

National Road Speed Limit Review 2015-2017

Sub Title: County Limerick

Date: 29th September 2017

Revision: F02



TOBIN
Consulting Engineers

DOCUMENT AMENDMENT RECORD

Client: Transport Infrastructure Ireland

Project: National Road Speed Limit Review 2015-17

Title: Limerick County Council

DOCUMENT REF: MGT0291Rp1005 – Limerick SL Review 2016

F02	Final Issue	BG	29/09/17	SF	29/09/17	ROC	29/09/17
F01	Final Issue	BG	10/05/17	SF	10/05/17	ROC	10/05/17
D01	Draft Issue	MF	22/12/16	SF/KMcC	22/12/16	ROC	22/12/16
Revision	Description & Rationale	Originated	Date	Checked	Date	Authorised	Date

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1 Introduction

Following the ministerial direction issued to road authorities and Transport Infrastructure Ireland (TII) by the Minister for Transport, Tourism and Sport, dated 23rd April 2015 (Circular RSD 01/2015), TII appointed RPS Consulting Engineers (RPS) and TOBIN Consulting Engineers (TCE) to carry out a speed limit review for the National Road network. This report contains the formal recommendations of Transport Infrastructure Ireland in respect of its review of speed limits on the national roads in County Limerick.

1.1 Scope

Under this appointment, RPS and TOBIN have undertaken a review of existing speed limits on the national road network and where appropriate have recommended speed limit changes in accordance with the 'Guidelines for the Setting and Managing of Speed Limits in Ireland'¹ (referred to hereafter as 'the Guidelines').

1.2 Routes Assessed

Table 1-1 below details the routes assessed for County Limerick.

Route	From	To
N18	Dooradoyle (at the county boundary of Limerick and Clare)	Rossbrien (at N18 junction 1/ M7 junction 30/M20 junction 1)
N20/M20	Ballynagoul (at the county boundary of Limerick and Cork)	Rossbrien (at N18 junction 1/ M7 junction 30/M20 junction 1)
N21	Ballybronoge	Kilkinlea Lower (at the county boundary of Limerick and Kerry)
N24	Ballysimon	Boherdotia (at the county boundary of Limerick and Tipperary)
N69	Castlemungret	Ballydonohoe (at the county boundary of Limerick and Kerry)
M7	Junction 28	

Table 1-1: Routes Assessed

¹ Guidelines for the *Setting and Managing of Speed Limits in Ireland 2015*, Department of Transport, Tourism and Sport March 2015.

2 Approach & Methodology

2.1 Approach

At the outset of the project, TII developed an implementation plan for the speed limit review process on National Roads. The process indicates the key tasks and milestones from the date of issue of the Department of Transport, Tourism and Sports (DTTAS) Circular RSD 01/2015 through to the implementation of the revised speed limits on the ground by the deadline of April 2017.

A schematic of the project specific process is illustrated below in Figure 2-1.

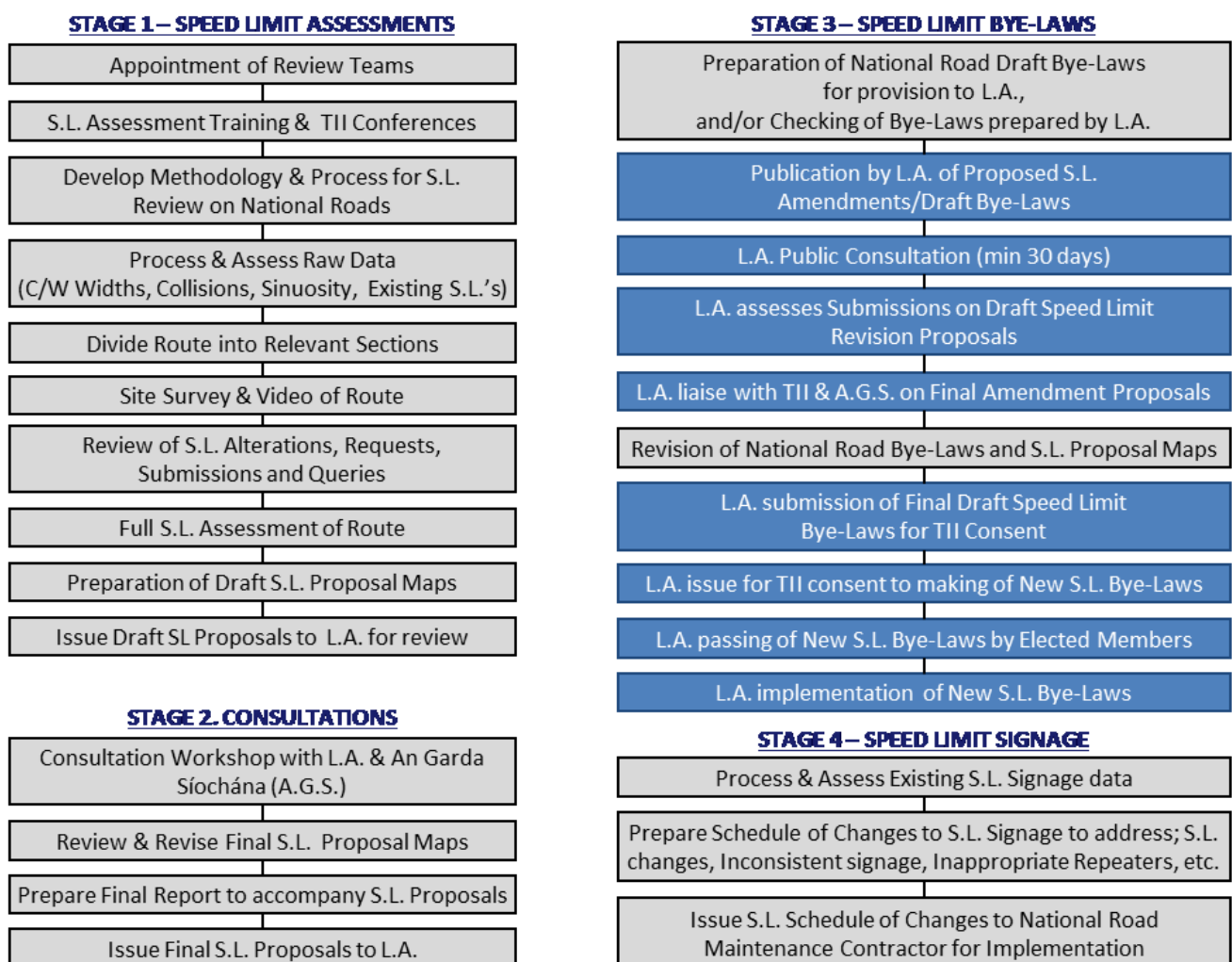


Figure 2-1 National Road Network Speed Limit Review - Project Specific Process

2.2 Main Project Contacts

The following Table 2-1 lists the main personnel involved in the National Road speed limit review process for County Limerick.

TII / RPS / TOBIN	Limerick County Council	An Garda Síochána (AGS)
Paschal Griffin – Snr PM – TII	Ger O'Connor – Senior Engineer - Operations Manager	N/A
Anne MacDermott – Snr Eng – TII	Padraig Vallely – Area Engineer - Newcastle West	
Rowan O'Callaghan – RPS	Declan Flanagan – Area Engineer - Adare/Rathkeale	
Mark Finnegan – RPS	Trevor McKechnie – Senior Executive Engineer - Central Services Operations	
Shane Fanning – RPS	Vincent Murray – Senior Engineer - Physical Development	
	Carmel Lynch – Senior Executive Engineer	

Table 2-1: Personnel Contributing to the Speed Limit Review

2.3 Methodology

2.3.1 Introduction

In accordance with the Guidelines, a two stage approach has been undertaken in the review of speed limits. Sections 2.3.2 and 2.3.3 of this report, briefly outlines the requirements and criteria for each stage. In carrying out the review assessments, the following data sources have been utilised:

- TII Pavement Width Survey – October 2015;
- TII Collision Data;
- TII Traffic Counter Data;
- TII Sinuosity Data;
- Google Maps / Google Earth;
- OSi Mapping;
- OSi Prime 2 Data;
- Central Statistics Office – Urban Boundaries;
- TII National Road Existing Signs Databases;
- SpeedLimits.ie Existing Bye-Laws;
- DTTAS Traffic Signs Manual 2010;
- Road Traffic Acts 2004 and 2010; and
- DTTAS Circulars.

2.3.2 Stage 1 Assessment

In accordance with section 7.2.2.1 of the Guidelines

‘Principally, the roadway width should be the initial determining characteristic to be considered (Stage 1)’.

Table 7.1 of the Guidelines specifies that an 80 km/h speed limit is appropriate for average pavement widths less than or equal to 7.0m and a 100 km/h speed limit is appropriate for average pavement widths greater than 7.0m.

This criterion, in the first instance, should help decide whether a road is suitable for a 100 km/h speed limit or an 80 km/h speed limit. Where the width does not resolve what the speed limit should be, other criteria should then be taken into account and shall be referred to as the Stage 2 assessment.

TII have requested that a more detailed initial assessment of routes be undertaken to ensure that proposed speed limits are appropriate. The requirement for this more detailed assessment has resulted mainly from inconsistent paved road widths across the national road network and in particular the national secondary routes.

As a result, for the purposes of the National Road speed limit review process, the criterion for the Stage 1 assessment, and recommendations for Stage 2 assessments have been expanded as follows:

- 80 km/h speed limits are generally appropriate for average pavement widths less than or equal to 6.5m;
- Stage 2 assessments are required for average pavement widths greater than 6.5m and less than 7.2m; and
- 100 km/h speed limits are generally appropriate for average pavement widths greater than or equal to 7.2m.

This requirement from TII results in a Stage 2 assessment being required for all routes with an average paved road width >6.5m and <7.2m.

2.3.3 Stage 2 Assessment

A Stage 2 assessment requires a more detailed assessment of the route and the following criteria have been taken into account in accordance with section 7.2.2.1 of the Guidelines:

- Geometry (paved width, visibility, bendiness and verge width);
- Amount of development accessing directly onto the road;
- Forgiving nature of the roadsides;
- Collision history;
- Presence of pedestrians/cyclists facilities;
- Level of use by pedestrians/cyclists;
- AADT;
- Mean Speeds and 85th percentile speeds.

2.3.4 Urban Areas

Where a national route passes through an urban area, routes are assessed based on the following criteria in accordance with section 7.3.1 of the Guidelines:

- Table 7.3 – Speed Limit Selection Matrix;
- Geometry (Paved Width, setback for verges, footways and boundaries);

- Amount of development accessing directly onto the road;
- The frequency of Junctions and crossing points;
- Forward Visibility;
- Sense of enclosure created by buildings or trees;
- Presence of on street parking;
- Surface materials;
- Collision history;
- Presence of pedestrians/cyclists facilities;
- Level of use by pedestrians/cyclists;
- AADT; and
- Mean Speeds and 85th percentile speeds.

2.3.5 Villages and Towns

Where a national route passes through a village/town, routes are assessed based on the following criteria in accordance with the following sections of the Guidelines:

- Section 7.3.4 - Table 7.4 – Village Speed Limit Length;
- Section 7.3.1.1 – Urban Dual Carriageways; and
- Section 7.3.1.2 – Single Carriageways (Arterial & Link).

2.3.6 Speed Limit Alteration Requests from the Local Authority, An Garda Síochána and the Public

As part of the assessment process, speed limit alteration requests / submissions from the Local Authority, An Garda Síochána and members of the public have been considered by the assessment team as part of the review process. A summary of the route related requests / submissions are detailed in the relevant route assessments contained in this report.

2.3.7 Speed Limit Recommendations

Based on the methodology outlined above, speed limit recommendations, which are deemed appropriate for the route, have been outlined in each of the route assessments contained in this report. These recommendations may take the form of an increase, decrease, removal, relocation and/or introduction of a speed limit, or a periodic speed limit at school locations.

2.3.8 Speed Limit Review Process

The process adopted for the speed limit review includes:

- Receipt of all speed limit requests held by TII following publication of the guidelines;
- Desktop assessment of the routes, including interpolation of all data provided by TII;
- A drive through of each route section by an Assessment Team in both directions;
- A breakdown of the routes into segments based on road character;
- A methodical and documented assessment of all of the above factors for each segment, taking into consideration the criteria outlined in sections **Error! Reference source not found.** to **Error! Reference source not found.** above, and consideration of the speed limit requests received from TII;
- Workshop considerations of proposed speed limits with TII and TII Speed Limit Consultants;
- Preparation and Issue of draft speed limit drawings to the relevant Local Authority proposing changes to existing speed limits;

- Undertaking consultation meetings with members of the Local Authority to get initial feedback on proposals at an engineering level, including identification of further speed limit requests, proposed and committed road improvement works, and any other relevant information;
- Re-assessment and revision of the speed limit proposals to incorporate data and comments received from the Local Authorities and AGS in relation to the draft proposals;
- Re-issue of the speed limit draft proposals to the Local Authority for presentation and discussions with Municipal Districts, and revert with further feedback;
- Re-assessment and revision of the speed limit recommendations to incorporate further comments/data received; and
- Preparation of this, the final TII recommendations report for National Road Speed Limits, in accordance with the guidelines.

2.3.9 Other Observations and Recommendations

In order to facilitate the implementation of the appropriate speed limit recommendations, observations and additional recommendations may also be included in terms of additional warning signage, the provision of F401 advanced speed limit warning signs, road markings, or verge treatments, among others.

Also, where particular route sections are considered to warrant further engineering interventions, these are identified under the relevant sections of this report for each route for further investigation/consideration by the local authority to confirm any issues and identify suitable engineering measures. These are also highlighted in a separate report to TII Network Management.

