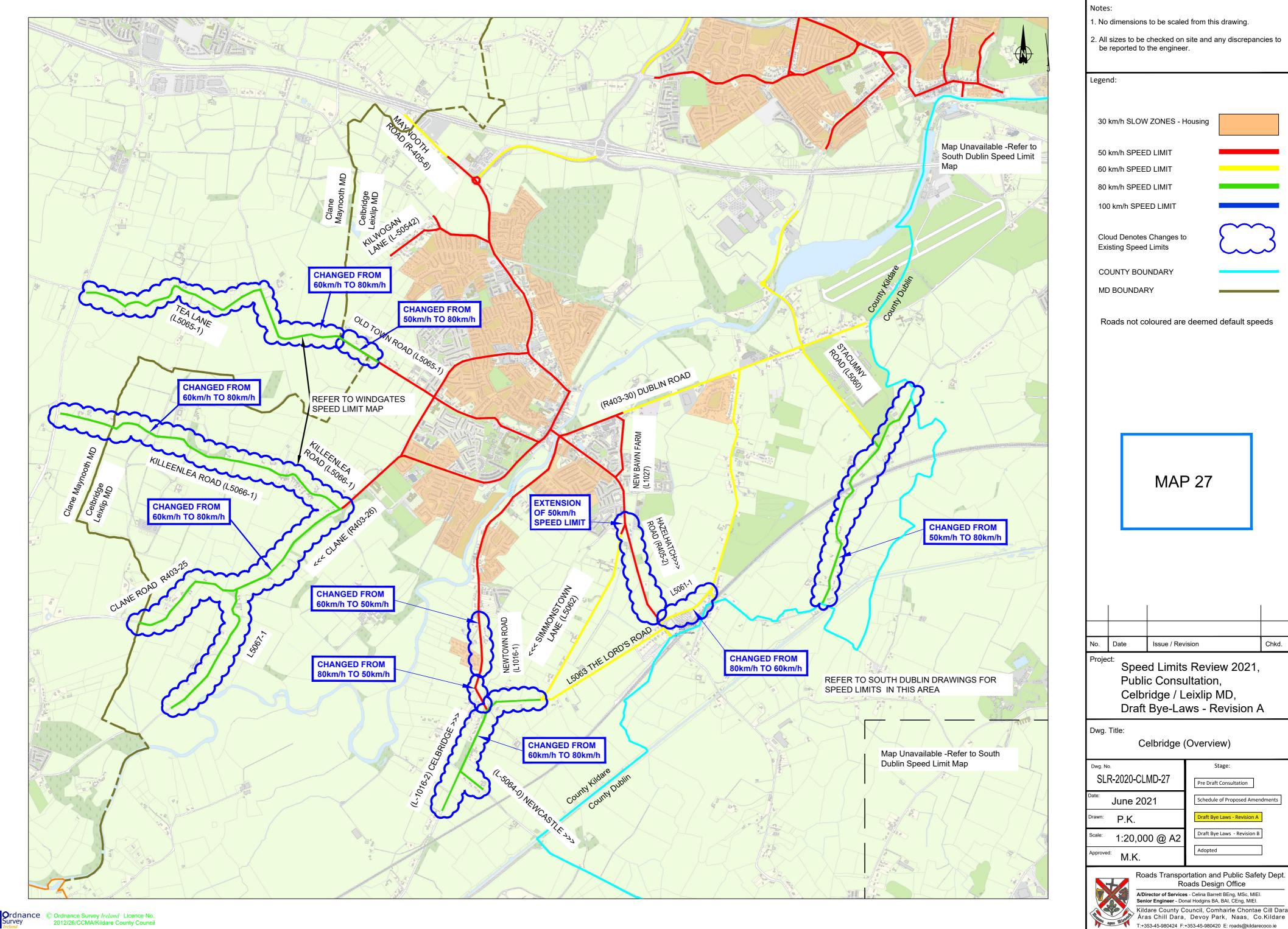


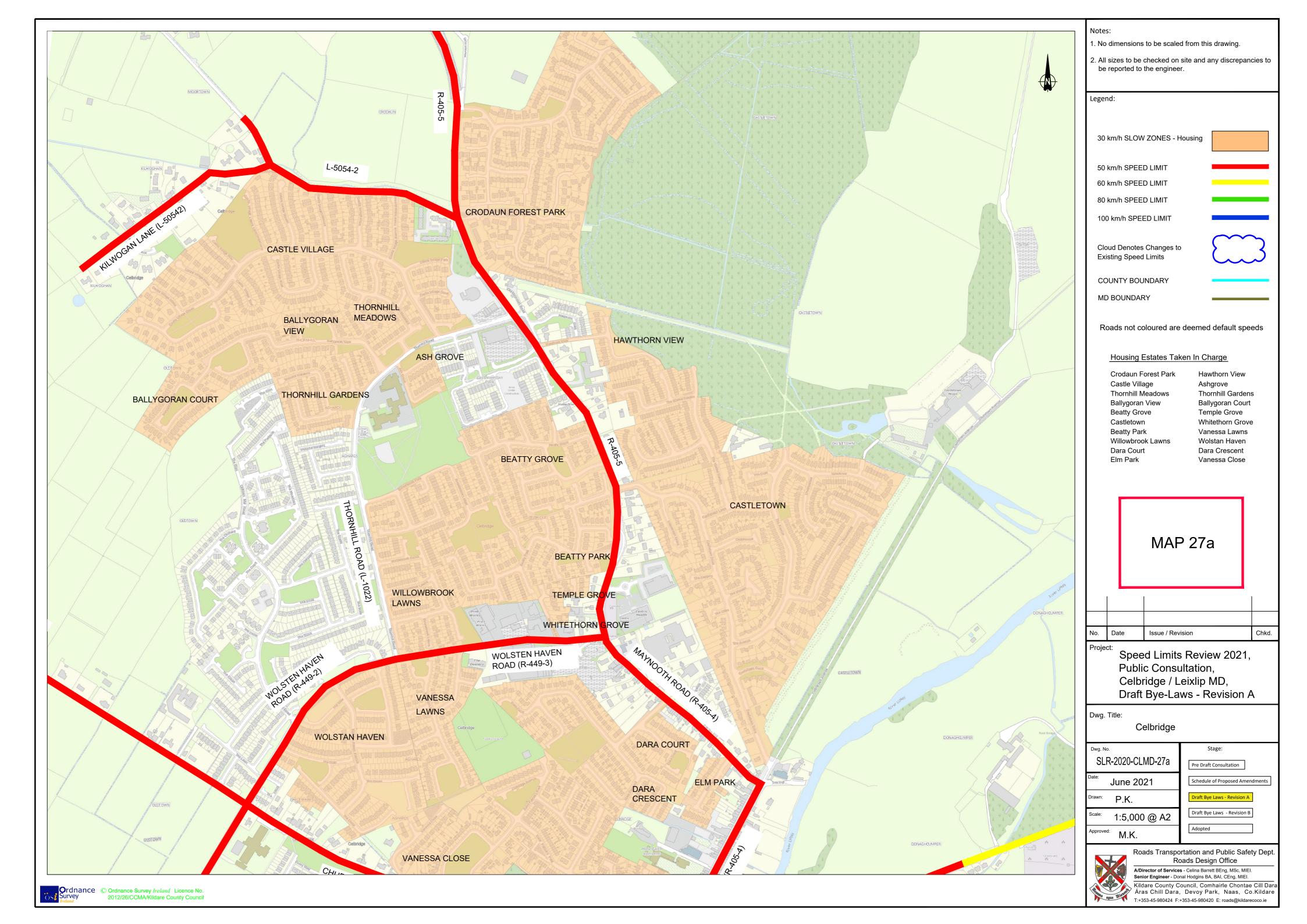
Kildare County Council, Comhairle Chontae Cill Dara Áras Chill Dara, Devoy Park, Naas, Co.Kildare T:+353-45-980424 F:+353-45-980420 E: roads@kildarecoco.ie

