

National Speed Limit Review

Mayo County Council

February 2017

Revision C - SUMMARY



8.4 Speed Limit Alteration Requests N60 National Secondary Road

Table 8.2 summarises the speed limit alteration requests and identifies if the request has been accepted in full, accepted in part or rejected.

Speed Limit Alteration Request Summary			
Summary	Request Source	Adopted Y/N	Response
CI Section 21 – The elected members have requested that the 50 / 60 km/h speed limit be located south west of Dawn meats to cater for funeral home pedestrians and the factory during their weekly animal slaughter, when farmers park their trailers adjacent to the site. Factory Parking is on the opposite side of the road, which generates much pedestrian movement.	Elected Members	Yes	The submission relating to this section has been assessed in accordance with the Speed Limit Guidelines. Although the levels of development do not meet the densities for recommending a 50km/h speed limit, other factors as specified in section 7.3.1 Part 2 assessment of the Guidelines have been taken into account
CI Dawn Meats have requested that the speed limit at Dawn meats be reviewed on the basis that traffic is allowed to travel too fast resulting in staff and visitors being put in danger. Staff crossing in the vicinity of the development account for approximately 100 crossing of the road daily. Dawn meats request that the speed limit be reduced and that they have requested that Mayo County Council provide a pedestrian crossing. Request seeks the extension of the 50 km/h speed limit further out of the town with a potential for a further reduction to 30 km/h.	Dawn Meats	Yes	<ul style="list-style-type: none"> Along the entire frontage of Dawn meats on street parking bays (westbound side with build outs) have been provided (approximately 300m); A surface car park for Dawn Meats staff is across the road from Dawn Meats; To the west of Dawn meats entrance is a bend in the N60 where forward visibility splays and adjacent access junction visibility splays are restricted by the bend in the alignment. Taking into consideration the items identified within this submission; in addition to the findings of the assessment of this section in accordance with the Speed Limit Guidelines, it is recommended that the 50km/h speed limit be moved to the west side of the bend near Dawn Meats.
CI Section 23 - N60 Brickens. Leave Speed Limit at 60 km/h or consider reducing it to 50 km/h. Traffic cannot travel at 80 or 100 km/h around this bend unless they are driving recklessly.	Local Authority	Yes	Agreed
CI Sections 22 & 24 - Consider leaving at 100 Km/h as it is a strategic road. Sergeant Malone agreed with this.	Local Authority	Yes	Agreed
CI Section 24 - N60 Ballyhaunis Road, Claremorris. Consider leaving the position of the 60 / 100 km/h sign and changing it to a 60 / 80 km/h sign.	Local Authority	Yes	Agreed
CI Section T26 - N60 Ring Road at Mc William Hotel - Consultants to reconsider this section.	Local Authority	Yes	Retained 50 km/h speed limit due to new HD15 site with comments from Mayo and AGS advising of history of rear end shunt collisions and proposals for the introduction of a

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			Ghost Island Junction. Route has a number of uncontrolled pedestrian crossings and pedestrian and cyclist facilities.
<p>Section T27 - The N60 Balla Road, Claremorris. The 50 km/h and the 60 km/h speed limit should be left in their existing position. There is a school entrance currently in the 50 km/h Zone and caters for School traffic both cyclists and pedestrians. The exit from the school is currently in the 60 km/h Zone. It is proposed to encourage children to cycle to school and there is a proposal to introduce Cycle lanes to the school entrances.</p>	Local Authority	Yes	Agreed. The proposed cycle facilities will be required to provide a self-regulating / informing speed environment.
<p>Section 28 & 29 - Request to move 50km/h east of the Ardboley bend and the N60 L55393 junction or introduce a 60 km/h sign.</p>	Elected Members	No	<p>In accordance with Section 5.3.4 of the 'Guidelines for Setting and Managing of Speed Limits in Ireland':</p> <p>"Speed limits should not generally be reduced for isolated road hazards, except for 'at-risk locations' where there is a history of road collisions which cannot be addressed by other measures such as Warning Signs or road markings. Speed zoning of at-risk locations needs to be undertaken as part of a route-based approach to ensure the consistency of road environments with speed limits."</p> <p>This recommendation is the result of the following criteria:</p> <ul style="list-style-type: none"> Level of development density is below that required in the Guidelines for the purpose of applying a speed limit of 60km/h (Table 7.4, Para 7.3.4) The average carriageway width is greater than 7m (Table 7.1) Observed operating speeds of > 100km/h, therefore in TII's experience posting a 50km/h or 60 km/h speed limit is unlikely to reduce traffic speeds <p>Taking into consideration the items identified within this submission; in addition to the findings of the assessment of this section in accordance with the Speed Limit Guidelines, it is recommended that the 100km/h speed limit be maintained.</p>
<p>Section 30 - MCC & Garda suggested to move out the 50 km/h zone east of the Ardboley Road and bend, due to the high accident rate.</p>	Local Authority	No	Application of the Guidelines does not warrant an extension of the 50 km/h further east and the issue is deemed to be a 'Warn and Inform' issue.
<p>Section 32 - Sergeant Malone suggested an 80 km/h as far as Balla Mart from Balla and then 100 km/h to Manulla, 80 km/h through Manulla, 100 km/h to</p>	Local Authority	No	The introduction of an 80 km/h and 100 km/h speed limit between Balla and Manulla would result in a change in speed limit over a 4km section between the settlement areas. A further change in speed limit to the north west of Manulla would result in a further change within a 5 km section.