3 Route 1 - N18

3.1 General Route Characteristics

The section of the N18 National Primary route which passes through Limerick County Councils jurisdiction is of dual carriageway construction. The N18 enters Limerick County Councils jurisdiction at the Co. Clare border and ends at a junction south of Limerick city with the M20 and M7. It passes through the Limerick tunnel and bypasses Limerick City. The N18 also has a toll plaza in close proximity to the Co. Limerick and Co. Clare borders respectively. The N18 also contains of total of two grade-separated junctions within Co. Limerick.

3.2 Stage 1 & Stage 2 Assessment

Table 3.1 below summarises the outcome of the Stage 1 and Stage 2 Assessments, and indicates the resulting speed limit recommendations. The proposed speed limit drawings for the N18 detailing the speed limit locations and changes, and the accompanying carriageway width graphs are provided in Appendix A of this report.

N18 Route Assessment Summary									
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Nearest Mainline Chainage (km)	Section Type*	Existing SL (km/h)	Propose d SL (km/h)	Existing SL to be adjusted
N18-S1 Mainline-SB	N18D1CM0 006	13.40	13.70	0.30	-	Dual Carriageway Mainline	100	100	No
N18-S1 Mainline- NB	N18D1CM0 006	13.40	13.65	0.25	-	Dual Carriageway Mainline	100	100	No
N18-S1- Approach to Toll-SB	N18D1CM0 006	13.70	13.90	0.20	-	Dual Carriageway Mainline	80	80	Yes
N18-S1- Departure From Toll- NB	N18D1CM0 006	13.65	13.90	0.25	-	Dual Carriageway Mainline	80	80	Yes
N18-S1-Toll- SB	N18D1CM0 006	-	-	-	14.00	Toll Plaza	60	60	Yes
N18-S1-Toll- NB	N18D1CM0 006	-	-	-	14.00	Toll Plaza	60	60	Yes
N18-S1- Approach to Toll-SB	N18D1CM0 006	14.10	14.30	0.20	-	Dual Carriageway Mainline	80	80	Yes

N18 Route Assessment Summary									
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Nearest Mainline Chainage (km)	Section Type*	Existing SL (km/h)	Propose d SL (km/h)	Existing SL to be adjusted
N18-S1- Depart from Toll-SB	N18D1CM0 006	14.10	14.30	0.20	-	Dual Carriageway Mainline	80	80	Yes
N18-S1- Mainline-SB	N18D1CM0 006	14.30	17.40	3.10	-	Dual Carriageway Mainline	80	80	No
N18-S1- Mainline- NB	N18D1CM0 006	14.30	17.40	3.10	-	Dual Carriageway Mainline	80	80	No
N18-S1- Mainline-SB	N18D1CM0 006	17.40	18.20	0.80	-	Dual Carriageway Mainline	100	100	No
N18-S1- Mainline- NB	N18D1CM0 006	17.40	18.20	0.80	-	Dual Carriageway Mainline	100	100	No
N18-S1- Mainline-SB	N18D1CM0 007	0.00	3.50	3.50	-	Dual Carriageway Mainline	100	100	No
N18-S1- Mainline- NB	N18D1CM0 007	0.00	3.50	3.50	-	Dual Carriageway Mainline	100	100	No
N18- Junction 3- L1	N18D1CM0 006	-	-	-	15.20	Motorway / Dual Carriageway Junctions	80	80	No
N18- Junction 3- L2	N18D1CM0 006	-	-	-	15.20	Motorway / Dual Carriageway Junctions	80	80	No

Table 3-1: N18 Stage 1 & Stage 2 Assessment Summary

* Colours indicate assessment template used for a particular Section of route

Note: The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for speed limit signage to be amended on the adjoining road networks (Regional and Local Roads). TII will retain responsibility for amending the relevant speed limit signage at the interfaces of the regional and local roads with the national road (typically 30 to 50m down the side-road). However, the Local Authority shall retain the responsibility for any such amendments required to speed limit signage further along the regional or local road as part of the Review Process in accordance with the Guidelines.

3.3 Overall Route Speed Limits Schematic

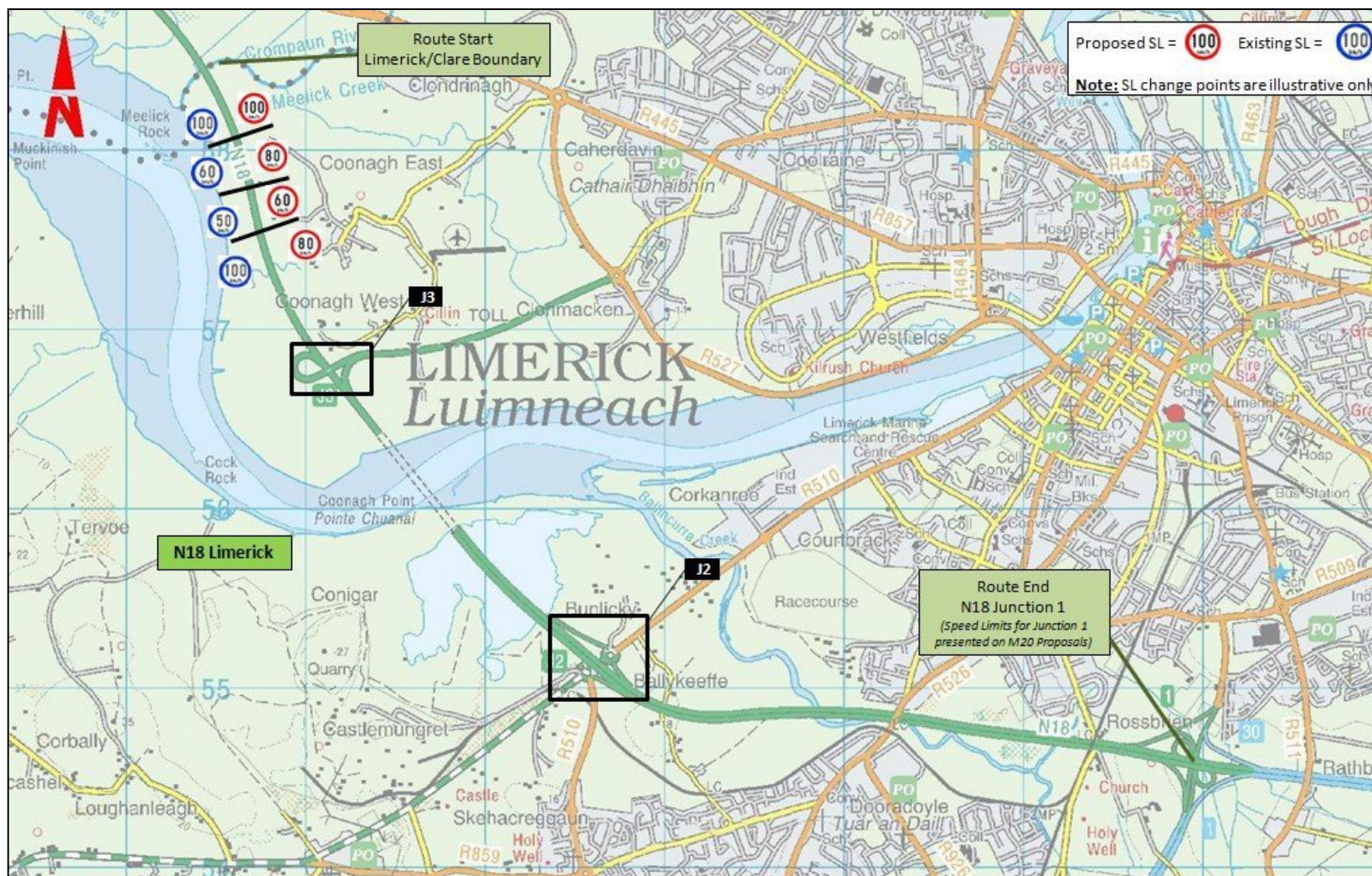


Figure 3-1 N18 Limerick Route Schematic

3.4 Speed Limit Review Submissions

N20 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to review speed limits through Limerick Tunnel to ensure they correspond with the Bye-Laws	Public	N/A	The submission relating to this section has been assessed and it is noted that there is no existing bye-law for the 80km/h SL through Limerick Tunnel. The proposed set of draft bye-laws will correspond with locations of SL signs.
Non SL request to review co-ordinates of the N18 south-east route ending as they are believed to be incorrect.	Public	N/A	This submission is to be highlighted to TII Network Management for further consideration.

Table 3-2: N18 Speed Limit Review Submissions Summary

3.5 Non-Speed Limit Observations and Recommendations Arising from the Review

Error! Reference source not found. summarises the observations and recommendations relating to other measures outside of speed limits, identified as part of the speed limit review, such as additional warning signage, road markings and engineering measures which are to be investigated by the Local Authority. These items will also be highlighted to TII Network Management.

N18 Summary of Non-Speed Limit Observations / Recommendations		
Section & Chainage	Observation / Recommendation	Details
J1 CM07_3.4	South-East Route ending co-ordinates to be reviewed.	Request relates to ensuring the ending of the N18 South-East Route Ending co-ordinates be reviewed as they are believed to be wrong (153772E should be 153272E). This issue shall also be highlighted to TII Network Management.

Table 3-3: N18 Summary of Non Speed Limit Observations / Recommendations

4 Route 2 - N20

4.1 General Route Characteristics

The section of the N20 National Primary route which passes through Limerick County Councils jurisdiction is of a single carriageway construction. This route also consists of a short section of the M20 Motorway which is of a dual carriageway arrangement. The N20 enters Limerick County Councils jurisdiction at the Co. Cork border and ends at a junction south of Limerick city (i.e. as the M20 Motorway) with the N18 and M7. It passes through O'Rourkes Cross, Ballynabanoge, Ballinfreera and bypasses Croom.

4.2 Stage 1 & Stage 2 Assessment

Error! Reference source not found. below summarises the outcome of the Stage 1 and Stage 2 Assessments, and indicates the resulting speed limit recommendations. The proposed speed limit drawings for the N20 detailing the speed limit locations and changes, and the accompanying carriageway width graphs are provided in Appendix B of this report.

N20 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
S1	N20D1CM0 003	0.00	5.10	5.10	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	100	No
O'Rourkes Cross-S2 (a)	N20D1CM0 003	5.10	5.20	0.10	Single Carriageway Urban	60	60	No
O'Rourkes Cross-S2 (b)	N20D1CM0 003	5.20	5.45	0.25	Single Carriageway Urban	60	60	No
O'Rourkes Cross-S2 (c)	N20D1CM0 003	5.45	5.55	0.10	Single Carriageway Urban	60	100	No
S3	N20D1CM0 003	5.55	10.50	4.95	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	100	No
Ballinfreera- S4 (a)	N20D1CM0 003	10.50	10.70	0.20	Single Carriageway Urban	50	80	Yes
Ballinfreera-S4 (b)	N20D1CM0 003	10.70	11.10	0.40	Single Carriageway Urban	50	60	Yes

N20 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
S5	N20D1CM0 003	11.10	14.00	2.90	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	100	No
S6	N20D1CM0 003	14.00	23.80	9.80	Rural Single Carriageway Average Width: ≥7.2m	100	100	No

Table 4-1: N20 Stage 1 & Stage 2 Assessment Summary

* Colours indicate assessment template used for a particular Section of route

Note: The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for speed limit signage to be amended on the adjoining road networks (Regional and Local Roads). TII will retain responsibility for amending the relevant speed limit signage at the interfaces of the regional and local roads with the national road (typically 30 to 50m down the side-road). However, the Local Authority shall retain the responsibility for any such amendments required to speed limit signage further along the regional or local road as part of the Review Process in accordance with the Guidelines.

4.3 Overall Route Speed Limits Schematic

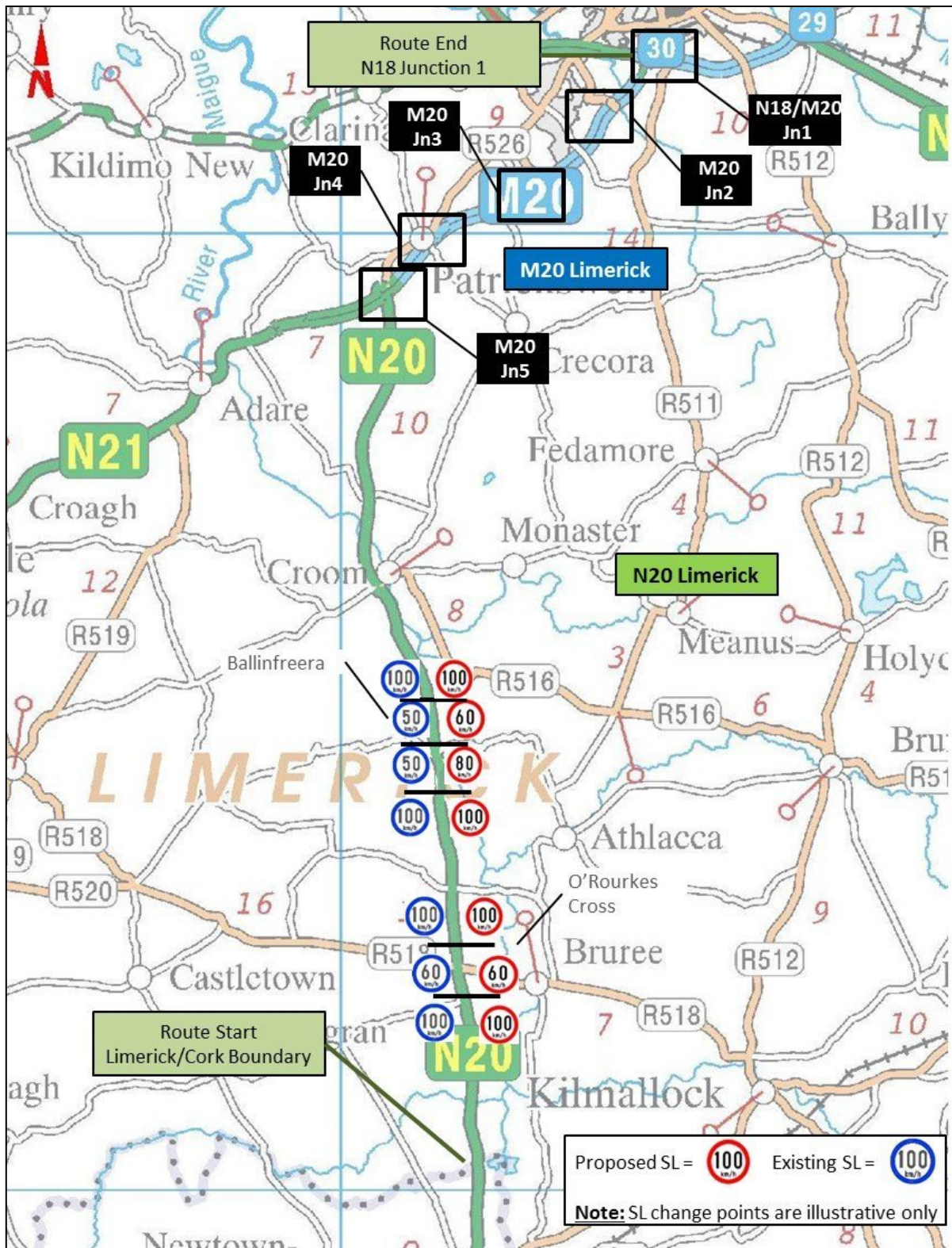


Figure 4-1 N20 Limerick Route Schematic

4.4 Speed Limit Review Submissions

Error! Reference source not found. below summarises the speed limit (SL) alteration requests and submissions received and where appropriate identifies if the request has been adopted in full, adopted in part or not adopted.