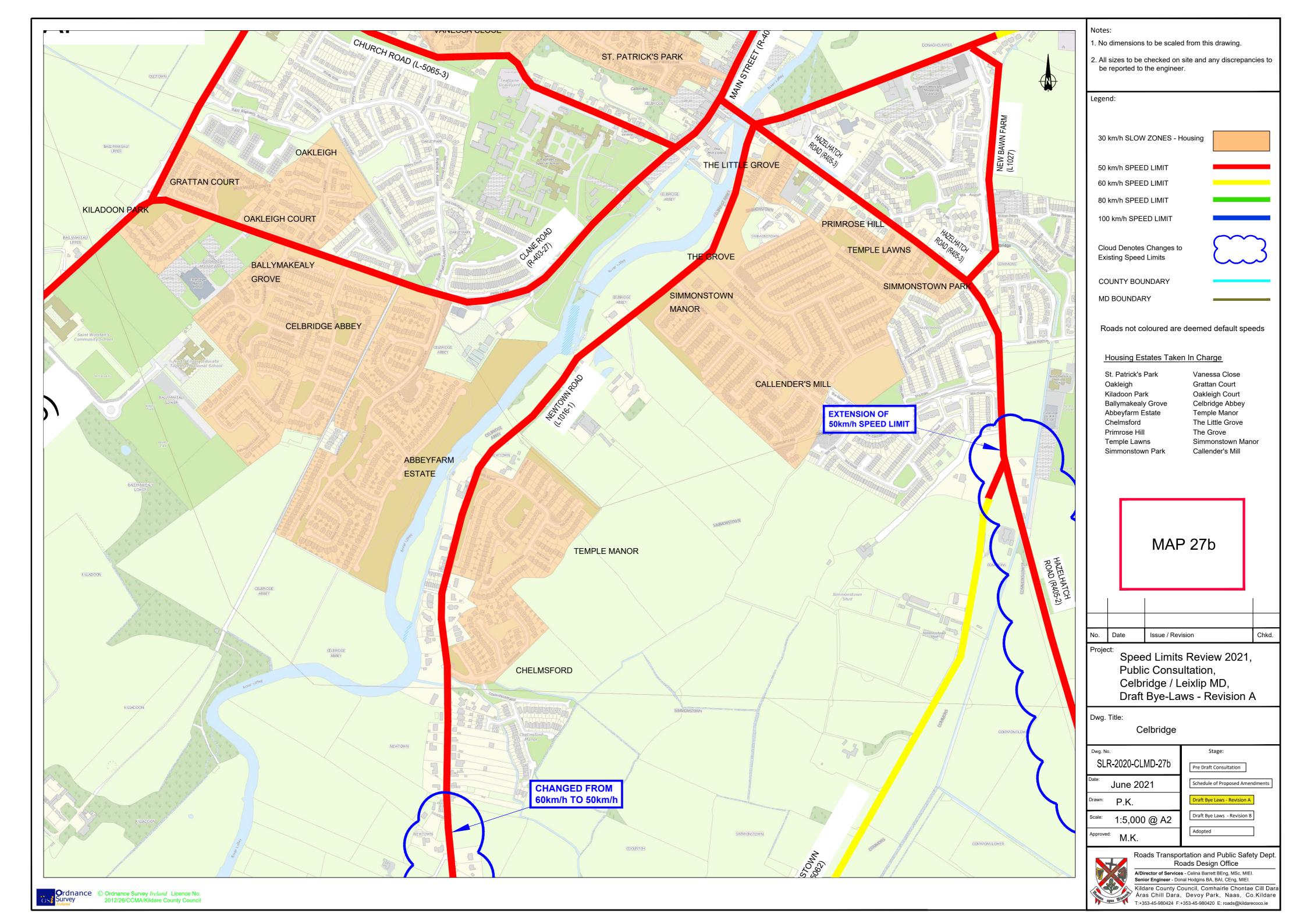


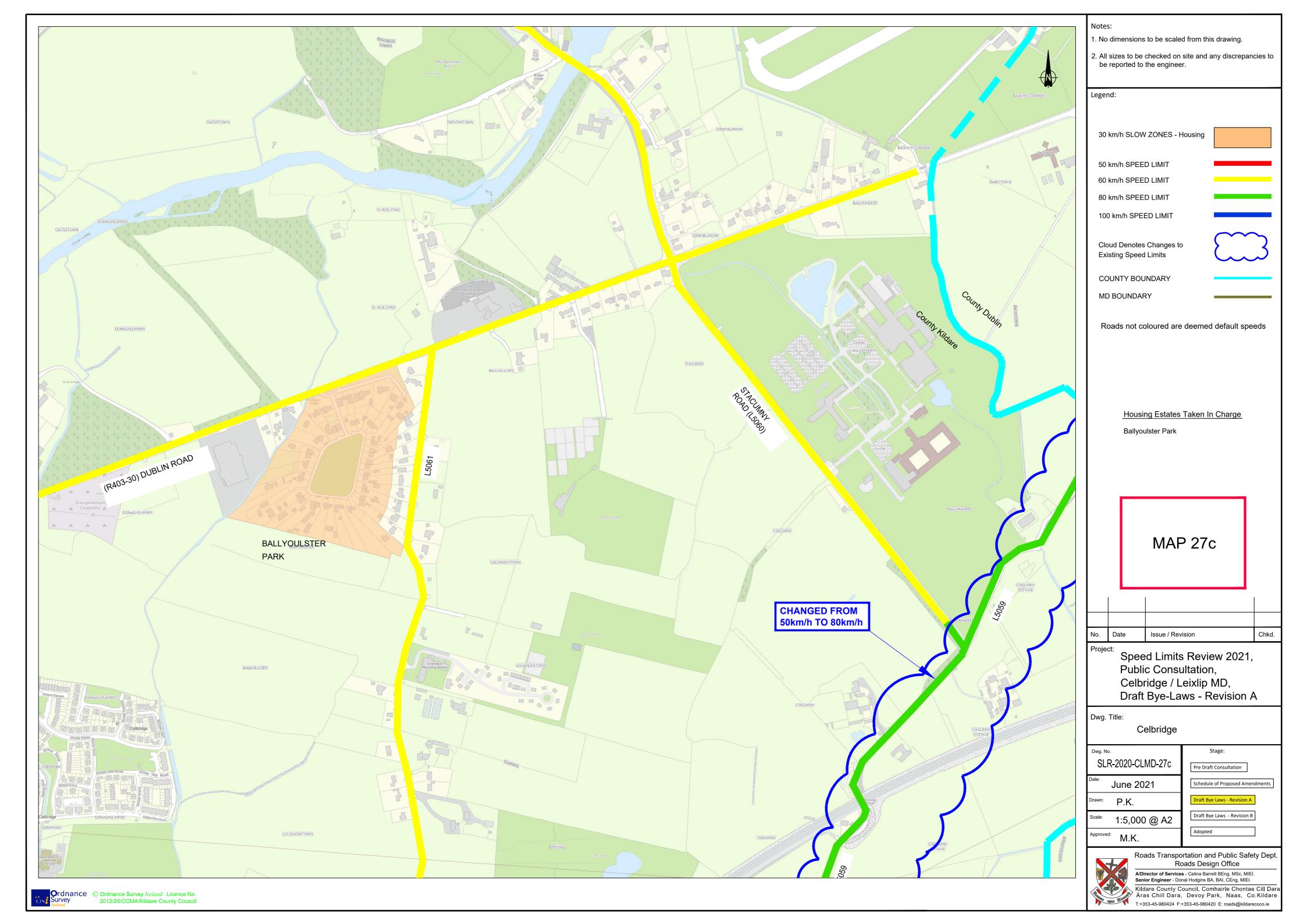


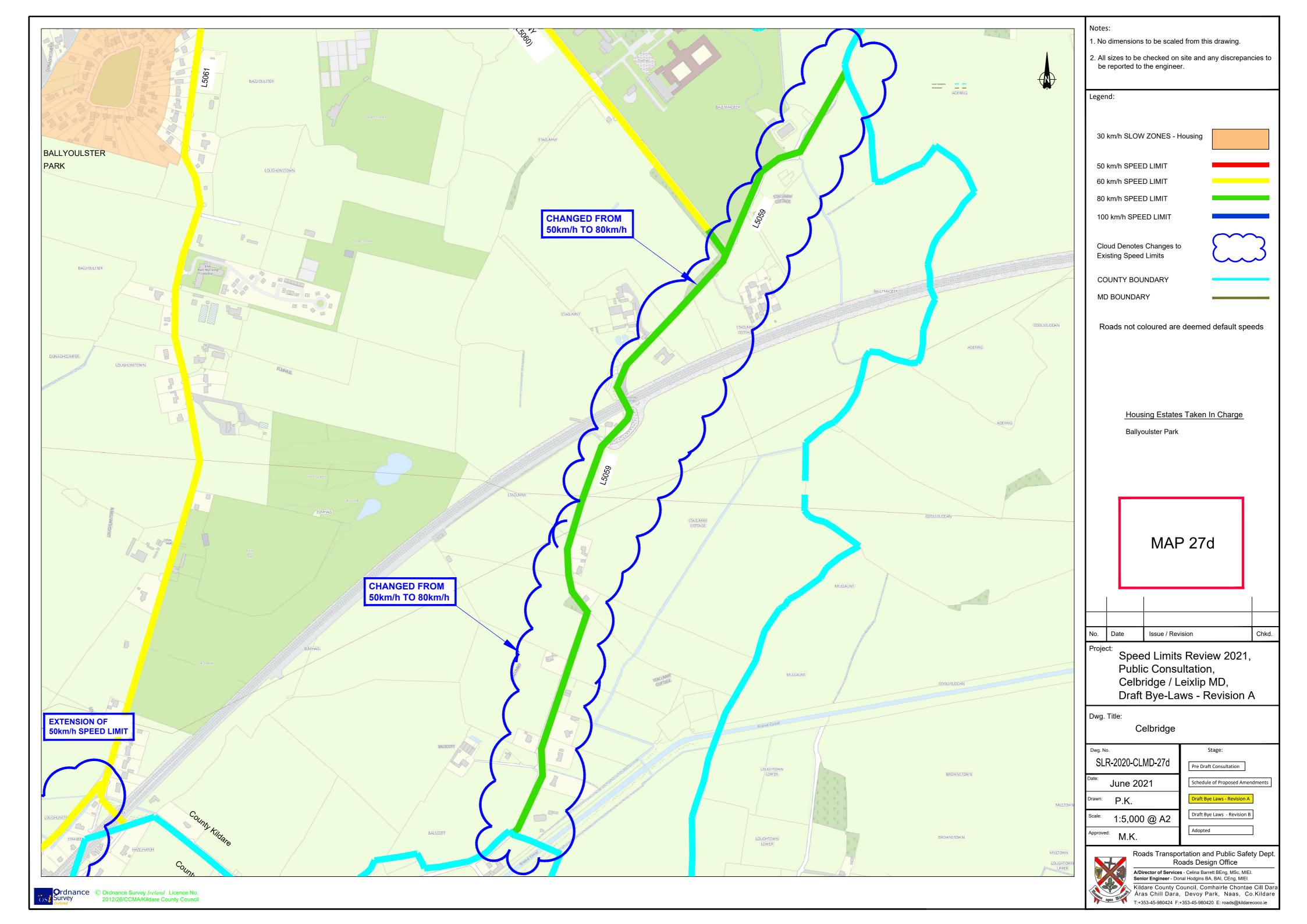


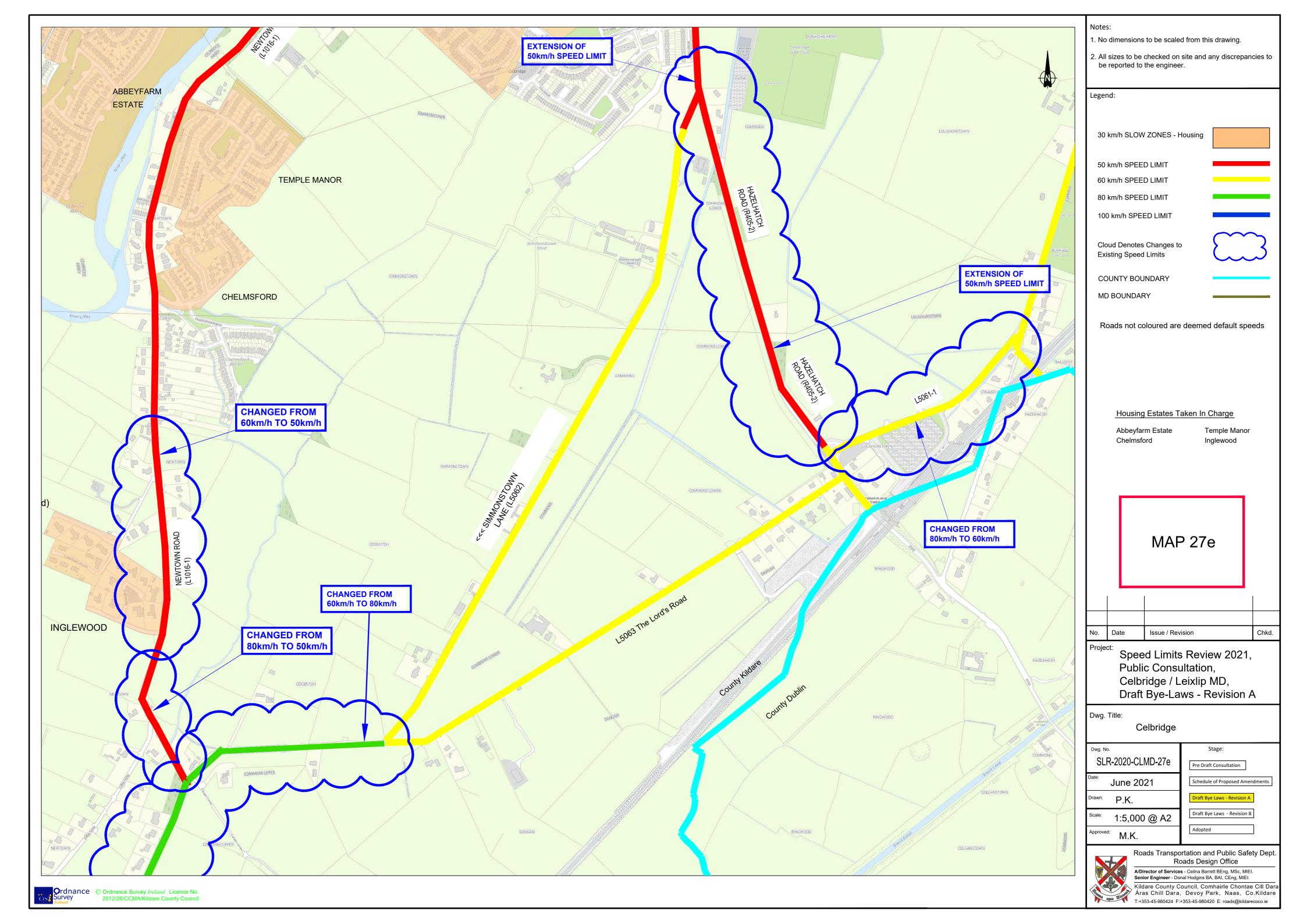