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Summary	Request Source	Adopted Y/N	Response
Breaffy and 80 km/h to Kilkenny roundabout.			<p>The proposal for a change in speed limit from 100 km/h to 80 km/h at Balla Mart is deemed to be unjustified and does not conform to the Guidelines. Recommendation from TII in relation to speed limits between two adjoining urban areas is that an 80 km/h speed limit should be provided subject to meeting the requirements for an 80 km/h speed limit. Characteristics of the existing road between Balla and Manulla do not meet the requirements for a 100 km/h speed limit.</p> <p>As such, the request for an introduction of a 100 km/h speed limit between Balla and Balla mart is rejected. Speed limits from Balla to Castlebar are proposed as follows:</p> <ul style="list-style-type: none"> • Balla to Manulla – 80 km/h; • Manulla – 80 km/h; • Manulla to Breaffy – 100 km/h; • Breaffy – 80 km/h; and • Breaffy to Kilkenny Cross – 80 km/h.
Section 35 - Review Breaffy Village	Local Authority	Yes	Agreed to reduce to 80
Council have agreed to the 80 km/h but requested that a 60 km/h be introduced from junction N60 / L5760 at Corratavally to Junction N60 / L5757 at Carrownurlaur.	Elected Members	No	<p>The submission relating to this section has been assessed in accordance with the Speed Limit Guidelines and it is recommended that the request for a 60km/h speed limit is not appropriate on this section. This recommendation is the result of the following criteria:</p> <ul style="list-style-type: none"> • Level of development density is below that required in the Guidelines for the purpose of applying an urban speed limit of 60km/h. • No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1) • Roads should be self-explaining or self-regulating (Para 5.3.6), therefore other engineering measures would be required in order to reinforce any reduction in the posted speed limit. <p>Taking into consideration the items identified within this submission; in addition to the findings of the assessment of this section in accordance with the Speed Limit Guidelines, it is recommended that an 80km/h speed between Breaffy and Kilkenny Cross be adopted, subject to installation of ghost island / school car parking proposals</p>
Section 38 - The 50 km/h sign should be moved east passed the Maryland Housing estate. The N84 is a 50 km/h zone, so to tie-in with that proposal a transition zone is recommended.	Local Authority	Yes	Agreed
MCC suggested that all the N60 from County Boundary to Castlebar be looked at as a	Local Authority	No	The existing N60 route currently has restricted overtaking opportunities and sections of carriageway with a paved road width indicative of an 80 km/h speed limit. Where permitted under the Guidelines, and paved road width allows, a speed