N20 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain the existing 60km/h SL through O'Rourke's Cross at its existing location due to the following: - History of collisions along this section; and - Presence of a defined 'Go Safe' zone for the existing 60km/h SL.	LA	Y	Taking into consideration the local issues and concerns highlighted by Limerick County Council with regards to this location, in addition to an independent assessment in line with the Guidelines and subsequent consultation of these concerns with the TII, it is therefore recommended that the existing 60km/h SL be retained as is.
Request to retain the existing 50km/h SL at Banoge due to the following: - History of collisions along this section. <i>For the purposes of responding to this submission, the response is detailed with respect to the following sections separately:</i> (A) Proposed 60km/h SL zone on the north approach to Banoge. (B) Proposed 80km/h SL zone on the south approach to Banoge; and	LA	(A) N	The request relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); ▪ Roads should be self-explaining or self-regulating (Para 5.3.6), therefore other engineering measures would be required in order to reinforce a SL of 50km/h; ▪ No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1); and ▪ Observed operating speeds of approx. 60km/h. In TII's experience posting a 50km/h SL is not considered appropriate given the actual operating speed of the road. Taking in consideration the items identified within this submission, in addition to the findings of an independent assessment in line with the Guidelines and subsequent consultation with Kerry National Roads Office, it is recommended that a 60km/h SL is the most appropriate at this time.

N20 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
		(B) N	The request relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); ▪ Roads should be self-explaining or self-regulating (Para 5.3.6), therefore other engineering measures would be required in order to reinforce a SL of 50km/h; ▪ No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1); and ▪ Observed operating speeds of approx. 70km/h. In TII's experience posting a 50km/h SL is not considered appropriate given the actual operating speed of the road. Taking in consideration the items identified within this submission, in addition to the findings of an independent assessment in line with the Guidelines and subsequent consultation with Kerry National Roads Office, it is recommended that an 80km/h SL is the most appropriate at this time.

Table 4-2: N20 Speed Limit Review Submissions Summary

4.5 Non-Speed Limit Observations and Recommendations Arising from the Review

No recommendations for non-speed limit engineering measures arise on this section.

5 Route 3 – N21

5.1 General Route Characteristics

The section of the N21 National Primary route which passes through Limerick County Councils jurisdiction is of a single carriageway construction. The N21 originates at a junction with the M20 south of Limerick City and travels to the Co. Kerry border south-west of Abbeyfeale. It passes through Adare, Croagh, Newcastle West, Abbeyfeale and bypasses Rathkeale.

5.2 Stage 1 & Stage 2 Assessment

Error! Reference source not found. below summarises the outcome of the Stage 1 and Stage 2 Assessments, and indicates the resulting speed limit recommendations. The proposed speed limit drawings for the N21 detailing the speed limit locations and changes, and the accompanying carriageway width graphs are provided in Appendix C of this report.

N21 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
S1	N21D01CM 0001	0.00	2.8	2.80	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
S2	N21D01CM 0001	2.80	3.80	1.00	Rural Single Carriageway Average Width: ≥7.2m	100	80	Yes
S3	N21D01CM 0001	3.80	4.70	0.90	Single Carriageway Transition	60	60	No
Adare-S4(a)	N21D01CM 0001	4.70	4.80	0.10	Single Carriageway Urban	50	50	No
Adare-S4(b)	N21D01CM 0001	4.80	5.72	0.92	Single Carriageway Urban	50	50	No
S5	N21D01CM 0001	5.72	6.68	0.96	Single Carriageway Transition	60	60	No
S6	N21D01CM 0001	6.68	8.22	1.54	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	80	Yes

N21 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
S7	N21D01CM 0001	8.22	11.30	3.08	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
Croagh-S8	N21D01CM 0001	11.30	12.20	0.90	Single Carriageway Urban	60	60	No
S9	N21D01CM 0001	12.20	27.60	15.40	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
S10(a)	N21D01CM 0001	27.60	28.00	0.40	Single Carriageway Transition	60	100	Yes
S10(b)	N21D01CM 0001	28.00	28.38	0.38	Single Carriageway Transition	60	60	No
Newcastle West- S11 (a)	N21D01CM 0001	28.38	29.00	0.62	Single Carriageway Urban	50	60	Yes
Newcastle West-11 (b)	N21D01CM 0001	29.00	29.20	0.20	Single Carriageway Urban	50	50	No
Newcastle West-S11 (c)	N21D01CM 0002	0.00	0.75	0.75	Single Carriageway Urban	50	50	No
Newcastle West-S11 (d)	N21D01CM 0002	0.75	1.21	0.46	Single Carriageway Urban	50	60	Yes
S12(a)	N21D01CM 0002	1.21	1.45	0.24	Single Carriageway Transition	60	60	No
S12(b)	N21D01CM 0002	1.45	1.60	0.15	Single Carriageway Transition	60	60	No
S13	N21D01CM 0002	1.60	10.48	8.88	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
Inchabaun- S14	N21D01CM 0002	10.48	11.70	1.22	Single Carriageway Urban	60	60	No

N21 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
S15	N21D01CM 0002	11.70	18.60	6.90	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
S16	N21D01CM 0002	18.60	18.80	0.20	Single Carriageway Transition	60	100	Yes
Abbeyfeale- S17(a)	N21D01CM 0002	18.80	19.04	0.24	Single Carriageway Urban	50	60	Yes
Abbeyfeale- S17(b)	N21D01CM 0002	19.04	21.10	2.06	Single Carriageway Urban	50	50	No
Abbeyfeale- S17(c)	N21D01CM 0002	21.10	21.50	0.40	Single Carriageway Urban	50	60	Yes
S18(a)	N21D01CM 0002	21.50	21.80	0.3	Single Carriageway Transition	60	60	No
S18(b)	N21D01CM 0002	21.8	22.00	0.2	Single Carriageway Transition	60	80	Yes
S19	N21D01CM 0002	22.00	24.40	2.40	Rural Single Carriageway Average Width: ≥7.2m	100	100	No

Table 5-1: N21 Stage 1 & Stage 2 Assessment Summary

* Colours indicate assessment template used for a particular Section of route

Note: The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for speed limit signage to be amended on the adjoining road networks (Regional and Local Roads). TII will retain responsibility for amending the relevant speed limit signage at the interfaces of the regional and local roads with the national road (typically 30 to 50m down the side-road). However, the Local Authority shall retain the responsibility for any such amendments required to speed limit signage further down the regional or local road as part of the Review Process in accordance with the Guidelines.

5.3 Overall Route Speed Limits Schematic

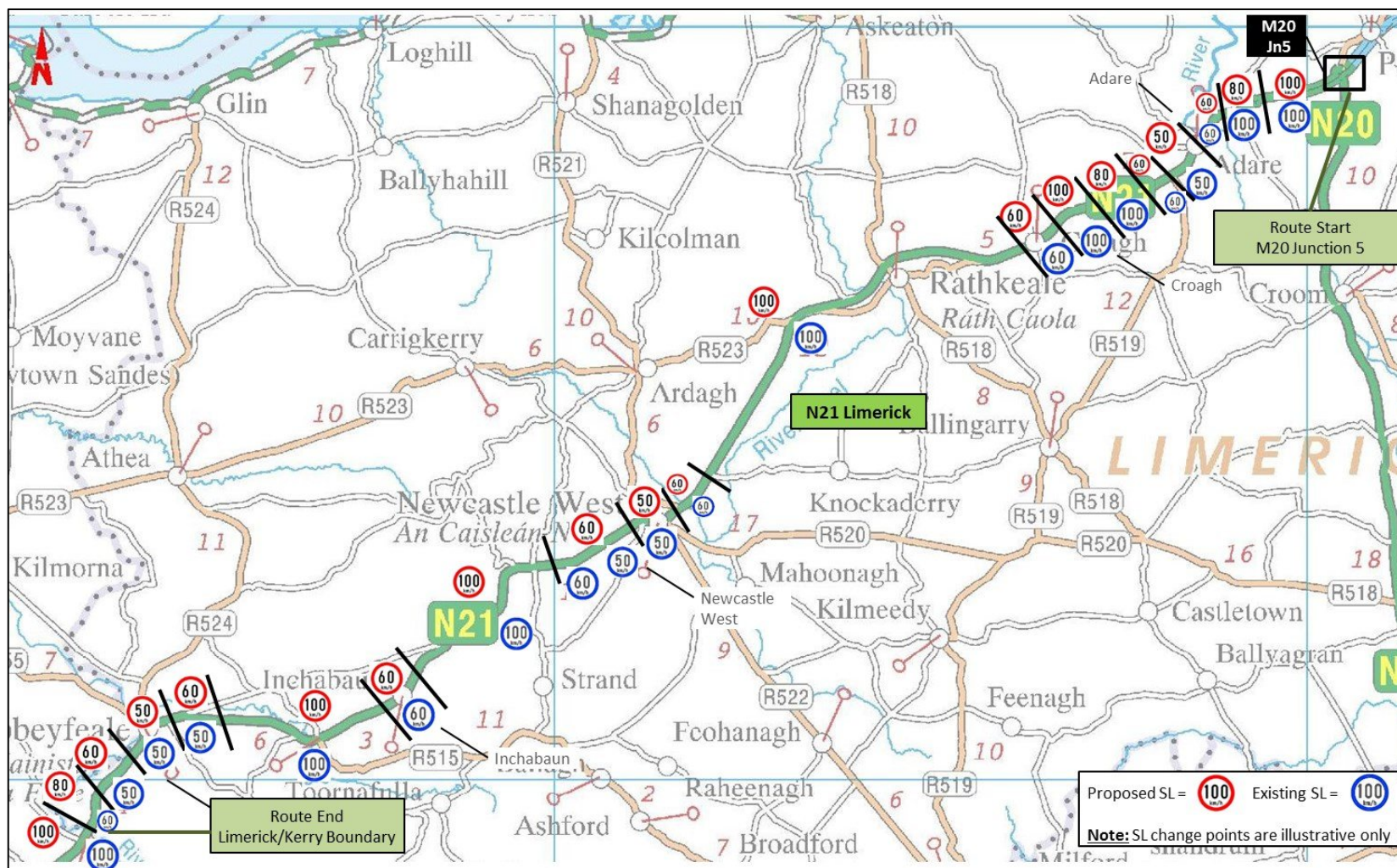


Figure 5-1 N21 Limerick Route Schematic

5.4 Speed Limit Review Submissions

Error! Reference source not found. below summarises the speed limit alteration requests and submissions received and where appropriate identifies if the request has been adopted in full, adopted in part or not adopted.

N21 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain the existing 80km/h SL on the southbound approach to the existing roundabout junction at CM_01_3.3 from the N21/L1427 junction.	LA	Y	The request relating to this section has been assessed in accordance with the Guidelines and it is recommended that an 80km/h SL is not appropriate from the N21/L1427 junction to the existing roundabout junction at this time. This recommendation is the result of the following criteria: SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2). Taking into consideration the request outlined within this submission, in addition to the findings of an independent assessment, it is recommended than an 80km/h SL from this location is not appropriate at this time. As a result of ongoing consultation with the TII, it is considered that posting an a SL directly in advance of a roundabout junction is not deemed to be good practice as it indicates to a driver that the roundabout can be negotiated at that speed. It is therefore considered to be better practise to avoid posting a SL directly in advance of a roundabout junction and allow the driver to be informed of the junction by means of advanced warning signage. However, taking into consideration the specific concerns highlighted by the local authority regarding this issue, it is therefore recommended to implement a reduced 80km/h SL at a location approximately 500m from the roundabout junction. It is also proposed to install further warning signage on the more immediate approach to the roundabout to assist in informing the driver of the presence of the junction.