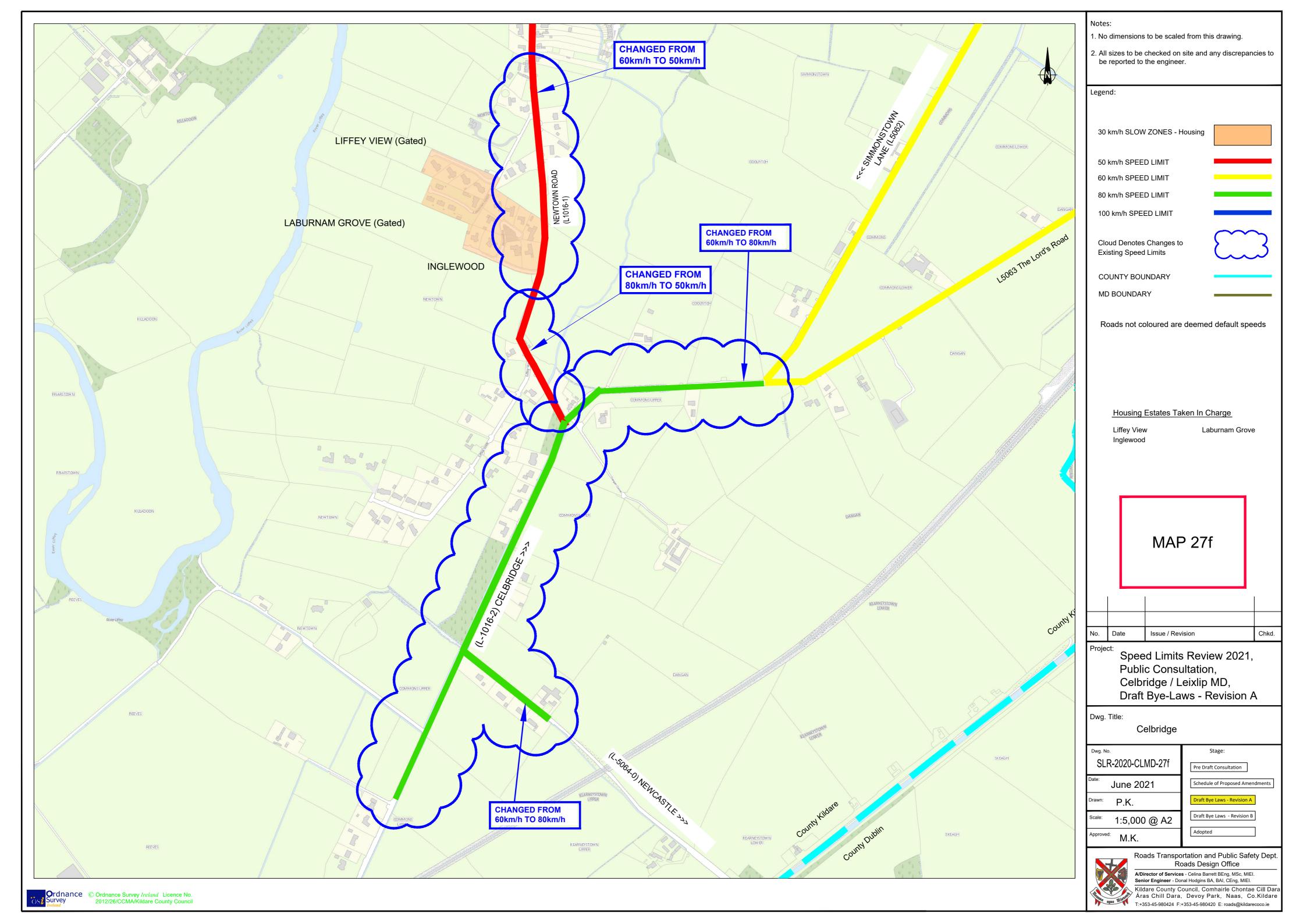


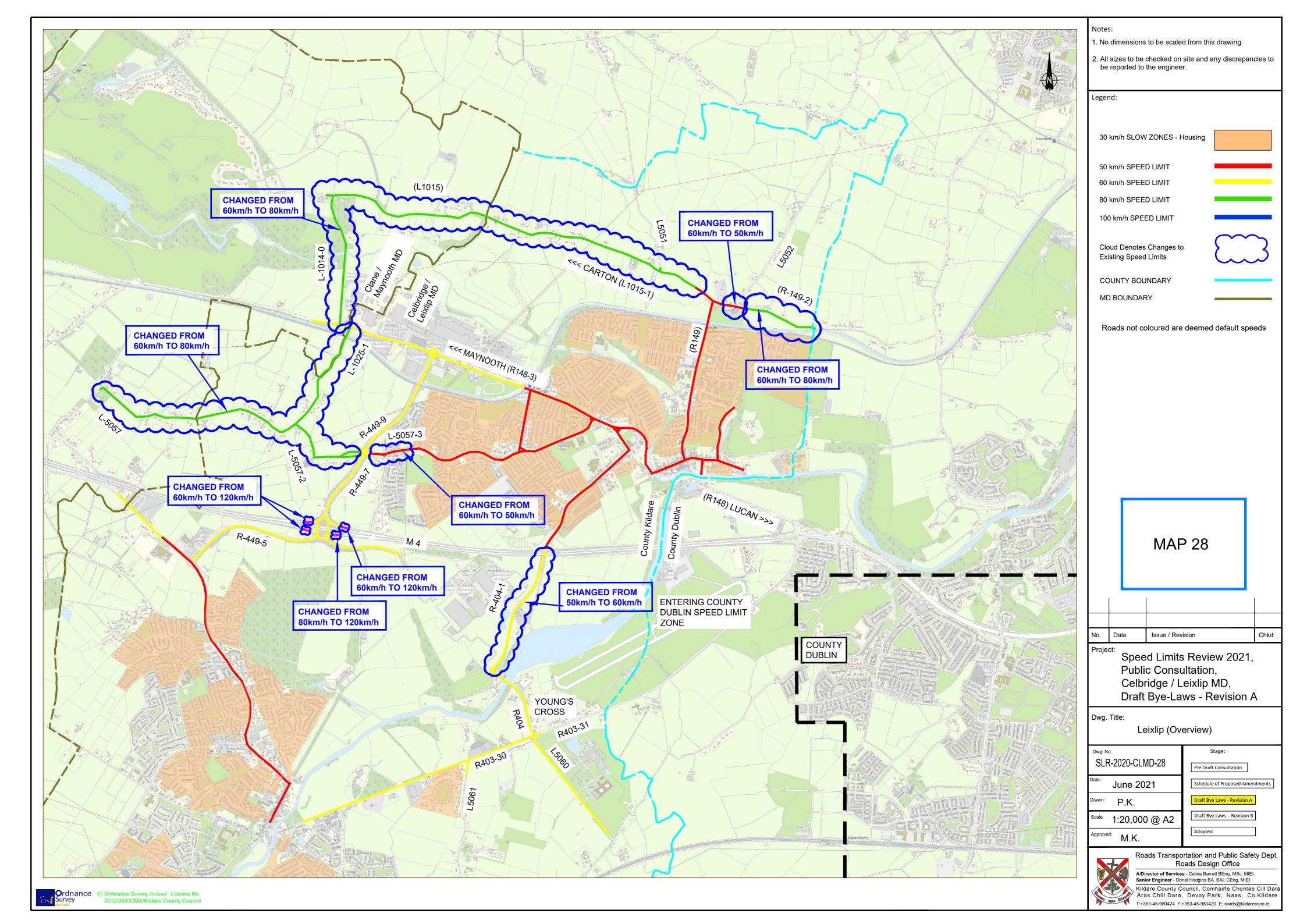


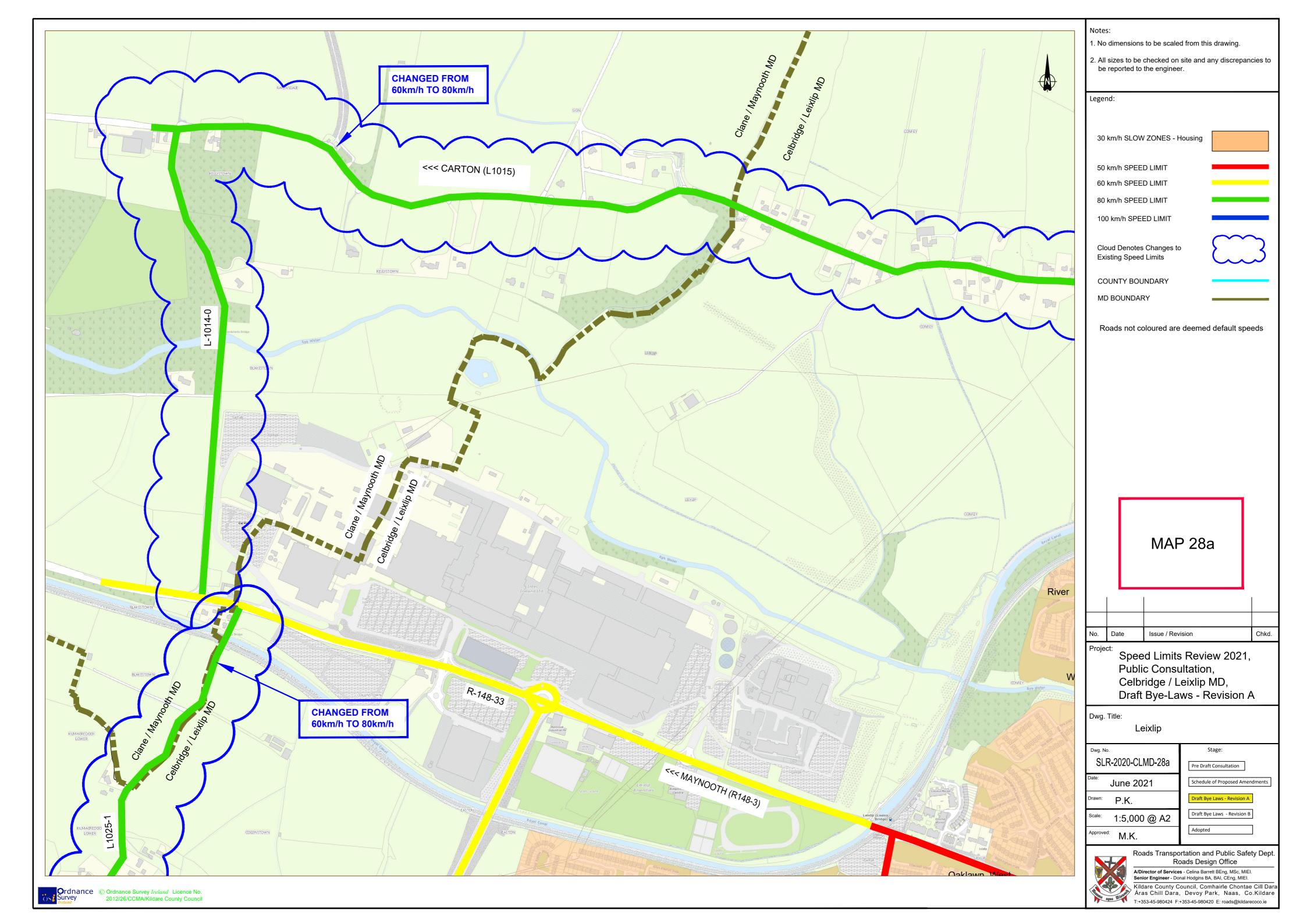