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strategic route and therefore remain at 100 Km/h.			limit of 100 km/h has been applied to the current speed limit proposals.
Submissions Received During Public Consultation Process			
Sections 30 and 32 - Claremorris Road and Castlebar Road, Balla: Request to move speed signs on both Claremorris and Castlebar Roads to slow traffic through the town. Issues were highlighted with regard to people crossing Main St. and entering and exiting Balla Secondary School.	Balla Community Council	Partial	<p>All Roads have been assessed in accordance with the Guidelines for Setting and Managing Speed Limits in Ireland.</p> <p>It should be noted that on the Castlebar Road side of Balla the TII proposal is to extend the 50km/h speed limit to the west side of College Woods housing estate and extend the 60km/h speed limit west of the rear secondary school exit gate.</p> <p>On the Claremorris Road side of Balla, the TII proposals maintain the existing 50km/h speed limit gateway location. This recommendation is the result of the following criteria:</p> <ul style="list-style-type: none"> - The rate of direct access is significantly less than the 40/600m requirement as set out in Table 7.4 of the Guidelines and there is no direct frontage on the section requested for extension. - Roads should be self-explaining or self-regulating (Para. 5.3.6 of Guidelines).
Section 30 - Claremorris Road, Ardboley, Balla: Submission of speed surveys in relation to Ardboley, Balla.	Area Engineer MCC	No	<p>The assessment team note the submission of Speed Surveys for the Ardboley area of the N60 South east of Balla.</p> <p>The results of the speed surveys recorded that the 85th percentile speeds along this section of carriageway was 99km/h, supporting the proposal to maintain the existing 100 km/h speed limit.</p>
Section 30 - Claremorris Road, Ardboley, Balla: Speed Surveys			<p>The assessment team note the concerns highlighted in relation to a history of shunting collisions. The Guidelines for managing and setting of speed limit in Ireland clearly stipulates that speed limits shall not be utilised as a means of address one off hazards. It is therefore considered that the issues along this section is a matter of warning and informing and the situation should be discussed in more detail with the TII Network Management.</p>
Section T30 - Claremorris Road, Balla: Request to extend 60km/h to include L55393 Ardboley Road.	Public	No	<p>The assessment team note the request for additional warning signage to be erected to warn of Pedestrians and the Forest Trail. It is recommended that Mayo County Council liaise with TII Network Management in relation to the provision of additional warning signage and the appropriateness of same.</p>
Sections 35 and 36 - Submission requesting a reduction in speed limit of 50 km/h from the Kilkenny Cross Roundabout to L5783 Roemore Road	Public	No	<p>The section has been assessed in accordance with the Speed Limit Guidelines, and it is recommended that a reduction to 50km/h is not appropriate on this section. This recommendation is the result of the following criteria:</p> <ul style="list-style-type: none"> - The level of development density is below that required in the Guidelines for the purpose of applying a speed limit of

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			<p>50km/h (Table 7.4, Para. 7.3.4).</p> <p>- Roads should be self-explaining or self-regulating (Para. 5.3.6).</p> <p>Mayo County Council are currently developing engineering measures in conjunction with the TII to address right turning and parking concerns at Breaffy. These measures are currently at feasibility stage and therefore as stipulated in the guidelines, the speed limit adjustments for a future scheme shall not be considered until such time as the scheme is constructed.</p>
C Sections 34 and U35 - Breaffy: - Petition for reduction to 60 km/h	Public Petition with 1800 + signatories	No	<p>The section has been assessed in accordance with the Speed Limit Guidelines, and it is recommended that a reduction to 60km/h is not appropriate on this section. This recommendation is the result of the following criteria:</p> <p>- The level of development density is below that required in the Guidelines for the purpose of applying a speed limit of 60km/h.</p> <p>- Roads should be self-explaining or self-regulating (Para. 5.3.6).</p> <p>Mayo County Council are currently developing engineering measures in conjunction with the TII to address right turning and parking concerns at Breaffy. These measures are currently at feasibility stage and therefore, as stipulated in the guidelines, speed limit adjustments for a future scheme shall not be considered until such time as the scheme is constructed.</p>
C Some rural national roads that are proposed to be reduced to 80km/h may be difficult to enforce and may be confusing to drivers.	Area Engineer MCC	No	<p>The assessments undertaken as part of the National Road Speed Limit Review further expanded on the stage 1 criteria (paved road widths) of the guidelines, by assessing routes based on three paved road width bands, comprising:</p> <ul style="list-style-type: none"> - greater than 7.2m - (Stage 1 Assessment - 100 km/h); - 6.5m to 7.2m (Stage 2 Assessment - 100 km/h or 80km/h) - less than 6.5m (Stage 2 Assessment - 80 km/h) <p>This approach ensures that speed limits are set so that road users can interpret the safe operating speed and are therefore self-explaining and self-regulating.</p>
C Request to implement a default 30km/h speed limit in all urban areas.	Love 30 Campaign	No	<p>All Roads have been assessed in accordance with the Guidelines for Setting and Managing Speed Limits in Ireland. The assessment informed that the requested 30km/h speed limit is deemed inappropriate on the national road network. This recommendation is the result of the following criteria:</p> <ul style="list-style-type: none"> • National Routes through towns have a strategic / distribution function. (Section 7.3.2)

Table 8.2: N60 Speed Limit Alteration Request Summary

11 Speed Limit Review Team Statement

We certify that we have assessed the national road speed limits in accordance with the 'Guidelines for Setting and Managing Speed Limits in Ireland' 2015 edition, published by the Department of Transport, Tourism and Sport. This package contains the formal recommendations of Transport Infrastructure Ireland to Mayo County Council following its review of speed limits on the national road network in County Mayo in accordance with the direction issued in Circular Letter RSD 01/2015.

This assessment has included consultation with Mayo County Council, and An Garda Síochána. We confirm that we are trained and competent in the use of these Guidelines.

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