N21 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain the existing 60km/h SL to the north-east of Adare urban area due to the following: - Volume of vehicle drop-off and pick-up manoeuvres on this section; and - Presence of St. Nicholas School and Adare Golf Club.	LA	Y	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 60km/h SL is appropriate on this section at this time. However, it is recommended that the extents of the 60km/h SL to the north east of Adare be rationalised as this is a rural section of road with no accesses other than green field sites. It is recommended that the 60km/h SL terminal is provided at a point 50m north east of the Adare Manor Golf Club entrance.
Request to retain the existing 50km/h SL to the north-east of Adare urban area due to the following: - Presence of a hotel entrance.	LA	Y	N/A
Request to extend the proposed 80km/h SL between Adare and Croagh to encapsulate the N21/ Barnlicka Road junction	LA	Y	N/A
Request to retain the existing 60km/h SL to the north-east of Newcastle West urban area. <i>For the purposes of responding to this submission, the response is detailed with respect to the following sections separately:</i> (A) Proposed 80km/h SL zone to the north-east of Newcastle West; and (B) Proposed 60km/h SL zone to the north-east of Newcastle West.	LA	(A) Y	Taking into consideration the local issues and concerns highlighted by Limerick County Council with regards to this proposed SL, it is therefore recommended to introduce a reduced 60km/h SL from this point into the subsequent proposed 50km/h SL for Newcastle West urban centre.
		(B) Y	As outlined in response (A) above, taking into consideration local issues and concerns highlighted by Limerick County Council with regards to this location, it is therefore recommended to extend the proposed 60km/h SL to encapsulate the N21/R522 junction.

N21 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain the existing 50km/h SL to the north-east of Newcastle West urban area.	LA	N	The submission relating to this location has been assessed in accordance with the Guidelines and it is recommended that posting a 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); ▪ 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 a SL of 50km/h; and ▪ Observed operating speeds of approx. 60km/h. In TII's experience posting a 50km/h SL is not considered appropriate given the actual operating speed of the road. In accordance with the findings of the independent assessment of this section, it is recommended that a 60km/h SL is the most appropriate at this time.

N21 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to increase the existing 60km/h SL to 80km/h on the N21 National Route at Croagh.	Public	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that an 80km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ Presence of street lighting throughout; ▪ Measures in place to ensure the safety of vulnerable road users (i.e traffic calming build outs); ▪ Observed operating speeds of approx. 60km/h. Therefore posting a higher SL is not considered appropriate in such circumstances; and ▪ A number of collisions have been recorded on this section. Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section, it is recommended that the existing 60km/h SL is the most appropriate at this time.
Request to reduce existing 100km/h SL to 80km/h from the existing 100/60 terminal to the Limerick side of the L1427 Monearla Junction.	Public	Y	N/A
Request to reduce existing 100km/h SL to 80km/h from the existing 100/60 terminal to the Limerick side of the L1427 Monearla Junction.	LA (Area Engineer)	Y	N/A

N21 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain existing 50km/h and 60km/h SL locations on the north east side of Adare due to the following: – Presence of busy entrances to private roads, St Nicholas School and Church of Ireland and an entrance to Adare Golf Club <i>For the purposes of responding to this submission, the response is detailed with respect to the following sections separately:</i> (A) Existing 100/60km/h SL location to the north east of Adare; and (B) Existing location of 60/50km/h SL location to the north east of Adare.	LA (Area Engineer)	(A) Y	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 60km/h SL is appropriate on this section at this time. However, it is recommended that the extents of the 60km/h SL to the north east of Adare be rationalised as this is a rural section of road with no accesses other than green field sites. It is recommended that the 60km/h SL terminal is provided at a point 50m north east of the Adare Manor Golf Club entrance.
		(B) Y	N/A
Request to maintain existing SL's on south side of Adare Town	LA (Area Engineer)	Y	N/A
Request to extend proposed 80km/h SL between Adare and Croagh to a point south west of the junction of the N21 and Barnlicka Road.	LA (Area Engineer)	Y	N/A
Submission received outlining support for the proposed SL's at Abbeyfeale.	LA (Area Engineer)	N/A	N/A

N21 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Submission received outlining support for the proposed SL's at Templeglantine.	LA (Area Engineer)	N/A	N/A
Request to change the proposed 80km/h SL to 60 km/h on the Limerick approach to Newcastle West. The proposed 60km/h SL should also be removed with a new 50km/h SL located near roundabout junction with R522.	LA (Area Engineer)	Y	N/A
Submission received outlining support for the proposed SL's at Abbeyfeale side of Newcastle West.	LA (Area Engineer)	N/A	N/A

Table 5-2: N21 Speed Limit Review Submissions Summary

5.5 Non-Speed Limit Observations and Recommendations Arising from the Review

No recommendations for non-speed limit engineering measures arise on this section.

6 Route 4 - N24

6.1 General Route Characteristics

The section of the N24 National Primary route which passes through Limerick County Councils jurisdiction is of single carriageway construction which originates in Limerick City at a junction with the M7 and travels to the Co. Tipperary border. It passes through the Ballysimon Junction, Downey's Cross Roads, Dromkeen, Pallas Green, Brooks Bridge, Oola and Monard.

6.2 Stage 1 & Stage 2 Assessment

Table 6.1 below summarises the outcome of the Stage 1 and Stage 2 Assessments, and indicates the resulting speed limit recommendations. The proposed speed limit drawings for the N24 detailing the speed limit locations and changes, and the accompanying carriageway width graphs are provided in Appendix D of this report.

N24 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
Limerick-S1	N24D1CM0 001	0.00	0.88	0.88	Single Carriageway Urban	60	80	Yes
S2	N24D1CM0 001	0.88	8.00	7.12	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
Downeys Cross roads-S3	N24D1CM0 001	8.00	8.40	0.40	Single Carriageway Urban	60	60	No
S4	N24D1CM0 001	8.40	13.80	5.40	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	100	No
Dromkeen- S5(a)	N24D1CM0 001	13.80	14.00	0.20	Single Carriageway Urban	60	80	Yes
Dromkeen- S5(b)	N24D1CM0 001	14.00	14.30	0.30	Single Carriageway Urban	60	60	No
S6	N24D1CM0 001	14.30	17.60	3.30	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
S7	N24D1CM0 001	17.60	17.70	0.10	Single Carriageway Transition	60	60	No

N24 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
Pallas Green-S8(a)	N24D1CM0001	17.70	17.90	0.20	Single Carriageway Urban	50	50	No
Pallas Green-S8(b)	N24D1CM0001	17.90	18.27	0.30	Single Carriageway Urban	50	50	No
S9	N24D1CM0001	18.27	18.40	0.20	Single Carriageway Transition	60	60	No
S10	N24D1CM0001	18.40	21.65	3.25	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
Brooks bridge-S11	N24D1CM0001	21.65	22.10	0.45	Single Carriageway Urban	60	60	No
S12	N24D1CM0001	22.10	24.00	1.90	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
S13	N24D1CM0001	24.00	24.60	0.60	Single Carriageway Transition	60	80	Yes
Oola-S14(a)	N24D1CM0001	24.60	24.80	0.20	Single Carriageway Urban	50	50	No
Oola-S14(b)	N24D1CM0001	24.80	25.46	0.66	Single Carriageway Urban	50	50	No
Oola-S14(c)	N24D1CM0001	25.46	25.60	0.14	Single Carriageway Urban	50	60	Yes
Oola-S14(d)	N24D1CM0001	25.60	25.94	0.34	Single Carriageway Urban	50	80	Yes
S15	N24D1CM0001	25.94	26.15	0.18	Single Carriageway Transition	60	100	Yes
S16	N24D1CM0001	26.15	27.50	1.35	Rural Single Carriageway Average Width: ≥7.2m	100	100	No

Table 6-1: N24 Stage 1 & Stage 2 Assessment Summary

** Colours indicate assessment template used for a particular Section of route*

Note: The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for speed limit signage to be amended on the adjoining road networks (Regional and Local Roads). TII will retain responsibility for amending the relevant speed limit signage at the interfaces of the regional and local roads with the national road (typically 30 to 50m down the side-road). However, the Local Authority shall retain the responsibility for any such amendments required to speed limit signage further along the regional or local road as part of the Review Process in accordance with the Guidelines.

6.3 Overall Route Speed Limits Schematic

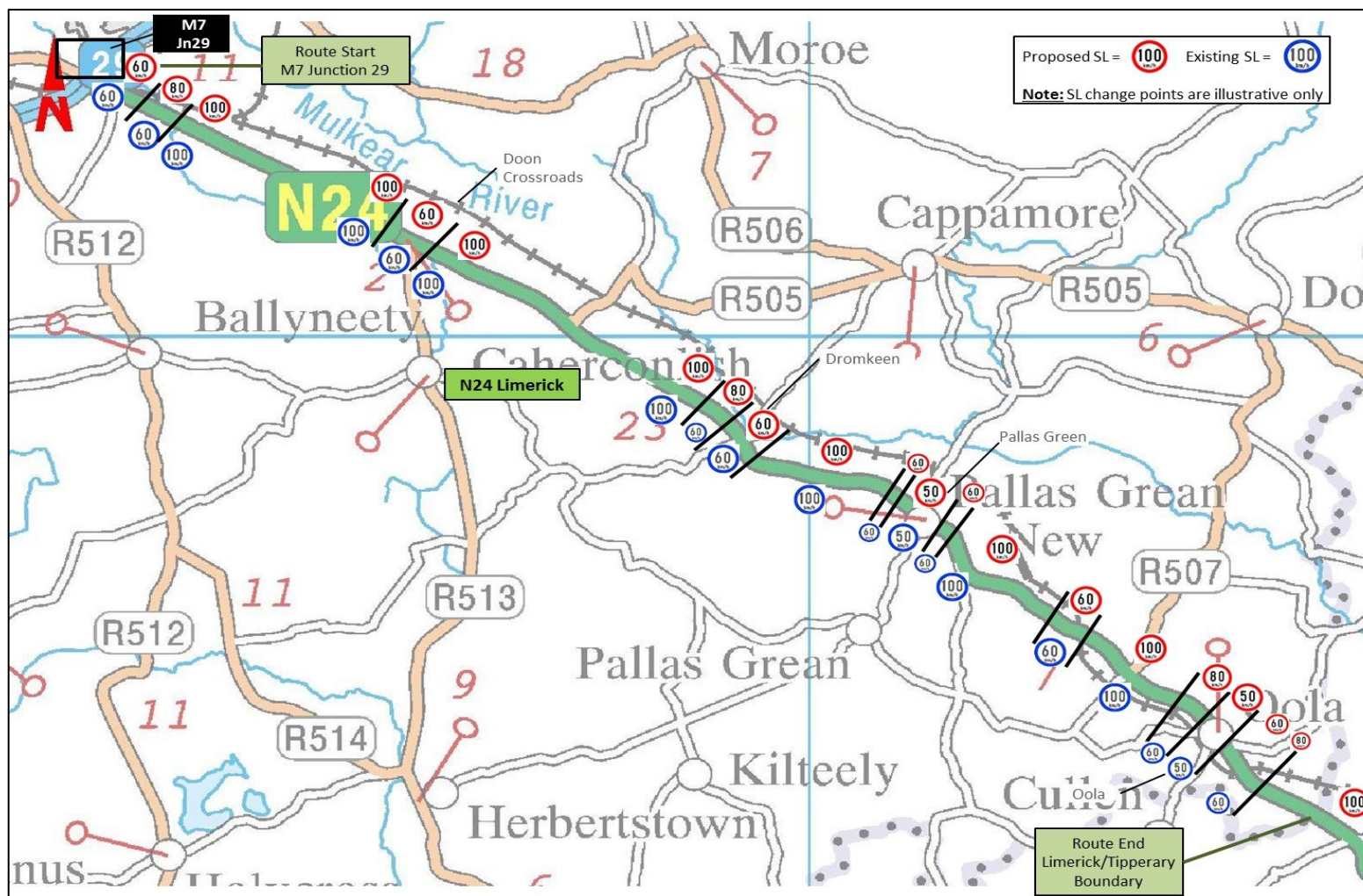


Figure 6-1 N24 Limerick Route Schematic

6.4 Speed Limit Review Submissions

Error! Reference source not found. below summarises the speed limit (SL) alteration requests and submissions received and where appropriate identifies if the request has been adopted in full, adopted in part or not adopted.

N24 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response

N24 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain the existing 60km/h SL through Ballysimon Junction due to the following: - History of “Red light running” across traffic signals located on the existing junction; - A recently installed slip road which the Local Authority consider has had a negative effect on traffic behaviour is present at this location; and - Record of a recent recommendation for a 60km/h SL through this junction as a result of a Road Safety Audit. <i>For the purposes of responding to this submission, the response is detailed with respect to the following sections separately:</i> (A) Section which traverses across the existing Ballysimon Junction with the M7; and (B) Section located between the Ballysimon/ M7 junction and the	LA	(A) Y	Taking into consideration the local issues and concerns highlighted by Limerick County Council with regards to an increase in the existing SL across the Ballysimon/ M7 junction, in addition to an independent assessment in line with the Guidelines and subsequent consultation of these concerns with the TII, it is therefore proposed to retain the existing 60km/h SL.

N24 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
<i>existing local road roundabout to the east.</i>		(B) N	The submission relating to this location has been assessed in accordance with the Guidelines and it is recommended that the existing 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - 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 a SL of 60km/h. Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment and subsequent consultation of these concerns with the TII, it is recommended that an 80km/h SL is the most appropriate at this time.
Request to reduce the existing 60km/h SL to 50km/h on the North side of Pallas Green.	LA	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 50km/h SL extension is not appropriate at this time. This recommendation is the result of the following criteria: - Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); - No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1); - Observed operating speeds of >70km/h. In TII's experience posting a 50km/h or 60km/h SL is unlikely to reduce traffic speeds in such circumstances; and - Roads should be self-explaining or self-regulating (Para 5.3.6), therefore other engineering measures would be required in order to reinforce a SL reduction. In accordance with the findings of the independent assessment of this section, it is considered that a reduction in SL to 50km/h is not appropriate at this time.