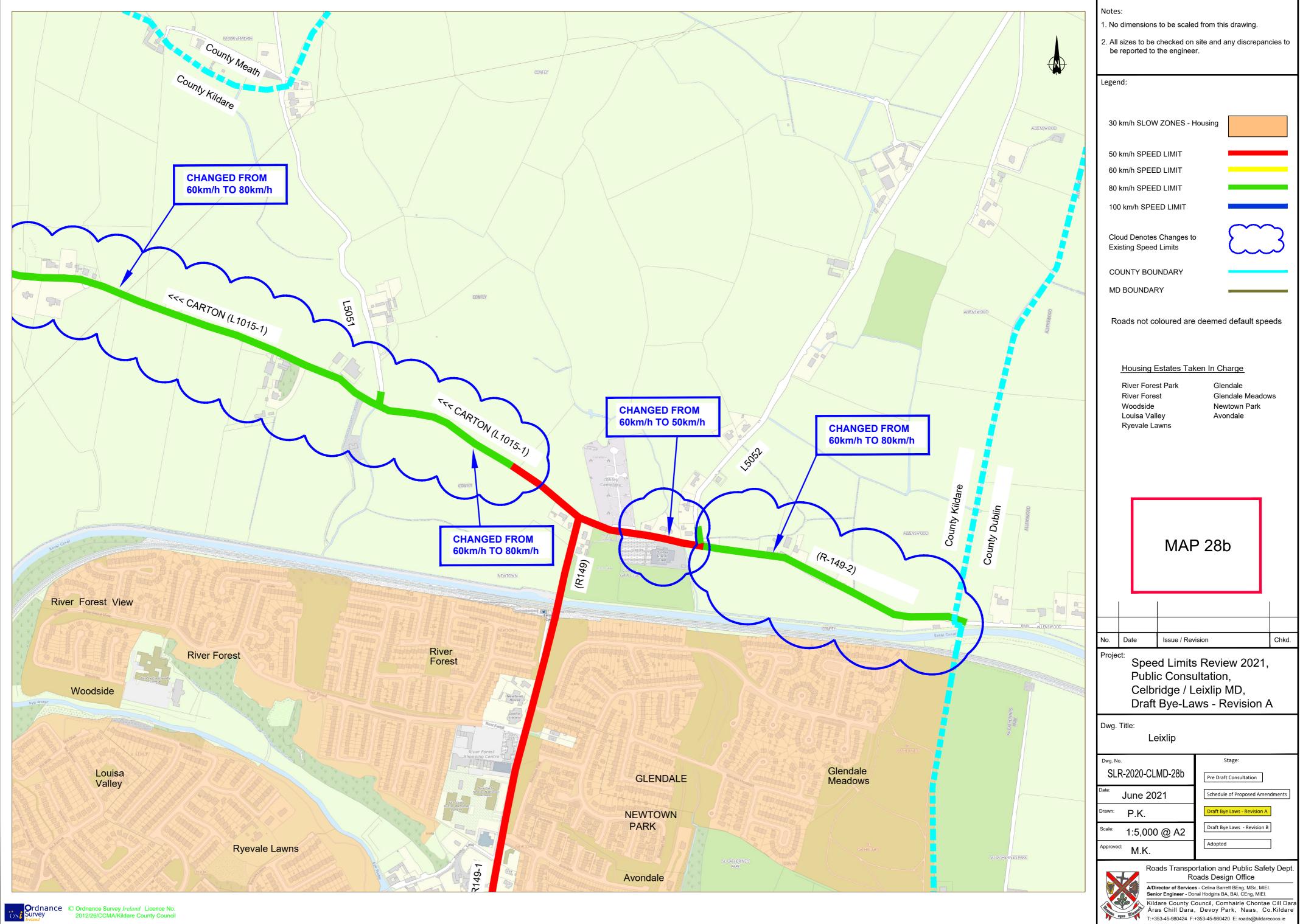




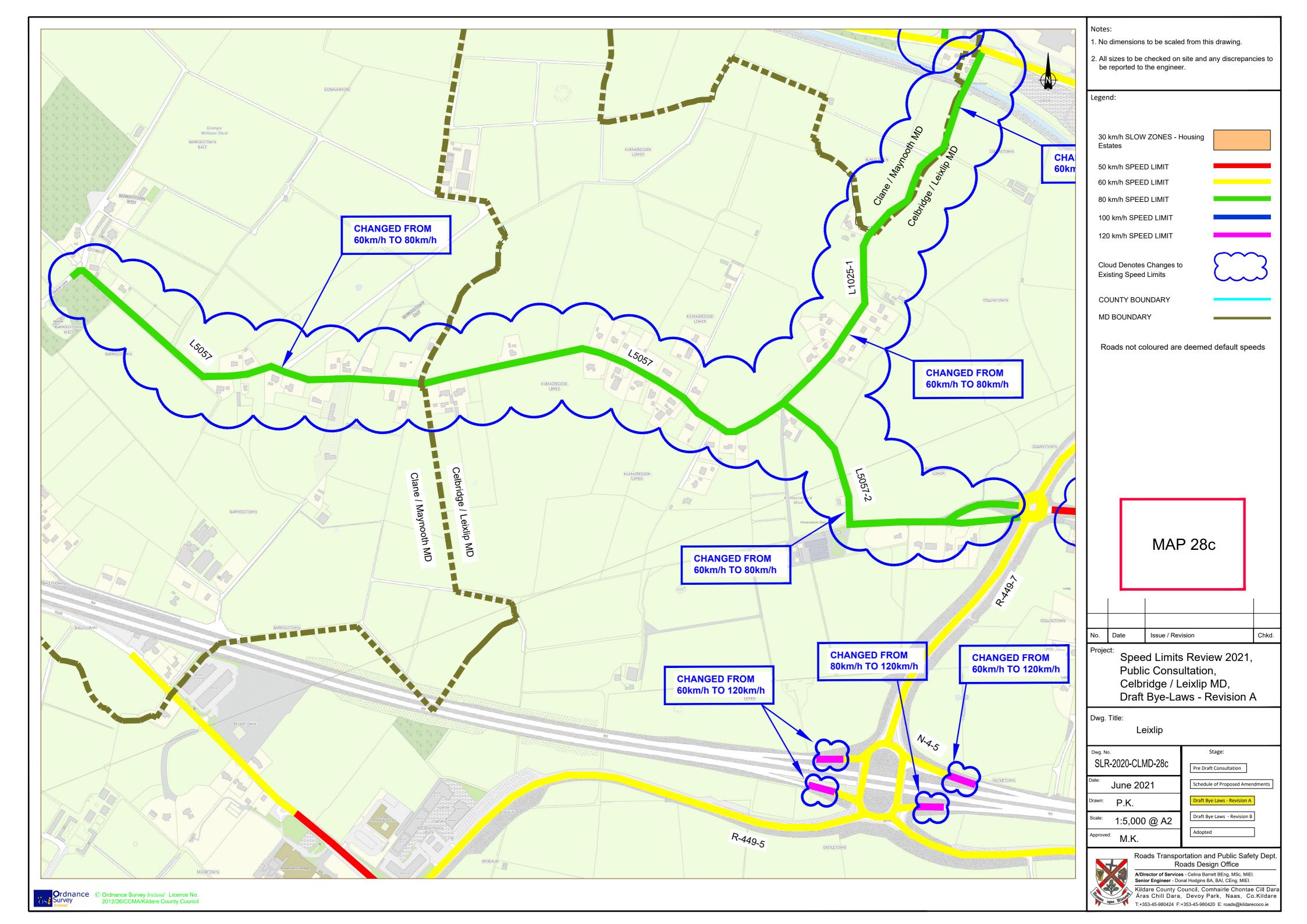


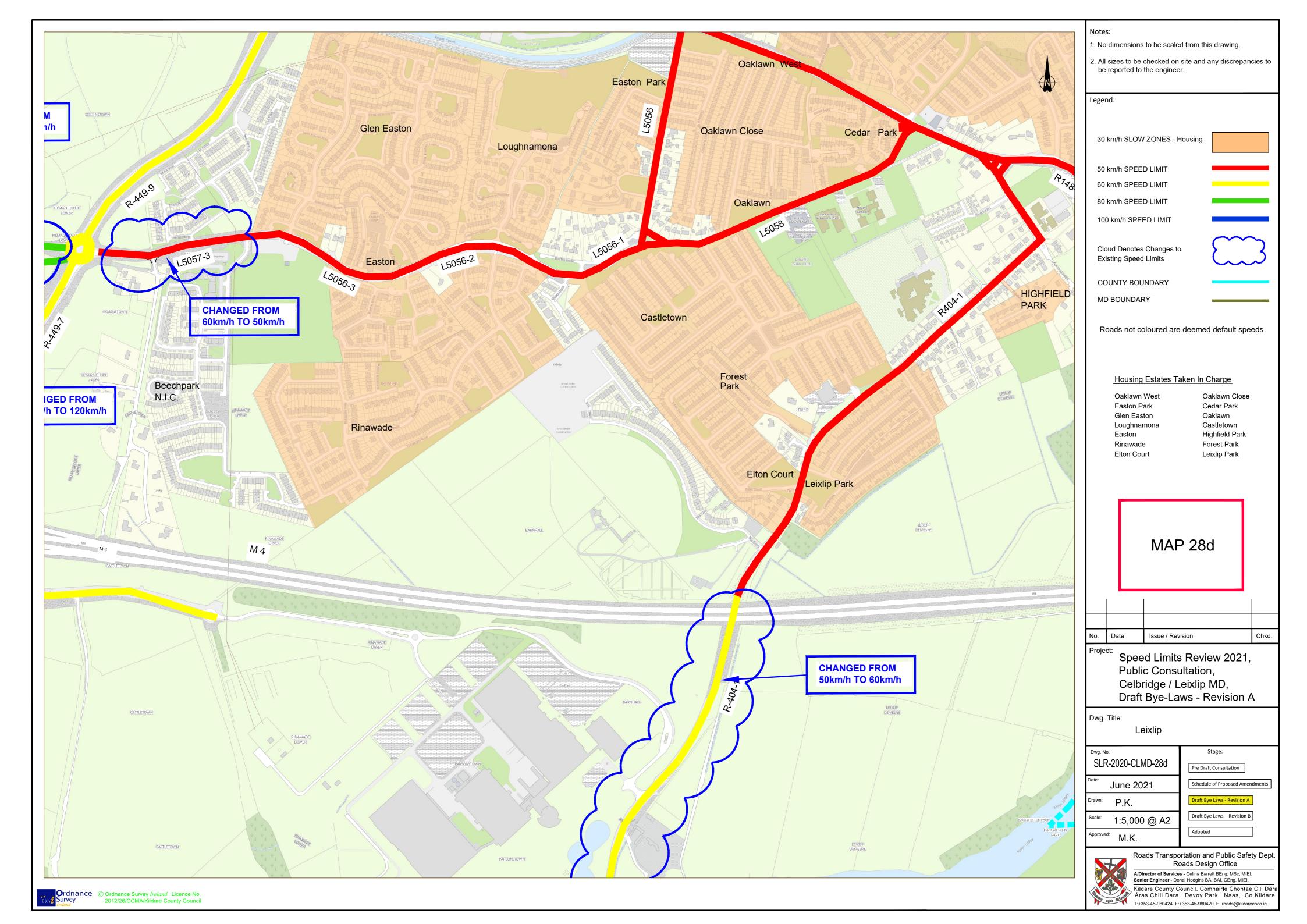


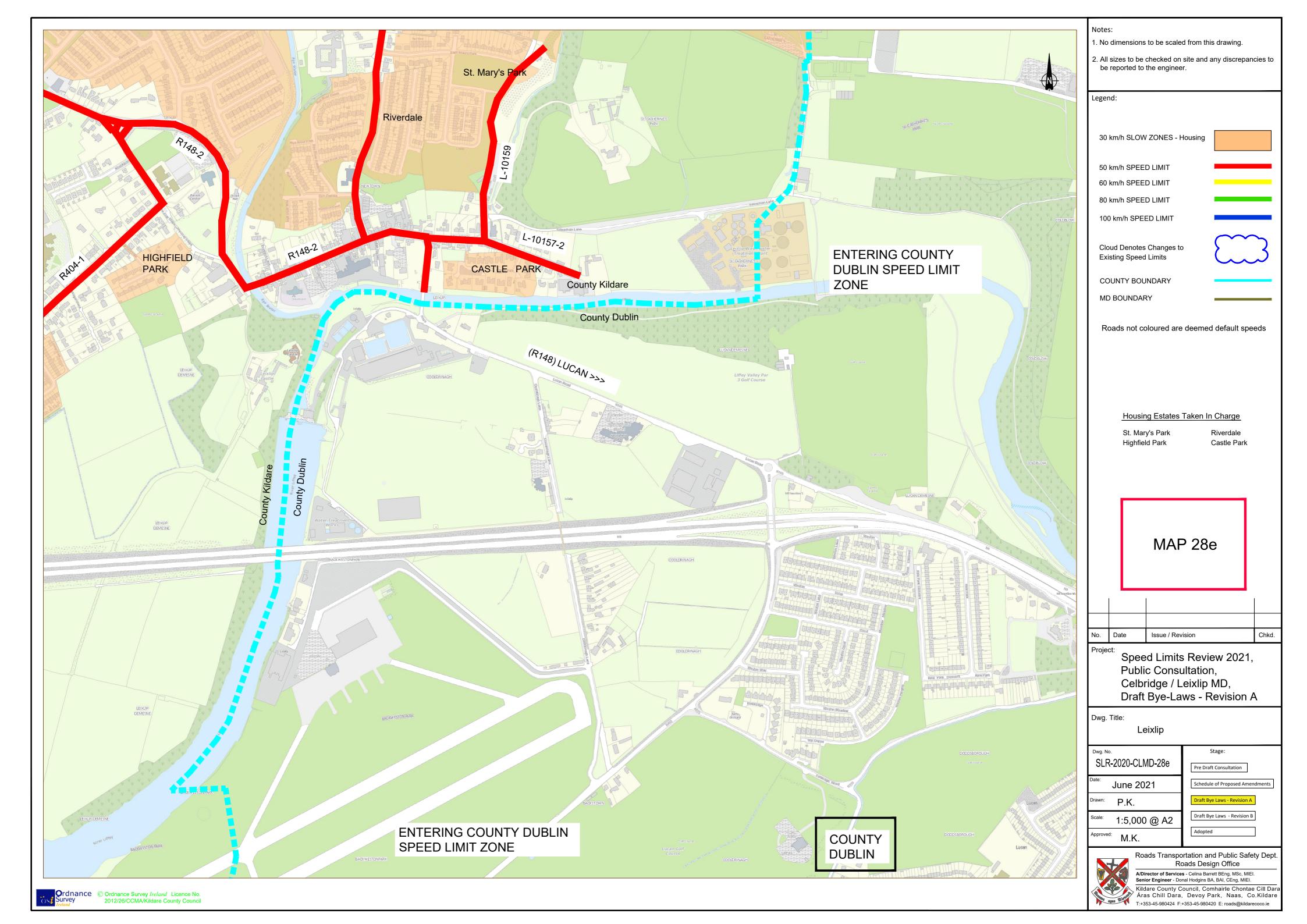


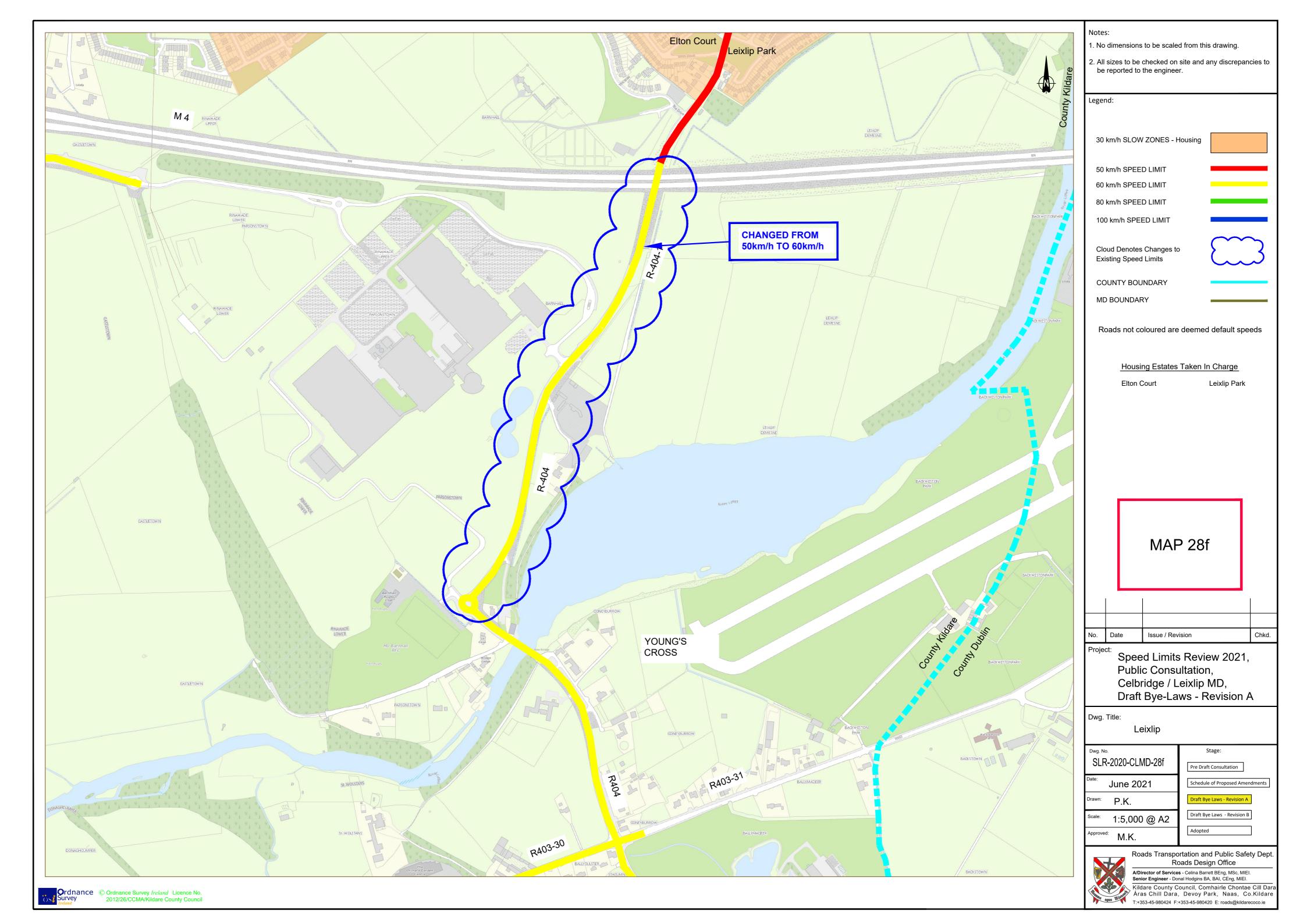


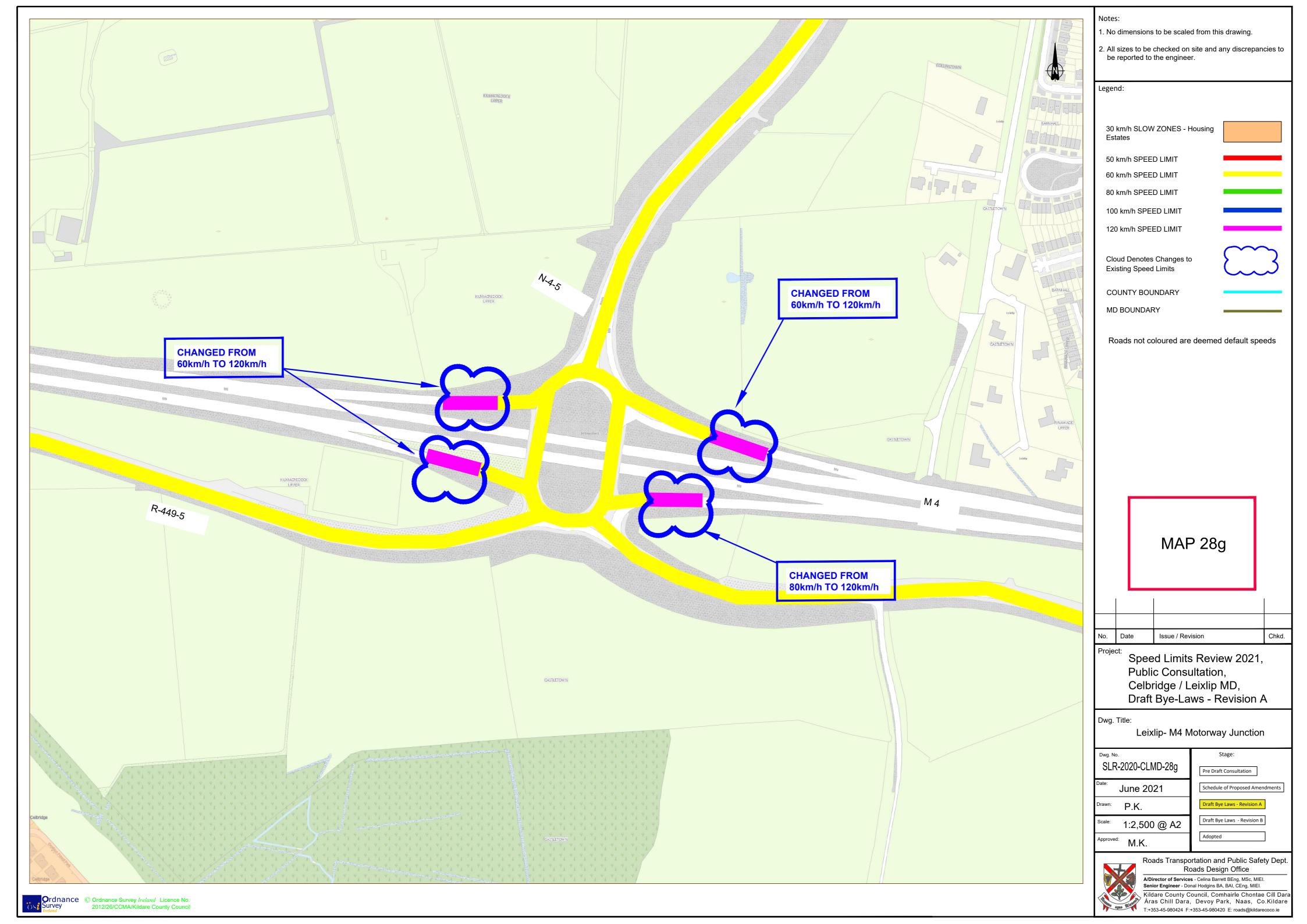
Ordnance Survey Ireland Licence No. 2012/26/CCMA/Kildare County Council