N24 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain the existing 60km/h SL on the South side of Pallas Green.	LA	Y	N/A
Request to retain the existing 60km/h SL through Brooks Bridge due to the following: - Presence of a narrow bridge at this location; and - Presence of existing traffic calming measures.	LA	Y	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that the existing 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2); ▪ 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 the existing SL. However, taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section and subsequent consultation with the TII, it is recommended that a 60km/h SL is the most appropriate at this time in addition to sharp bend ahead warning signage. It is recommended that the extents of the 60km/h SL over Brooks Bridge be rationalised as this is a rural section of road with no accesses other than green field sites.
Request to retain the existing 50km/h SL on the North side of Oola.	LA	Y	N/A

N24 Speed Limit Review Submissions Summary

Summary	Request Source	Adopted Y/N	Response
Request to retain the existing 50km/h SL on the South-East end of Oola due to the following: - Presence of narrow bridge at this location.	LA	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that the existing 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2); ▪ Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); ▪ 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 a SL of 50km/h. Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section and subsequent consultation with the TII, it is recommended that an 80km/h SL is the most appropriate at this time.

N24 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to extend the existing 50km/h SL for Pallas Green urban area 50m towards Tipperary due to the following: – Pallasgreen GAA are proposing to create a new entrance to their grounds just outside the existing 50kph speed limit. – Significant increase in turning movements on the N24 at this location during times when the GAA grounds are in use.	Public	Y	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); and ▪ No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1); ▪ The average carriageway width is greater than 7.0m (Table 7.1). However taking into consideration the close proximity of this entrance to significant development, it is deemed acceptable to move SL; it is now recommended that a 50km/h SL is the most appropriate at this location. This 50km/h SL shall be introduced a point 70m south west of the existing 50km/h SL terminal (Tipperary approach).
Submission received outlining support for the proposed SL's at Ballysimon Interchange.	LA (Area Engineer)	N/A	N/A

N24 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain the existing 60km/h SL through Brooks Bridge due to the following: – Presence of a narrow bridge at this location; – Presence of existing traffic calming measures; – Increase in SL would increase SSD required; and – High volume of HGV movements on the N24 daily.	LA (Area Engineer)	Y	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that the existing 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2); ▪ 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 the existing SL. However, taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section and subsequent consultation with the TII, it is recommended that a 60km/h SL is the most appropriate at this time in addition to sharp bend ahead warning signage. It is recommended that the extents of the 60km/h SL over Brooks Bridge be rationalised as this is a rural section of road with no accesses other than green field sites.
Request to retain the existing SL's on the northern side of Pallas Green.	LA (Area Engineer)	Y	N/A

N24 Speed Limit Review Submissions Summary

Summary	Request Source	Adopted Y/N	Response
Request to extend the existing 50km/h SL for Pallas Green urban area 70m towards Tipperary due to the following: Facilitate turning movements into proposed new GAA entrance off the N24.	LA (Area Engineer)	Y	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); and ▪ No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1); ▪ The average carriageway width is greater than 7.0m (Table 7.1). However taking into consideration the close proximity of this entrance to significant development, it is deemed acceptable to move SL; it is now recommended that a 50km/h SL is the most appropriate at this location. This 50km/h SL shall be introduced a point 70m south west of the existing 50km/h SL terminal (Tipperary approach).

N24 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain the existing SL's on the northern side of Oola. <i>For the purposes of responding to this submission, the response is detailed with respect to the following sections separately:</i> (A) Existing 100/60km/h SL location to the north west of Oola; and (B) Existing location of 60/50km/h SL location to the north west of Oola.	LA (Area Engineer)	(A) N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that the existing 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1); - Observed operating speeds of >70km/h. In TII's experience posting a 60km/h SL is unlikely to reduce traffic speeds further on what is a route which serves a strategic function (Para 7.3.2); and - Roads should be self-explaining or self-regulating (Para 5.3.6), therefore other engineering measures would be required in order to reinforce a SL reduction to 60km/h. Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section, it is recommended that an 80km/h SL is the most appropriate at this time. It was also agreed at the Limerick National Roads Consultation Meeting between LC&CC and RPS on 11/10/2016 that a SL of 80km/h was most appropriate for this section.
		(B) Y	N/A

Table 6-2: N24 Speed Limit Review Submissions Summary

6.5 Non-Speed Limit Observations and Recommendations Arising from the Review

Error! Reference source not found. summarises the observations and recommendations relating to other measures outside of speed limits, identified as part of the speed limit review, such as additional warning signage, road markings and engineering measures which are to be investigated by the Local Authority. These items will also be highlighted to TII Network Management

N24 Summary of Non-Speed Limit Observations / Recommendations		
Section & Chainage	Observation / Recommendation	Details
S11 CM01_21.65 to CM01_22.1.	Location where suitable safety measures should be investigated further by the LA	Given the existing road layout/cross section that exists (narrow bridge); the introduction of additional engineering intervention would be required to reinforce a proposed reduction in speed limit.

Table 6-3: N24 Summary of Non Speed Limit Observations / Recommendations

7 Route 5 - N69

7.1 General Route Characteristics

The section of the N69 National Primary route which passes through Limerick County Councils jurisdiction is of single carriageway construction. The N69 originates in Limerick City at a junction with the M18 and travels to the Co. Kerry border east of Tarbert. It passes through the Mungret, Clarina, Kildimo, Dromlohan, Foynes, Loghill, Glin, and bypasses Askeaton.

7.2 Stage 1 & Stage 2 Assessment

Table 3.1 below summarises the outcome of the Stage 1 and Stage 2 Assessments, and indicates the resulting speed limit recommendations. The proposed speed limit drawings for the N69 detailing the speed limit locations and changes, and the accompanying carriageway width graphs are provided in Appendix E of this report.

N69 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
S1	N69D1CM0 001	0.00	1.2	1.2	Rural Single Carriageway Average Width: >6.5m and <7.2m	60	80	Yes
S1A - Mungret	N69D1CM0 001	1.2	1.5	0.30	Single Carriageway Transition	60	60	No
S2 - Mungret	N69D1CM0 001	1.5	2.00	0.30	Single Carriageway Urban	50	50	No
S3 - Mungret	N69D1CM0 001	2.00	2.30	0.30	Single Carriageway Urban	50	80	Yes
S4 - Mungret	N69D1CM0 001	2.30	2.40	0.10	Single Carriageway Urban	50	60	Yes
S5	N69D1CM0 001	2.40	3.50	1.10	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	80	Yes
S6	N69D1CM0 001	3.50	3.80	0.30	Rural Single Carriageway Average Width: >6.5m and <7.2m	60	80	Yes
S7	N69D1CM0 001	3.80	4.10	0.30	Single Carriageway Transition	50	60	Yes

N69 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
S8 - Clarina	N69D1CM0 001	4.10	4.60	0.50	Single Carriageway Urban	50	50	No
S9 - Clarina	N69D1CM0 001	4.60	4.70	0.10	Single Carriageway Urban	100	50	Yes
S10	N69D1CM0 001	4.70	5.40	0.70	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	80	Yes
S11	N69D1CM0 001	5.40	7.00	1.60	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	100	No
S12 – Ferry Bridge	N69D1CM0 001	7.00	7.30	0.30	Single Carriageway Urban	100	60	Yes
S13	N69D1CM0 001	7.30	9.80	2.50	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	100	No
S14	N69D1CM0 001	9.80	9.90	0.10	Single Carriageway Transition	50	80	Yes
S15	N69D1CM0 001	9.90	10.20	0.30	Single Carriageway Transition	50	60	Yes
S16 - Kildimo	N69D1CM0 001	10.20	10.60	0.40	Single Carriageway Urban	50	50	No
S17	N69D1CM0 001	10.60	10.70	0.10	Single Carriageway Transition	50	60	Yes
S18	N69D1CM0 001	10.70	15.10	4.40	Rural Single Carriageway Average Width: ≥7.2m	100	100	No

N69 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
S19 – Kilcornan	N69D1CM0 001	14.55	15.55	1.00	Rural Single Carriageway Average Width: ≥7.2m	60/100	80	Yes
S19A – Kilcornan	N69D1CM0 001	15.55	16.40	0.85	Single Carriageway Urban	60	60	No
S20	N69D1CM0 001	16.40	17.00	0.50	Rural Single Carriageway Average Width: ≥7.2m	60	100	Yes
S21	N69D1CM0 001	17.00	26.90	9.90	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
S22	N69D1CM0 002	0.00	4.90	4.90	Rural Single Carriageway Average Width: ≥7.2m	100	100	No
S23	N69D1CM0 002	4.90	5.40	0.50	Single Carriageway Transition	50	80	Yes
S24	N69D1CM0 002	5.40	5.90	0.50	Single Carriageway Transition	50	60	Yes
S25 – Foynes	N69D1CM0 002	5.90	6.90	1.00	Single Carriageway Urban	50	50	No
S26 - Foynes	N69D1CM0 002	6.90	7.10	0.20	Single Carriageway Urban	60	50	Yes
S27	N69D1CM0 002	7.10	7.40	0.30	Single Carriageway Transition	60	80	Yes
S28	N69D1CM0 002	7.40	12.60	5.20	Rural Single Carriageway Average Width: ≥7.2m	100	100	No

N69 Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (km)	Section Type*	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
S29	N69D1CM0 002	12.60	13.00	0.40	Single Carriageway Transition	50	80	Yes
S30	N69D1CM0 002	13.00	13.20	0.20	Single Carriageway Transition	50	60	Yes
S31 - Loghill	N69D1CM0 002	13.20	13.50	0.30	Single Carriageway Urban	50	50	No
S32	N69D1CM0 002	13.50	13.70	0.20	Single Carriageway Transition	50	60	Yes
S33	N69D1CM0 002	13.70	19.70	6.00	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	100	No
S34	N69D1CM0 002	19.70	20.00	0.30	Single Carriageway Transition	100	80	Yes
S35 - Glin	N69D1CM0 002	20.00	20.50	0.50	Single Carriageway Urban	60	60	No
S36	N69D1CM0 002	20.50	22.00	1.50	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	80	Yes
S37	N69D1CM0 002	22.00	25.30	3.30	Rural Single Carriageway Average Width: >6.5m and <7.2m	100	100	Yes

Table 7-1: N69 Stage 1 & Stage 2 Assessment Summary

* Colours indicate assessment template used for a particular Section of route

Note: The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for speed limit signage to be amended on the adjoining road networks (Regional and Local Roads). TII will retain responsibility for amending the relevant speed limit signage at the interfaces of the regional and local roads with the national road (typically 30 to 50m down the side-road). However, the Local Authority shall retain the responsibility for any such amendments required to speed limit signage further along the regional or local road as part of the Review Process in accordance with the Guidelines.