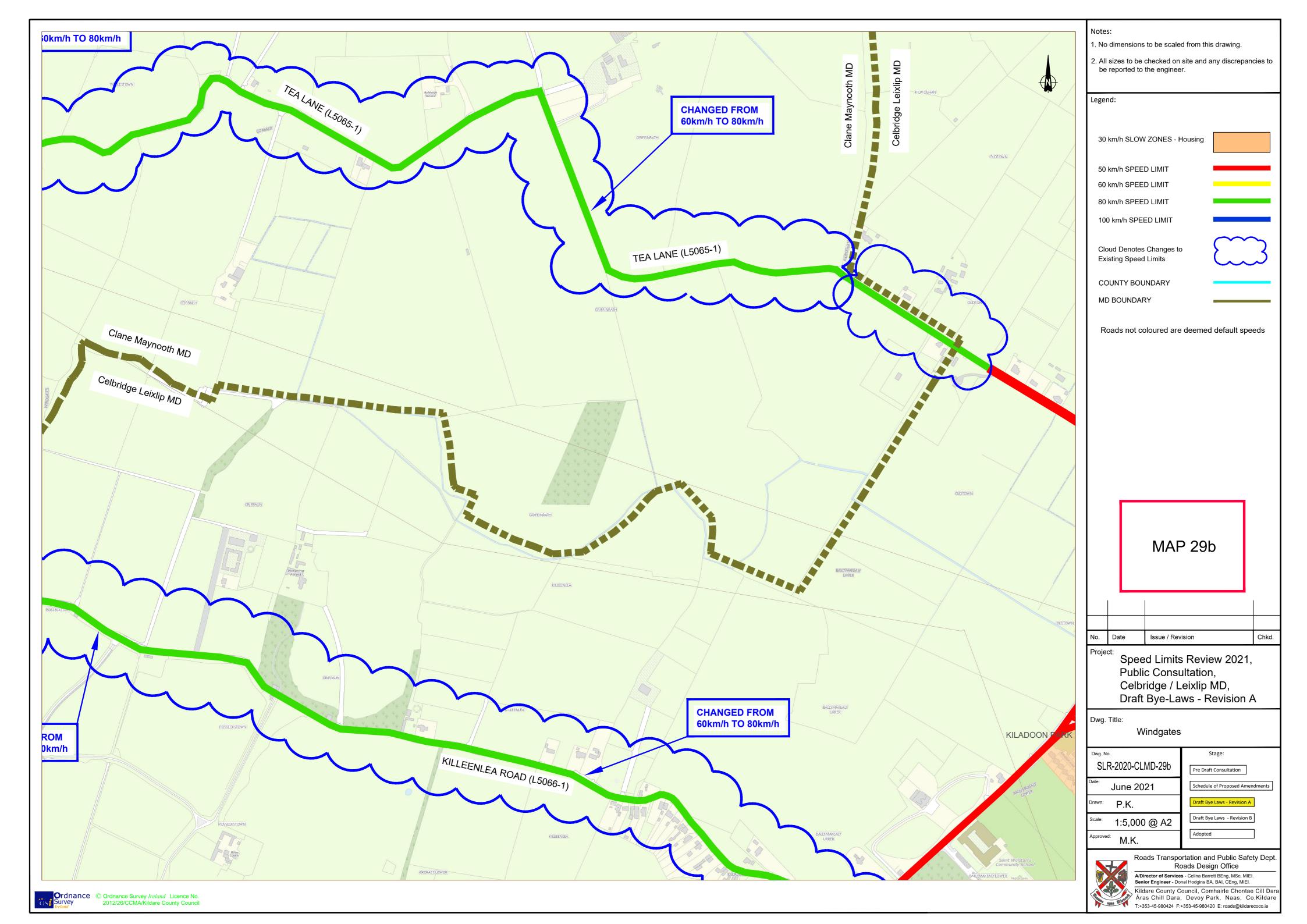


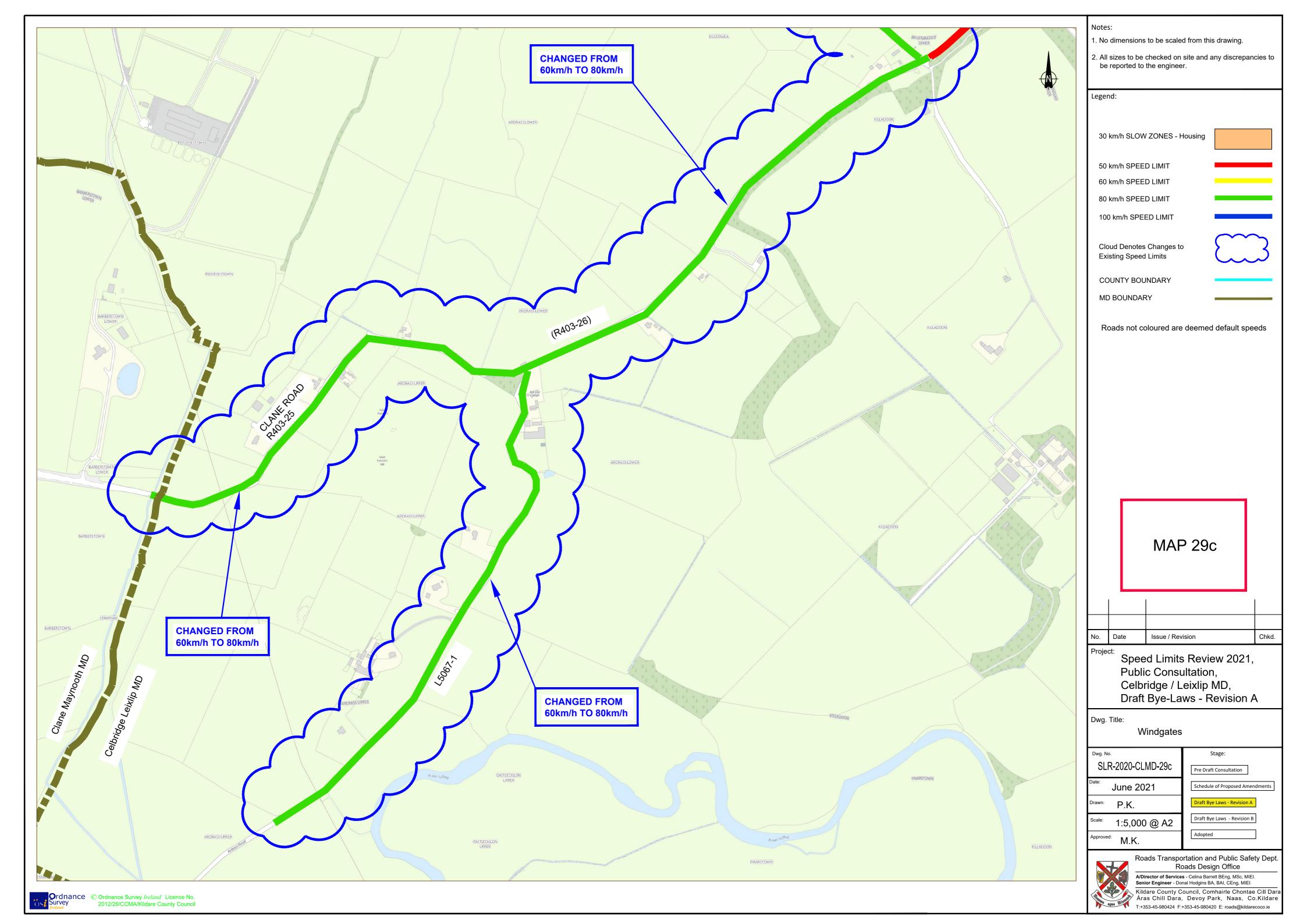


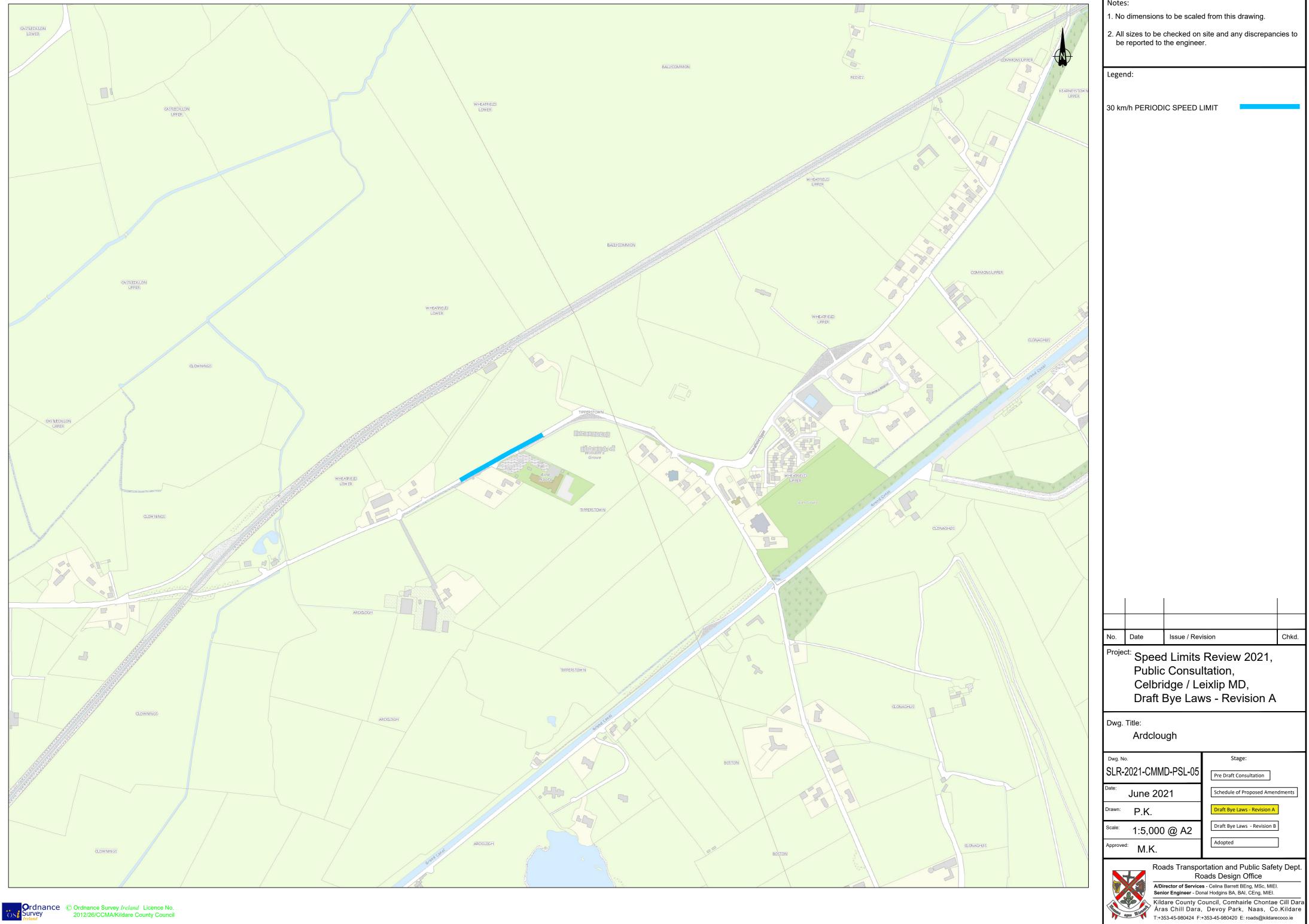














- 1. No dimensions to be scaled from this drawing.
- All sizes to be checked on site and any discrepancies to be reported to the engineer.

30 km/h PERIODIC SPEED LIMIT

Issue / Revision

Project: Speed Limits Review 2021, Public Consultation, Celbridge / Leixlip MD, Draft Bye Laws - Revision A

Dwg. Title:

Leixlip - Periodic Speed Limit

SLR-2021-CLMD-PSL-07 Pre Draft Consultation Schedule of Proposed Amendments June 2021 Draft Bye Laws - Revision A Draft Bye Laws - Revision B 1:5,000 @ A2 Adopted Approved: M.K.



Leixlip/Celbridge Municipal District Speed Limit Review 2021

SCHEDULE OF PROPOSED AMENDMENTS STAGE – ELECTED MEMBERS SUBMISSIONS

Revision B

Celbridge/Leixlip Municipal District Speed Limit Review Proposed Schedule of Proposed Amendments Submissions / Recommendations

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Item No.	Councillor	Location	Speed Limited Review Submissions	Road No.	Map No.	KCC Traffic Section Recommendation
1.0	Cllr. Ide Cussen	General	Objects to proposals to increase speed limits with the exception of those at Motorways. Welcomes proposals to decrease speed limits. Improvements required to footpaths, cycle lanes and local road with zoning for extensive housing developments. More pedestrians and cyclists using our roads and the safety of these road users should be prioritised first.	General	General	Observations Noted
1.1	Cllr. Ide Cussen	School Location Countywide	Periodic Special Speed Limit Locations - These should apply to all school in the Municipal District	School Location Countywide	Countywide Mapping	30km/h Zone – Outside All Schools When considering Periodic Speed Limit Signage an Engineering Report must be carried in relation to the overall safety of the school routes to school and one aspect of this would be the speed limit. If Periodic Speed Limits are proposed and constructed outside schools after the speed limit review is completed, intermittent speed limit bye laws can be adopted
1.2	Cllr. Ide Cussen	All Housing Estates in Kildare	Jakes Law - Support implementation of Jakes Law in all housing estate in our Municipal District, those taken in charge and other	All Housing Estates in Kildare	Countywide Mapping	30km/h Zone – All Housing Estates The 2004 Road Traffic Act refers to "The administrated area of the local authority" which the special speed limit byelaw's can be implemented. Therefore, to apply as special speed limit for a slow zone 30km/h speed limit in residential, the development must be taken in charge by KCC in compliance with the 1993 Roads act and 2001 Planning and Development Act.
1.3	Cllr. Michael Coleman	Celbridge Killeenlea Road	2.5KM narrow road with many bends, much of this road is less that the width of two cars. Cars have to pull into gateways to allow others access the road. Character of the road limits the speed. Speed Limit should remain at 60KPH	L5066	SLR-2020-CLMD-29C SLR-2020-CLMD-29D	In accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 60km/h
1.4	*Cllr.Michael Coleman	Celbridge Lords Road	1KM road that is very narrrow. Less that width of two cars. Character of road limits the speed. Limit should remain at 60KPH	L5063-0	SLR-2020-CLMD-29H SLR-2020-CLMD-29I	The Lords Road is a designated walking route the section of in the environs of Celbridge. Therefore, In accordance with Appendix A 4.5 in the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland a 60km/h can be considered in this setting.
1.5	Cllr. Michael Coleman	Oldtown Road Celbridge	2.5KM road with dangerous bends. Speed Limit should remain at 60KPH	L5065-1	SLR-2020-CLMD-29A SLR-2020-CLMD-29B	In accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 60km/h.