7.3 Overall Route Speed Limits Schematic

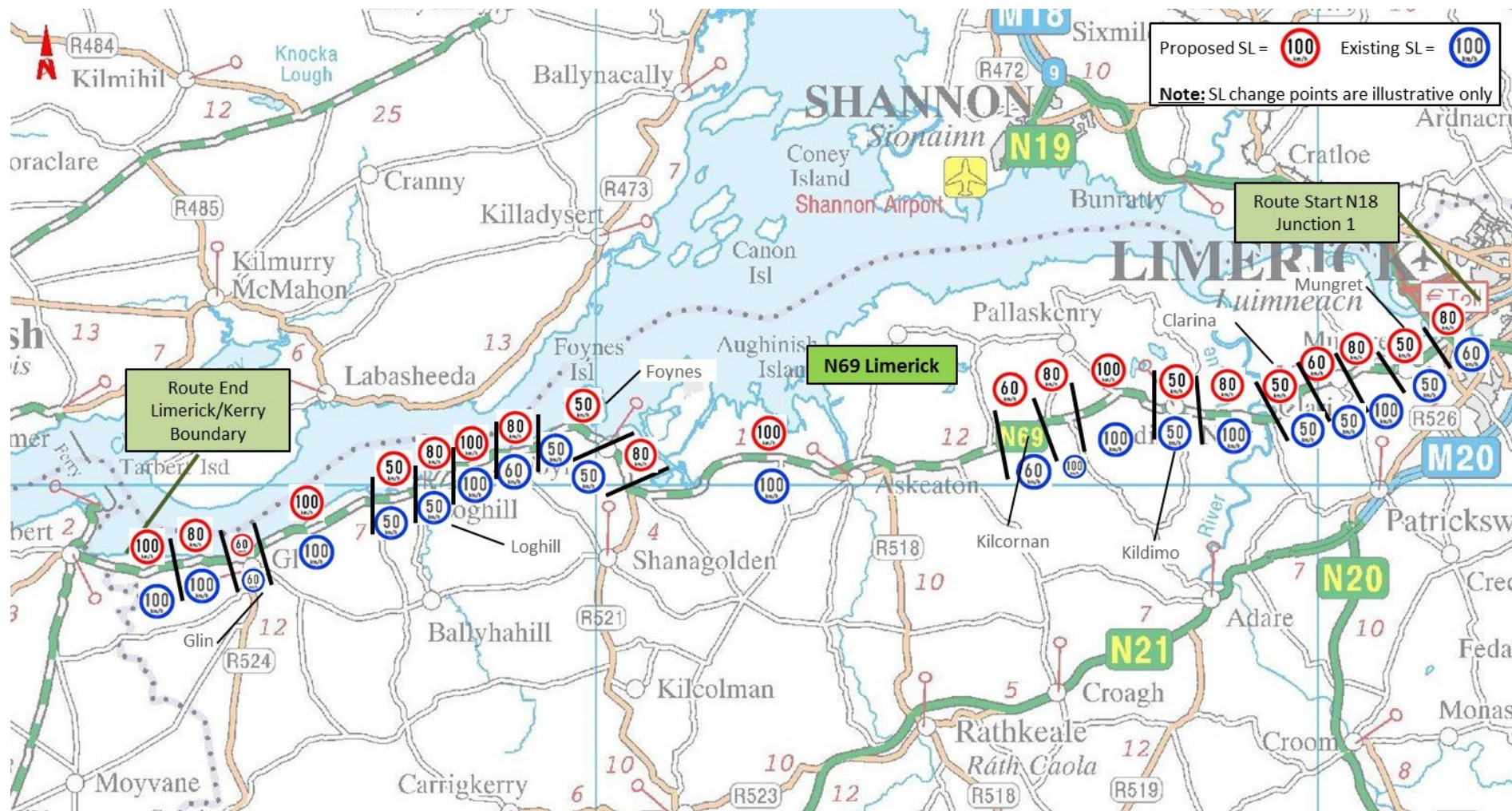


Figure 7-1 N69 Limerick Route Schematic

7.4 Speed Limit Review Submissions

Error! Reference source not found. below summarises the speed limit (SL) alteration requests and submissions received and where appropriate identifies if the request has been adopted in full, adopted in part or not adopted.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain the existing 60km/h SL to the east of Mungret urban area due to the following: - Presence of a busy junction with the link road to the R859.	LA	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that the existing 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2); ▪ 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 a SL of 50km/h. Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section and subsequent consultation with the TII, it is recommended that an 80km/h SL is the most appropriate at this time. However, a speed survey carried out on the N69 section east of Mungret indicated that operating speeds are conforming to the 60km/h speed limit. Taking this into consideration, along with previous representations made by the LA and subsequent consultation with TII, it is now recommended to retain the existing 60km/h SL to a point 90m east of the L1438 local road junction.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain existing 50km/h SL to the west of Mungret urban area due to the following: - Presence of a busy junction with the N24; - Concerns regarding turning movements at the N24 junction; and - Volume of vehicles associated with residential accesses at this location.	LA	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that the existing 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2); ▪ Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); ▪ 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 a SL of 50km/h. Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section and subsequent consultation with the TII, it is recommended that a 60km/h SL is the most appropriate at this time. This section shall also be highlighted to TII Network Management for further investigation of traffic calming measures to reinforce this proposed 60km/h SL.
Request to reduce existing 100km/h SL to 80km/h between Mungret and Clarina.	LA	Y	N/A

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain the existing 60km/h SL to the east of Clarina urban area.	LA	N	The submission relating to this location has been assessed in accordance with the Guidelines and it is recommended that the existing 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - 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 a SL of 60km/h. Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section, it is recommended that an 80km/h SL is the most appropriate at this time. However following further consultation with Limerick County Council regarding specific local concerns at this location, it is proposed to maintain a section of 60km/h SL from the existing 50/60km/h SL terminal east of Clarina urban area into a proposed 50km/h SL terminal location located at approximately CM01_4.1.
Request to reduce existing 100km/h SL to 80km/h in the vicinity of Bricklodge due to the following: Presence of a substandard footpath which currently caters for a large volume of pedestrian footfall through this section.	LA	Y	Taking into consideration the local issues and concerns highlighted by Limerick County Council with regards to this location, in addition to an independent assessment in line with the Guidelines, it is therefore proposed to reduce the existing SL to 80km/h at this location.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to reduce the existing 100km/h SL to 60km/h through Ferrybridge due to the following: - Volume of development at this location; and - Aesthetics of a 'settlement' at this location.	LA	Y	Taking into consideration the local issues and concerns highlighted by Limerick County Council with regards to this location, in addition to an independent assessment in line with the Guidelines and subsequent consultation of these concerns with the TII, it is therefore proposed to reduce the existing 100km/h SL to 60km/h at this location.
Request to extend the proposed 50km/h SL outwards to the east of Kildimo urban area due to the following: - Local Authority concerns regarding its proximity to the centre of Kildimo urban area.	LA	Y	Taking into consideration the local issues and concerns highlighted by Limerick County Council with regards to this location, in addition to an independent assessment in line with the Guidelines, it is therefore proposed to extend the proposed 50km/h SL at this location.
Request to retain the existing 60km/h SL at Dromlohan/Curragh Chase due to the following: - Presence of a pub and service station.	LA	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1); ▪ The average carriageway width is greater than 7.0m (Table 7.1); ▪ Observed operating speeds of approx. 75m/h. In TII's experience posting a 60km/h SL is unlikely to reduce traffic speeds in such circumstances; and ▪ Roads should be self-explaining or self-regulating (Para 5.3.6), therefore other engineering measures would be required in order to reinforce a SL reduction to 60km/h. In accordance with the findings of the independent assessment of this section, it is recommended that an 80km/h SL is the most appropriate at this time.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to introduce a reduced 80km/h SL to the east of Foynes urban area due to the following: - Proximity of proposed 100km/h SL to the centre of Foynes urban area; and - Volume of HGV turning movements at the L6180-1 local road junction.	LA	Y	Taking into consideration the local issues and concerns highlighted by Limerick County Council with regards to an increase in the existing SL at this location, in addition to an independent assessment in line with the Guidelines, it is therefore recommended that an 80km/h SL is the most appropriate at this time.
Request to extend the proposed 50km/h SL outwards to the east of Foynes urban area due to the following: - Local Authority concerns regarding its proximity to the centre of Foynes urban area.	LA	Y	Taking into consideration the local issues and concerns highlighted by Limerick County Council with regards to this location, in addition to an independent assessment in line with the Guidelines, it is therefore proposed to extend the proposed 50km/h SL at this location.
Request to reduce the existing 60km/h SL to 50km/h at the north west of Foynes due to the following: - LA proposals to install traffic calming measures at this location.	LA	Y	Taking into consideration proposed traffic calming measures for this location as outlined by Limerick County Council, it is therefore proposed to reduce the existing SL to 50km/h to accompany the extent of these measures. It is recommended that suitable safety measures should be investigated further by the LA. These measures shall be highlighted to TII Network Management for further consideration.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to introduce a 60km/h SL within the extents of the existing 50km/h SL to the north-east of Loghill.	LA	N	The submission relating to this location has been assessed in accordance with the Guidelines and it is recommended that posting a 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ 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 a SL of 50km/h. Taking into consideration the local issues and concerns highlighted by Limerick County Council at this location, in addition to the findings of the independent assessment of this section, it is recommended that a proposed 80km/h SL is the most appropriate at this time.
Request to extend the proposed 50km/h SL outwards to the east of Loghill urban area due to the following: - Presence of a newly constructed playground.	LA	Y	Taking into consideration the nature of this recent development and the volume of pedestrian movement expected with its use, in addition to an independent assessment in line with the Guidelines, it is therefore proposed to extend the proposed 50km/h SL at this location.
Request to extend the proposed 80km/h SL outwards to the north-east of Glin urban area due to the following: - Presence of an access to a pier; and - Volume of pedestrian movement to and from the existing pier.	LA	Y	Taking into consideration the local issues and concerns highlighted by Limerick County Council with regards to this location, in addition to an independent assessment in line with the Guidelines, it is therefore proposed to extend the proposed 80km/h SL at this location.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to extend the proposed 80km/h SL outwards to the west of Glin urban area due to the following: - Presence of a local road junction in which the Local Authority are keen to have encapsulated within this proposed 80km/h SL.	LA	Y	Taking into consideration the local issues and concerns highlighted by Limerick County Council with regards to this location, in addition to an independent assessment in line with the Guidelines, it is therefore proposed to extend the proposed 80km/h SL at this location.
Request to extend the existing 60km/h SL outwards to the north east of Glin urban area due to the following: Presence of an access to a pier.	Public	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend (Para 6.2); - Observed operating speeds of >70km/h. In TII's experience posting a 60km/h SL is unlikely to reduce traffic speeds further on what is a route which serves a strategic function (Para 7.3.2); and - 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 SL. - SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2). In accordance with the findings of the independent assessment of this section, it is considered that a reduction in SL to 60km/h will not have the desired effect in reducing vehicle speeds at this location. However due to the local issues identified within this submission, it is recommended that a reduction in SL from 100km/h to 80km/h be implemented in advance of the pier entrance on the eastern side of Glin to the proposed 60km/h SL terminal.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to extend the existing 60km/h SL on east side of Kilcornan from its current terminus to a point east of the catholic church.	Public	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend (Para 6.2); - Observed operating speeds of >85km/h. In TII's experience posting a 60km/h SL is unlikely to reduce traffic speeds further on what is a route which serves a strategic function (Para 7.3.2); and - 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 SL. - SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2). In accordance with the findings of the independent assessment of this section, it is considered that a reduction in SL to 60km/h will not have the desired effect in reducing vehicle speeds at this location. It is however recommended (also as a result of these local concerns) to introduce a new 80km/h SL from the proposed 60km/h terminal on the eastern side of Kilcornan to a point east of Kilcornan Church.
Request to review the SL through Kilcornan on the N69.	Public	N/A	The submission relating to this location has been assessed in accordance with the Guidelines and it is recommended that the following SLs are appropriate at this time: 80km/h SL from a point located east of the crossroads junction at Kilcornan Church to a point north-east of the junction for Curraghchase Park; and; 60km/h SL from a point north-east of the junction for Curraghchase Park to a point 500m north-east of the junction for Cowpark Road. Following discussion with TII and LCCC, it is noted that a traffic calming scheme for this location is currently at design/planning stage. The recommended SL's for this location align with the proposed scheme.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to extend the existing 50km/h SL outwards on western side of Kildimo urban area due to the following: Presence of Dromore Inn.	Public	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that the existing 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); - No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1); - Observed operating speeds of approx. 85km/h. In TII's experience posting a 50km/h SL is unlikely to reduce traffic speeds in such circumstances; and - Roads should be self-explaining or self-regulating (Para 5.3.6), therefore other engineering measures would be required in order to reinforce a SL of 50km/h. - SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2). Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section, it is recommended that the existing 100km/h SL is the most appropriate at this time.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to extend the existing 50km/h SL outwards on eastern side of Kildimo urban area due to the following: Crest of O'Donnells's Hill.	Public	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that the existing 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: ▪ Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); ▪ No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1); ▪ Observed operating speeds of approx. 85km/h. In TII's experience posting a 50km/h SL is unlikely to reduce traffic speeds in such circumstances; ▪ Roads should be self-explaining or self-regulating (Para 5.3.6), therefore other engineering measures would be required in order to reinforce a SL of 50km/h; and ▪ SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2). Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section, it is recommended that the existing 100km/h SL is the most appropriate at this time.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to review the 100km/h SL along rural sections of N69 route between Limerick and Foynes due to the following: Some sections may be suitable for a reduction to 80km/h	Public	N/A	The submission relating to these sections have been assessed in accordance with the Guidelines and it is recommended that the existing 100km/h SL is retained on each of the rural sections between Limerick and Foynes with the exception of the short section between Mungret and Clarina. This recommendation is the result of the following criteria: - Observed operating speeds of approx. 90km/h, therefore posting an 80km/h SL is not considered appropriate given the actual operating speed of the road; - The average collision rate on these sections is generally twice below the expected National rate; and - Average carriageway width is approx. 7.0m over these sections (Table 7.1). In accordance with the findings of the independent assessment of these sections, it is recommended that the 100km/h SL be retained.
Request to extend existing 60km/h SL on the western side of Kilcornan from its current terminal to the L6006 Local Road	Public	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend (Para 6.2); - Observed operating speeds of >85km/h. In TII's experience posting a 60km/h SL is unlikely to reduce traffic speeds further on what is a route which serves a strategic function (Para 7.3.2); and - 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 SL. In accordance with the findings of the independent assessment of this section, it is considered that a reduction in SL to 60km/h will not have the desired effect in reducing vehicle speeds at this location. It is therefore recommended that the 100km/h SL be retained.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to reduce existing 100km/h SL between Mungret and Clarina to 60km/h	Public	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - Observed operating speeds of >75km/h. In TII's experience posting a 60km/h SL is unlikely to reduce traffic speeds further on what is a route which serves a strategic function (Para 7.3.2); and - 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 SL. In accordance with the findings of the independent assessment of this section, it is considered that a reduction in SL to 60km/h will not have the desired effect in reducing vehicle speeds at this location. However, it is recommended that a SL of 80km/h be implemented on this section.
Request to introduce a SL of 60km/h at Wallaces Cross Junction on the N69.	Public	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend (Para 6.2); - Observed operating speeds of >85km/h. In TII's experience posting a 60km/h SL is unlikely to reduce traffic speeds further on what is a route which serves a strategic function (Para 7.3.2); and - 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 SL. In accordance with the findings of the independent assessment of this section, it is considered that a reduction in SL to 60km/h will not have the desired effect in reducing vehicle speeds at this location. It is therefore recommended that the 100km/h SL be retained.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to introduce a permanent 60km/h SL zone for Ferry Bridge and for an adequate distance to slow oncoming traffic before the bridge and public house.	LA (Area Engineer)	Y	N/A
Request to retain the existing SL on the East Side of Kildimo due to the following: Tightening in SL will result in an increase speed through Kildimo.	LA (Area Engineer)	N	The submission relating to these sections has been assessed in accordance with the Guidelines and it is recommended that the existing 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); - No consistent frequency of junctions or crossing points and no presence of on street parking (Para. 7.3.1); - Observed operating speeds of approx. 85km/h. In TII's experience posting a 50km/h SL is unlikely to reduce traffic speeds in such circumstances; - Roads should be self-explaining or self-regulating (Para 5.3.6), therefore other engineering measures would be required in order to reinforce a SL of 50km/h; and - SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend, as they would be difficult to enforce over such a short length (Para 6.2). Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section, it is recommended that a short 80km/h SL followed by a 60km/h SL on the eastern side of Kildimo is the most appropriate at this time.
Request to retain existing 60km/h SL through Curraghchase due to the following: Traffic calming measures are currently being proposed for the area.	LA (Area Engineer)	Y	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 60km/h SL is appropriate on this section at this time. However, it is recommended that the extents of the 60km/h SL on both approaches to Kilcornan be rationalised as this is a rural section of road, predominantly green field sites, with a limited number of accesses.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to introduce new 80km/h SL to replace section of existing 50km/h SL on east side of Foynes.	LA (Area Engineer)	Y	N/A
Request to introduce proposed 60km/h SL immediately after entrance to the port on eastern side of Foynes.	LA (Area Engineer)	Y	N/A
Request to introduce proposed new 50km/h SL before Durnish housing estate on eastern side of Foynes.	LA (Area Engineer)	N	The submission relating to these sections has been assessed in accordance with the Guidelines and it is recommended that the existing 50km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); - 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 a SL of 50km/h; and Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section, it is recommended that a 60km/h SL on this section is the most appropriate at this time.
Request to introduce 50km/h SL beyond the entrance of the Yacht Club on the western side of Foynes towards Glin.	LA (Area Engineer)	Y	N/A

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to retain existing SL's on the N69 at Loghill.	LA (Area Engineer)	N	The submission relating to these sections has been assessed in accordance with the Guidelines and it is recommended that the existing 50km/h SL is not appropriate over this section at this time. This recommendation is the result of the following criteria: - Level of development density is below that required in the Guidelines for the purpose of applying an urban SL of 50km/h (Table 7.4, Para 7.3.4); - 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 a SL of 50km/h; and Taking into consideration the items identified within this submission, in addition to the findings of the independent assessment of this section, it is recommended that an 80km/h SL followed by a 60km/h transition zone and subsequently into a 50km/h urban SL on eastern side of Loghill is the most appropriate at this time. On the western approach to Loghill it is recommended that a 60km/h transition zone is followed by a 50km/h urban SL on approach to the urban area.