^{*}Denotes agreement with Elected Members Proposal

	Celbridge/Leixlip Municipal District Speed Limit Review						
	Proposed Schedule of Proposed Amendments Submissions / Recommendations						
Item No.	Councillor	Location	Speed Limited Review Submissions	Road No.	Map No.	KCC Traffic Section Recommendation	
1.6	Cllr. Michael Coleman	Celbridge Balscott Road	Dangerous road with bends. Speed should remain at 50KPH	L5059	SLR-2020-CLMD-27D	In accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 60km/h	
1.7	*Cllr. Michael Coleman	Celbridge Simmonstown Lane	just over 1KM in length and narrow road. Speed Limit should remain at 60KPH	L5062	SLR-2020-CLMD-27H SLR-2020-CLMD-27I	The Simmonstown Lane is a designated walking route the section of in the environs of Celbridge. Therefore, In accordance with Appendix A 4.5 in the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland a 60km/h can be considered in this setting.	
1.8	Cllr. Michael Coleman	Ardclough Road	Dangerous and extremely busy road with bad turns and bridge. Speed limit should remain at 60KPH	L1016	SLR-2020-CLMD-27I	In accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 60km/h	
1.9	Cllr. Michael Coleman	School Location Countywide	Periodic 30KPH speed limits at all schools	School Location Countywide	Countywide Mapping	30km/h Zone – Outside All Schools When considering Periodic Speed Limit Signage an Engineering Report must be carried in relation to the overall safety of the school routes to school and one aspect of this would be the speed limit. If Periodic Speed Limits are proposed and constructed outside schools after the speed limit review is completed, intermittent speed limit bye laws can be adopted	
2.0	Cllr. Michael Coleman	Celbridge	Roads L5066, L5063-0, L5065-1, L5059, L5062 L1016 Above roads are close to centre of Celbridge with many residential housing units on these roads. These roads are used by residents for walking. Previously requested decrease on these roads but certainly would not be acceptable to increase speed limit. The character of the road should limit the speed. Circular RSD 01/2015 -Implement Speed limits lower than 80KPH as appropriate for "At Risk Locations" We must protect the vulnerable users of busy and dangerous roads - safety is paramount.	L5066 L5063-0 L5065-1 L5059 L5062 L1016	SLR-2020-CLMD-27	Detailed answers given in Items 1.3 to 1.8	
2.1	Cllr. Vanessa Liston	Celbridge	provide detail on the median speed and 85 percentile on all of the proposed road changes that can be provided to support the rationale for speed limit increases? Furthermore, in the case of increases from 50Km to 80Km to what extent do these roads require engineering changes in order to achieve the requirement that: "The layout of self-enforcing roads should prevent or deter road users from driving at inappropriate or excessive speeds and encourage motorists to overtake at safe locations.	N/A	N/A	Due to Covid restrictions the volume of traffic associated at normal times will be lower and this would give a distorted figure in relation to daily/hour traffic volumes. Therefore, at this time we cannot present 85 percentile on all of the proposed road changes in the Celbridge environs. Previous years data is available and was used where necessary With reference to the Road Traffic Act 2004 and the Guidelines In terms of Engineering measures, can be termed as "road safety measures 2 in which speed limit combine with other variables, Warning signage, road realignment, Road lining, enforcement, junction improvement. Speed limit changes in isolation, to safety has shown from national / international research has minimal impact on road safety Where appropriate, we will recommend warn & inform signage as per The Guidelines for Setting & Managing Speed Limits in Ireland	