N69 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to reduce proposed 80km/h SL to 60 km/h on the east side of Glin due to the following: Level of pedestrian movement towards Glin Pier.	LA (Area Engineer)	N	The submission relating to this section has been assessed in accordance with the Guidelines and it is recommended that a 60km/h SL is not appropriate on this section at this time. This recommendation is the result of the following criteria: - SL's should not be used to solve the problem of isolated hazards, such as a single road junction or bend (Para 6.2); - Observed operating speeds of >70km/h. In TII's experience posting a 60km/h SL is unlikely to reduce traffic speeds further on what is a route which serves a strategic function (Para 7.3.2); and - 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 SL. In accordance with the findings of the independent assessment of this section, it is considered that a reduction in SL to 60km/h will not have the desired effect in reducing vehicle speeds at this location. It is therefore recommended that an 80km/h SL is most appropriate on this section at this time. Concerns relating to level of pedestrians on this section shall be highlighted to TII Network Management for further consideration.
Request to extend proposed 80km/h SL to the western side of the local road on the west side of Glin.	LA (Area Engineer)	Y	N/A
Request to review SL at S12 Ferrybridge due to the following: Speed Limits should not be used to solve the problem of isolated hazards, such as a single road junction or bend.	Lucy Curtis	N	Limerick City and County Council (LCCC) highlighted concerns to our original proposal to retain the rural SL of 100km/h through Ferrybridge (which was selected following application of the Guidelines). However taking into account LCCC's comments and local knowledge, and following subsequent discussions with TII, it was agreed to introduce an urban 60km/h SL. TII willing to accept a 60km/h SL through Ferrybridge due to the level of development and the feel of a settlement.

Table 7-2: N69 Speed Limit Review Submissions Summary

7.5 Non-Speed Limit Observations and Recommendations Arising from the Review

Error! Reference source not found. summarises the observations and recommendations relating to other measures outside of speed limits, identified as part of the speed limit review, such as additional warning signage, road markings and engineering measures which are to be investigated by the Local Authority. These items will also be highlighted to TII Network Management

N69 Summary of Non-Speed Limit Observations / Recommendations		
Section & Chainage	Observation / Recommendation	Details
S04 CM01_2.3 to CM01_2.4.	Additional Engineering measures to be investigated further by the LA	It is considered that given the proposed 60km/h SL for this section and the existing road layout/cross section that exists that the introduction of additional engineering intervention may be required to reinforce reduction in speed limit.
S26 CM02_6.9 to CM02_7.1.	Additional Engineering measures to be investigated further by the LA	Following consultation with Limerick County Council resulting in the subsequent extension of a 50km/h SL at this location, additional engineering intervention may be required to achieve an urban street layout through this settlement. LA to investigate these issues further.
S34 CM02_19.7 to CM02_20.0.	Additional Engineering measures to be investigated further by the LA	Concerns relating to level of pedestrian movement towards Glin Pier on this section.

Table 7-3: N69 Summary of Non Speed Limit Observations / Recommendations

8 Route – N18 (Junctions)

8.1 General Route Characteristics

The section of the N18 National Primary route which passes through Limerick County Councils jurisdiction is of dual carriageway construction. The N18 enters Limerick County Councils jurisdiction at the Co. Clare border and ends at a junction south of Limerick city with the M20 and M7. It passes through the Limerick tunnel and bypasses Limerick City. The N18 also has a toll plaza close to the Limerick and Co. Clare border. The N18 contains of total of two grade-separated junctions within Co. Limerick.

8.2 Stage 1 & Stage 2 Assessment

Error! Reference source not found. below summarises the outcome of the Stage 1 and Stage 2 Assessments, and indicates the resulting speed limit recommendations. The proposed speed limit drawings for the N18 detailing the speed limit locations and changes, and the accompanying carriageway width graphs are provided in Appendix A of this report.

N18 Route Assessment Summary						
Section ID	TII Section ID (Related to Pavement Width Survey)	Nearest Mainline Chainage (km)	Section Type	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
N18-Junction 3-L1	N18D1CM0 006	15.20	Motorway / Dual Carriageway Junctions	80	80	No
N18-Junction 3-L2	N18D1CM0 006	15.20	Motorway / Dual Carriageway Junctions	80	80	No
N18-Junction 2-L1	N18D1CM0 006	17.40	Motorway / Dual Carriageway Junctions	60	60	Yes
N18-Junction 2-L2	N18D1CM0 006	17.40	Motorway / Dual Carriageway Junctions	100	100	Yes
N18-Junction 2-L3	N18D1CM0 006	17.40	Motorway / Dual Carriageway Junctions	60	60	Yes
N18-Junction 2-L4	N18D1CM0 006	17.40	Motorway / Dual Carriageway Junctions	100	100	Yes

Table 8-1: N18 Stage 1 & Stage 2 Assessment Summary

* Colours indicate assessment template used for a particular Section of route

Note: The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for speed limit signage to be amended on the adjoining road networks (Regional and Local Roads). TII will retain responsibility for amending the relevant speed limit signage at the interfaces of the regional and local roads with the national road (typically 30 to 50m down the side-road). However, the Local Authority shall retain the responsibility for any such amendments required to speed limit signage further along the regional or local road as part of the Review Process in accordance with the Guidelines.

8.3 Overall Route Speed Limits Schematic

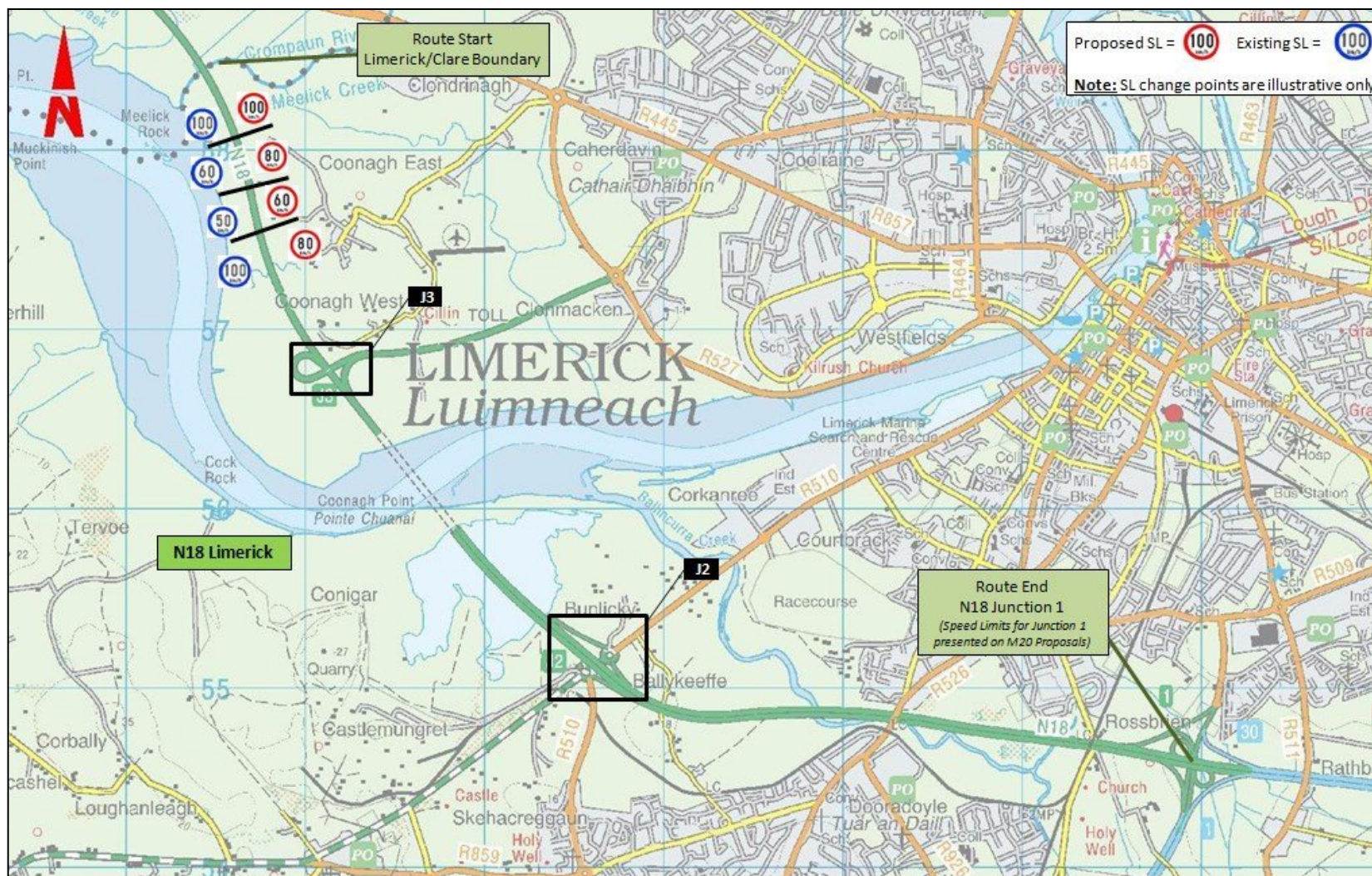


Figure 8-1 N18 (Junctions) Limerick Route Schematic

8.4 Speed Limit Review Submissions

No requests for speed limit alterations were submitted / received on this section.

8.5 Non-Speed Limit Observations and Recommendations Arising from the Review

No recommendations for non-speed limit engineering measures arise on this section.

9 Route – M7

9.1 General Route Characteristics

The section of the M7 Motorway which passes through Limerick County Councils jurisdiction is of dual carriageway construction. The M7 enters Limerick County Councils jurisdiction at the Co. Tipperary border and ends at a junction south of Limerick city with the M20 and N18. The M7 contains of total of two grade-separated junctions within Co. Limerick.

9.2 Stage 1 & Stage 2 Assessment

Error! Reference source not found. below summarises the outcome of the Stage 1 and Stage 2 Assessments, and indicates the resulting speed limit recommendations. The proposed speed limit drawings for the M7 detailing the speed limit locations are provided in Appendix F of this report.

M7 Route Assessment Summary						
Section ID	TII Section ID (Related to Pavement Width Survey)	Nearest Mainline Chainage (km)	Section Type	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
M7-Jn 28 NB off-ramp	N07D1CM0 007	26.5	Motorway / Dual Carriageway Junctions	80	80	No
M7-Jn 28 NB on-ramp	N07D1CM0 007	26.5	Motorway / Dual Carriageway Junctions	120	120	Yes
M7-Jn 28 SB off-ramp	N07D1CM0 007	26.5	Motorway / Dual Carriageway Junctions	80	80	No
M7-Jn 28 SB on-ramp	N07D1CM0 007	26.5	Motorway / Dual Carriageway Junctions	120	120	Yes
M7-Jn 29 NB off-ramp	N24D1CM0 001	0.0	Motorway / Dual Carriageway Junctions	60	60	Yes
M7-Jn 28 NB on-ramp	N24D1CM0 001	0.0	Motorway / Dual Carriageway Junctions	120	120	No
M7-Jn 28 SB off-ramp	N24D1CM0 001	0.0	Motorway / Dual Carriageway Junctions	60	60	Yes

M7 Route Assessment Summary						
Section ID	TII Section ID (Related to Pavement Width Survey)	Nearest Mainline Chainage (km)	Section Type	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
M7-Jn 28 SB on-ramp	N24D1CM0 001	0.0	Motorway / Dual Carriageway Junctions	120	120	No

Table 9-1: M7 Stage 1 & Stage 2 Assessment Summary

** Colours indicate assessment template used for a particular Section of route*

Note: The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for speed limit signage to be amended on the adjoining road networks (Regional and Local Roads). TII will retain responsibility for amending the relevant speed limit signage at the interfaces of the regional and local roads with the national road (typically 30 to 50m down the side-road). However, the Local Authority shall retain the responsibility for any such amendments required to speed limit signage further along the regional or local road as part of the Review Process in accordance with the Guidelines.