^{*}Denotes agreement with Elected Members Proposal

	Celbridge/Leixlip Municipal District Speed Limit Review						
	Proposed Schedule of Proposed Amendments Submissions / Recommendations						
Item No.	Councillor	Location	Speed Limited Review Submissions	Road No.	Map No.	KCC Traffic Section Recommendation	
2.2	Cllr. Vanessa Liston	N/A	While the guidelines are set nationally, a gap I perceive is that the logic of the changes is vehicle traffic focused. "The design speed of a road can be defined as the highest speed that can be maintained safely and comfortably when traffic is light." While DMURS is referenced for urban areas, national roads can also include cyclists and pedestrians. This use has increased since early 2019 when the pandemic started. The guidelines talks about the engineering of the road but not road use. The guidelines relate to 2015 before the change in behaviour to more cycling and walking and to the change in national sustainable transport policies. There is no mention of the range of users interacting for sustainable travel in the design framework beyond the urban areas (50K limit)	N/A	N/A	The Guidelines for Setting & Managing Speed Limits in Ireland are current and mandatory to be used in our Speed Limit Review for Kildare. The speed limit review will adopt a speed limit to a particular road in line with the system of default speed limits linked to the road classification under the Roads Act 1993 and the road function, with speed limits use where the criteria in the guidelines allow.	
2.3	Cllr. Vanessa Liston	N/A	Outline what has been the impact of the changes in other local authorities in terms of safety and user feedback. Has an assessment been done of the impact of the new guidelines on safety, driver, and pedestrian/cyclist behaviour? Can submissions that were made by An Garda Siochana, Oireachtas Members and other stakeholders mentioned in the Schedule of Proposed Amendments be made available to view	N/A	N/A	All Local Authorities have completed there SLR, in general there has being positive Yes assessment been done of the impact of the new guidelines on safety, driver, and pedestrian/cyclist behaviour? The purpose of Schedule of Proposed Amendments is to inform and have agreement with the Local Authority Elected Members in relation to Speed Limit proposals within the bounds of the Roads Traffic Act 2014 before going to Public Consultation. Once it goes to Public Consultation Oireachtas Members and other stakeholders can view Speed Limit proposals and make submissions Yes, as a requirement under the Road Traffic Act 2004, we have summited our proposed changes for the Speed Limit Zones in Kildare to The Commissioner of An Garda Síochána and have receive response which is shown in Appendix F of the Proposed Schedule of Proposed Amendments Submissions report.	
2.4	Cllr. Joe Neville	Confey Graveyard	Reduce speed limits at to 30KPH	R149-2	SLR-2020-CLMD-28C	Road around Confey Graveyard has segregated footpaths for pedestrians /separate road for car use and no cycle lanes and limited traffic calming measures, Therefore, under the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland and the Road Traffic Act 2004 the main streets in Kildare's towns, village are 50km/h speed limit zone A 30km/h zones are proposed for our villages the streets there needs to be a street design constructed with share use of Pedestrians/cyclist and cars complying the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland & DMURS. In accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 60km/h	

Celbridge/Leixlip Municipal District Speed Limit Review Proposed Schedule of Proposed Amendments Submissions / Recommendations

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Item No.	Councillor	Location	Speed Limited Review Submissions	Road No.	Map No.	KCC Traffic Section Recommendation
2.5	Cllr. Joe Neville	Countywide	Reduce speed at all schools in the area to 30KPH	County Wide	N/A	30km/h Zone – Outside All Schools When considering Periodic Speed Limit Signage an Engineering Report must be carried in relation to the overall safety of the school routes to school and one aspect of this would be the speed limit. Traffic Section consider the Periodic Speed Limit outside school as outside the remit of the speed limit review, due to the reason that we can only adopt speed limits for infrastructure that is constructed on the ground. If Periodic Speed Limits are proposed and constructed outside schools after the speed limit review is completed, intermittent speed limit bye laws can be adopted
2.6	Cllr. Joe Neville	Leixlip Mill Lane	Reduce speed to 30KPH	L10157-2	SLR-2020-CLMD-28G	Villages in Kildare has segregated footpaths for pedestrians /separate road for car use and no cycle lanes and limited traffic calming measures, Therefore, under the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland and the Road Traffic Act 2004 the main streets in Kildare's towns, village are 50km/h speed limit zone A 30km/h zone to be proposed for Mill Lane there needs to be a street design constructed with share use of Pedestrians/cyclist and cars complying the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland & DMURS.
2.7	*Cllr. Joe Neville	Leixlip Kilmacredock to Green Lane	Reduce speed from to 50KPH	L 5057-3 L 5057-2 L 5057-0	SLR-2020-CLMD-28E	L5057-3 Green Road Due to high level of new residential the 50km/h Zone is being extended out to the roundabout on the R449 to be In accordance with Section 7.3 of Speed Limit Guidelines, a speed limit of 50km/h is more applicable than 60km/h KCC propose to remove the 60km/h and replace 50km/h speed limit. L 5057-2 L 5057-0 Kilmacredock In accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 60km/h
2.8	Cllr. Joe Neville	Countywide	Reduce all housing estates to 30KPH as requested with Jakes Law	N/A	N/A	30km/h Zone – All Housing Estates The 2004 Road Traffic Act refers to "The administrated area of the local authority" which the special speed limit byelaw's can be implemented. Therefore, to apply as special speed limit for a slow zone 30km/h speed limit in residential, the development must be taken in charge by KCC in compliance with the 1993 Roads act and 2001 Planning and Development Act.

^{*}Denotes agreement with Elected Members Proposal

Celbridge/Leixlip Municipal District Speed Limit Review Proposed Schedule of Proposed Amendments Submissions / Recommendations

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Item No.	Councillor	Location	Speed Limited Review Submissions	Road No.	Map No.	KCC Traffic Section Recommendation
2.9	*Cllr. Joe Neville	Celbridge Loughlinstown Road Lord's road	Reduce outlying roads, such as to 50KPH	R405-2 L5063	SLR-2020-CLMD-27I	R405-2 Hazelhatch Road (Loughlinstown) 50km/h Zone is being extended out to the roundabout on the R449 to be In accordance with Section 7.3 of Speed Limit Guidelines, a speed limit of 50km/h is more applicable than 60km/h The Lords Road is a designated walking route the section of in the environs of Celbridge. Therefore, In accordance with Appendix A 4.5 in the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland a 60km/h can be considered in this setting.
3.0	Cllr. Joe Neville	Leixlip / Confey Captains Hill	Reduce speed to 30KPH between turn at Riverforest to the entrance to the shops	R149	SLR-2020-CLMD-28	The turn at Riverforest to the entrance to the shops Road around Confey Graveyard has segregated footpaths for pedestrians /separate road for car use and no cycle lanes and limited traffic calming measures, Therefore, under the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland and the Road Traffic Act 2004 the main streets in Kildare's towns, village are 50km/h speed limit zone A 30km/h zones are proposed for our villages the streets there needs to be a street design constructed with share use of Pedestrians/cyclist and cars complying the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland & DMURS. In accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 60km/h
3.1	Cllr. Joe Neville	Leixlip / Confey Captains Hill	Review speed limit between Confey Church and town centre	R419	SLR-2020-CLMD-28	The Road between Confey Church and town centre has segregated footpaths for pedestrians /separate road for car use and no cycle lanes and limited traffic calming measures, Therefore, under the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland and the Road Traffic Act 2004 the main streets in Kildare's towns, village are 50km/h speed limit zone A 30km/h zones are proposed for our villages the streets there needs to be a street design constructed with share use of Pedestrians/cyclist and cars complying the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland & DMURS. In accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 60km/h

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Celbridge/Leixlip Municipal District Speed Limit Review								
Proposed Schedule of Proposed Amendments Submissions / Recommendations								
Item	Councillor	Location	Speed Limited Review Submissions	Road	Мар	KCC Traffic Section Recommendation		
No.				No.	No.			
3.2	Cllr. Nuala Killeen	Ardclough Celbridge Road	Ardclough Maps 26 A&C 60KPH to 80KPG L-1016 - Should extend the Urban speed designation to 50km/h as development might be planned in this area on the Meath side. Some significant bends and poor driving visibility. In areas where speed limits are proposed to reduce from 60km to 50km on one stretch of the road and then the adjacent strip revised upwards from 60km to 80km, how is it determined that the engineering on those roads will enable drivers to drive at such speeds	L-1016 -	SLR-2020-CLMD-26A SLR-2020-CLMD-26C	Extending 50km/h for Developments That May be Planned in the future Proposed Development / Infrastructure that has not been constructed, is outside the remit of the Speed Limit Review Process, but after the Speed Limit Review has been completed and new developments have been constructed, intermittent Speed Limit By-laws can be adopted. L-1016 - Should extend the Urban speed designation to 50km/h The level of development outside the bounds Ardclough Development Boundary is below the require density for a 50km/h speed limit. Therefore, In accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 50km/h		
3.3	Cllr. Nuala Killeen	Ardclough Straffan Road	Ardclough Map 26D 50KPH to 80KPH L-2008 - In areas where speed limits are proposed to reduce from 60km/ to 50km/h on one stretch of the road and then the adjacent strip revised upwards from 50km/h to 80km/h, how is it determined that the engineering on those roads will enable drivers to drive at such speeds when the previous safe limit was 60km/h.	L-2008	SLR-2020-CLMD-26C	The level of development outside the bounds Ardclough Development Boundary is below the require density for a 50km/h & 60km/h speed limit. Therefore, in accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 50km		
3.4	Cllr. Nuala Killeen	Ardclough Castlewarden Road	Ardclough Maps 26E&F 50KPH to 80KPH L-2008-4 -In areas where speed limits are proposed to reduce from 60km to 50km on one stretch of the road and then the adjacent strip revised upwards from 60km to 80km, how is it determined that the engineering on those roads will enable drivers to drive at such speeds	L-2008-4	SLR-2020-CLMD-26E SLR-2020-CLMD-26F	The level of development outside the bounds Ardclough Development Boundary is below the require density for a 50km/h & 60km/h speed limit. Therefore, in accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 50km		
3.5	Cllr. Nuala Killeen	Celbridge Stacumay Road	Celbridge Maps 27D&G - 50KPH to 80KPH L-5059 - There are some very sharp bends on this road, and it is close to an area designated for redevelopment in the future. Should remain at 50km/h	L-5059	SLR-2020-CLMD-27D SLR-2020-CLMD-27G	In accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 50km		
3.6	*Cllr. Nuala Killeen	Celbridge Lords Road	Celbridge Map 27I - 60 KPH to 80 KPH - L5053 - Should extend urban limit of 50km/h	L5063	SLR-2020-CLMD-27I	The Lords Road is a designated walking route the section of in the environs of Celbridge. Therefore, In accordance with Appendix A 4.5 in the Guidelines for Setting and Managing Speed Limit Guidelines in Ireland a 60km/h can be considered in this setting.		
3.7	Cllr. Nuala Killeen	Leixlip Kellystown Lane Carton Road	Leixlip Maps 28 A,B & C - 60 KPH to 80KPH - L1014 & L1015 - Should extend the Urban speed designation to 50km/h as development is planned in this area on the Meath side. Some significant bends and poor driving visibility in this area. Recommend a lower speed limit. What engineering measures are planned to mitigate the danger of accidents caused by high speeds on this stretch.	L1014 & L1015	SLR-2020-CLMD-28A SLR-2020-CLMD-28B SLR-2020-CLMD-28C	Proposed Development / Infrastructure that has not been constructed, is outside the remit of the Speed Limit Review Process, but after the Speed Limit Review has been completed and new developments have been constructed, intermittent Speed Limit By-laws can be adopted. Therefore, in accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 50km		
3.8	Cllr. Nuala Killeen	Leixlip Allenswood/Confey Road	Leixlip Map 28C 60KPH to 80KPH - R149-2 - Urban designations at 50km/h should be extended here in respect of the Confey UDZ which is planned for 2023 and in towns where it is known development is due to take	R149-2	SLR-2020-CLMD-28C	The level of development is below the require density for a 50km/h & 60km/h speed limit. Therefore, in accordance with Section 7.2 of Speed Limit Guidelines, these sections of road should be default 80km/h as the level of development density is below the requirement for applying an urban speed limit of 50km		

^{*}Denotes agreement with Elected Members Proposal