9.3 Overall Route Speed Limits Schematic

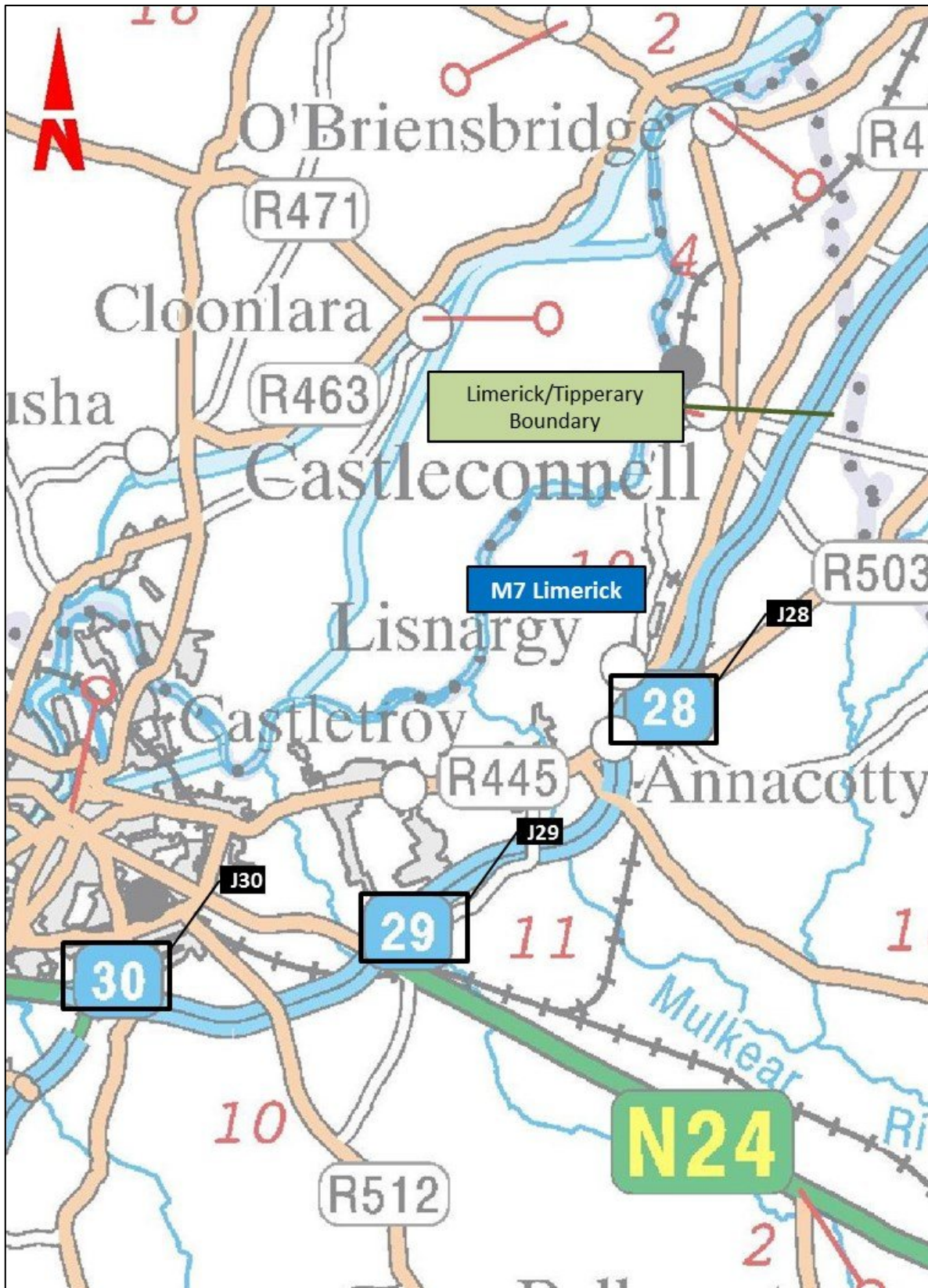


Figure 9-1 M7 Limerick Route Schematic

9.4 Speed Limit Review Submissions

No requests for speed limit alterations were submitted / received on this section.

9.5 Non-Speed Limit Observations and Recommendations Arising from the Review

No recommendations for non-speed limit engineering measures arise on this section.

10 Route – M20 (Junctions)

10.1 General Route Characteristics

The section of the M20 Motorway which passes through Limerick County Councils jurisdiction is of dual carriageway construction. The M20 originates from a junction with the N21 and N20 and ends at a junction south of Limerick City with the N18 and M7. The M20 contains of total of four grade-separated junctions within Co. Limerick.

10.2 Stage 1 & Stage 2 Assessment

Error! Reference source not found. below summarises the outcome of the Stage 1 and Stage 2 Assessments, and indicates the resulting speed limit recommendations. The proposed speed limit drawings for the M20 detailing the speed limit locations and changes, and the accompanying carriageway width graphs are provided in Appendix B of this report.

M20 Route Assessment Summary						
Section ID	TII Section ID (Related to Pavement Width Survey)	Nearest Mainline Chainage (km)	Section Type	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
M20 Jn 1 EB off-ramp	N20D1CM0 004	10.00	Motorway / Dual Carriageway Junctions	50	50	Yes
M20 Jn 1 EB on-ramp	N20D1CM0 004	10.00	Motorway / Dual Carriageway Junctions	100	60	Yes
M20 Jn 1 WB loop towards the N18 (a)	N20D1CM0 004	10.00	Motorway / Dual Carriageway Junctions	50	50	Yes
M20 Jn 1 WB loop towards the N18 (b)	N20D1CM0 004	10.00	Motorway / Dual Carriageway Junctions	100	100	Yes
M20 Jn 1 EB loop towards the M7 (a)	N20D1CM0 004	10.00	Motorway / Dual Carriageway Junctions	50	50	Yes
M20 Jn 1 EB loop towards the M7 (b)	N20D1CM0 004	10.00	Motorway / Dual Carriageway Junctions	100	100	Yes
M20 Jn 2 SB off-ramp	N20D1CM0 004	8.5	Motorway / Dual Carriageway Junctions	60	60	No

M20 Route Assessment Summary						
Section ID	TII Section ID (Related to Pavement Width Survey)	Nearest Mainline Chainage (km)	Section Type	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
M20 Jn 2 SB on-ramp	N20D1CM0 004	8.5	Motorway / Dual Carriageway Junctions	120	120	No
M20 Jn 2 NB off-ramp	N20D1CM0 004	8.5	Motorway / Dual Carriageway Junctions	60	60	No
M20 Jn 2 NB on-ramp	N20D1CM0 004	8.5	Motorway / Dual Carriageway Junctions	120	120	No
M20 Jn 3 NB off-ramp	N20D1CM0 004	5.80	Motorway / Dual Carriageway Junctions	60	80	Yes
M20 Jn 3 NB on-ramp	N20D1CM0 004	5.80	Motorway / Dual Carriageway Junctions	120	120	No
M20 Jn 3 SB off-ramp	N20D1CM0 004	5.80	Motorway / Dual Carriageway Junctions	60	50	Yes
M20 Jn 3 SB on-ramp	N20D1CM0 004	5.80	Motorway / Dual Carriageway Junctions	120	120	No
M20 Jn 4 SB off-ramp	N20D1CM0 004	3.5	Motorway / Dual Carriageway Junctions	60	60	No
M20 Jn 4 SB on-ramp	N20D1CM0 004	3.5	Motorway / Dual Carriageway Junctions	120	120	No
M20 Jn 4 NB off-ramp	N20D1CM0 004	3.5	Motorway / Dual Carriageway Junctions	60	60	No
M20 Jn 4 NB on-ramp	N20D1CM0 004	3.5	Motorway / Dual Carriageway Junctions	120	120	No

M20 Route Assessment Summary						
Section ID	TII Section ID (Related to Pavement Width Survey)	Nearest Mainline Chainage (km)	Section Type	Existing SL (km/h)	Proposed SL (km/h)	Existing SL to be adjusted
M20 Jn 5 SB off-ramp	N20D1CM0 004	0	Motorway / Dual Carriageway Junctions	60	100	Yes
M20 Jn 5 SB on-ramp	N20D1CM0 004	0	Motorway / Dual Carriageway Junctions	100	100	No
M20 Jn 5 NB off-ramp	N20D1CM0 004	0	Motorway / Dual Carriageway Junctions	60	80	Yes
M20 Jn 5 NB on-ramp	N20D1CM0 004	0	Motorway / Dual Carriageway Junctions	60	120	Yes

Table 10-1: M20 Stage 1 & Stage 2 Assessment Summary

** Colours indicate assessment template used for a particular Section of route*

Note: The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for speed limit signage to be amended on the adjoining road networks (Regional and Local Roads). TII will retain responsibility for amending the relevant speed limit signage at the interfaces of the regional and local roads with the national road (typically 30 to 50m down the side-road). However, the Local Authority shall retain the responsibility for any such amendments required to speed limit signage further along the regional or local road as part of the Review Process in accordance with the Guidelines.

10.4 Speed Limit Review Submissions

M20 Speed Limit Review Submissions Summary			
Summary	Request Source	Adopted Y/N	Response
Request to review SL at Junctions 3 and 1 on M20 (Loughmore & Rosbrien) due to the following: Speed Limits should not be used to solve the problem of isolated hazards, such as a single road junction or bend.	Lucy Curtis	N	The proposed 50km/h SL is based primarily on the design speed of the loop. It was agreed with TII that for all tight 270 degree loops that a posted speed limit was acceptable on such grade separated junctions. This is an agreed approach with TII.

Table 10-2: M20 Speed Limit Review Submissions Summary

10.5 Non-Speed Limit Observations and Recommendations Arising from the Review

No recommendations for non-speed limit engineering measures arise on this section.

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 Limerick City and County Council following its review of speed limits on the national road network in County Limerick in accordance with the direction issued in Circular Letter RSD 01/2015.

This assessment has included consultation with Limerick City and County Council. We confirm that we are trained and competent in the use of these Guidelines.

PROJECT MANAGER / TEAM LEADER

Name: Rowan O'Callaghan
BE(Hons), MEngSc, DipIT,
CEng MIEI

Signed:



Chartered
Engineer

Position: Technical Director - Roads
& Transportation

Date: 29th September 2017

Organisation: RPS Consulting Engineers

Address: West Pier Business
Campus
Dun Laoghaire
Co. Dublin

ASSESSMENT TEAM MEMBERS

RPS Consulting Engineers:

- Shane Fanning
- Brendan Lyons
- Mark Finnegan

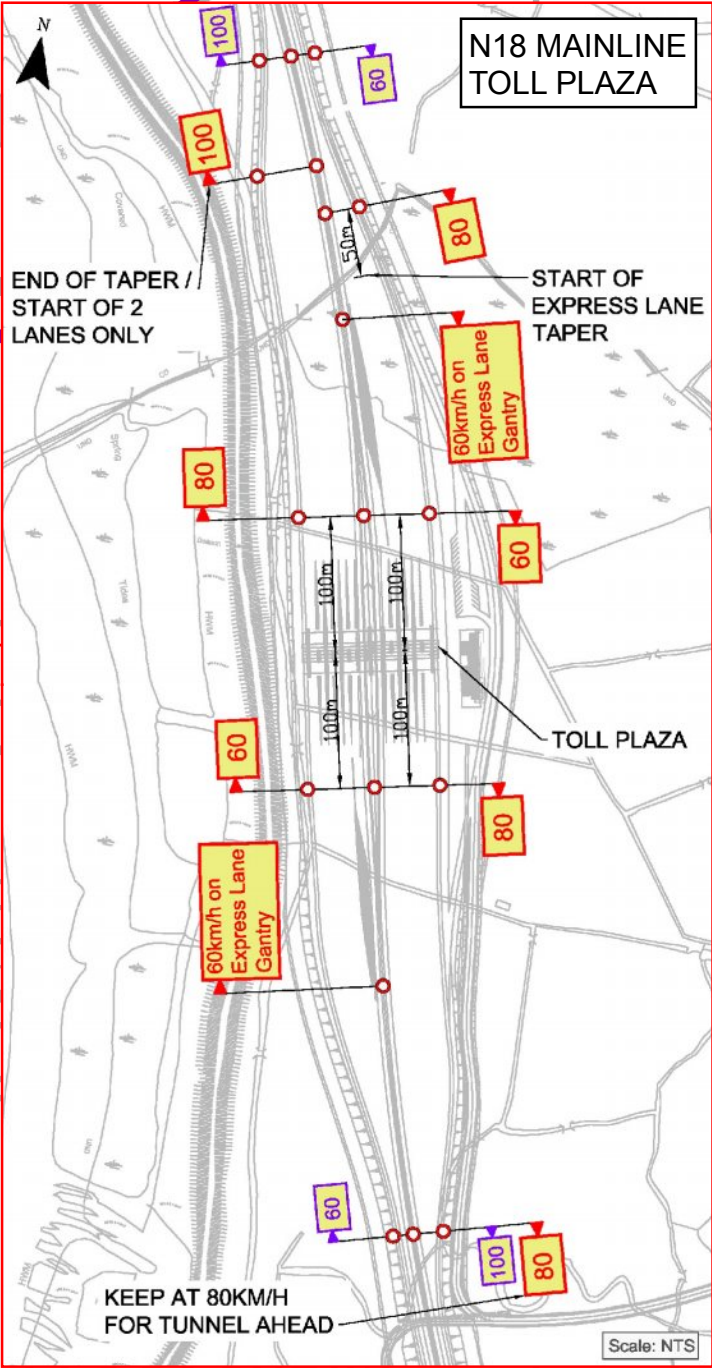
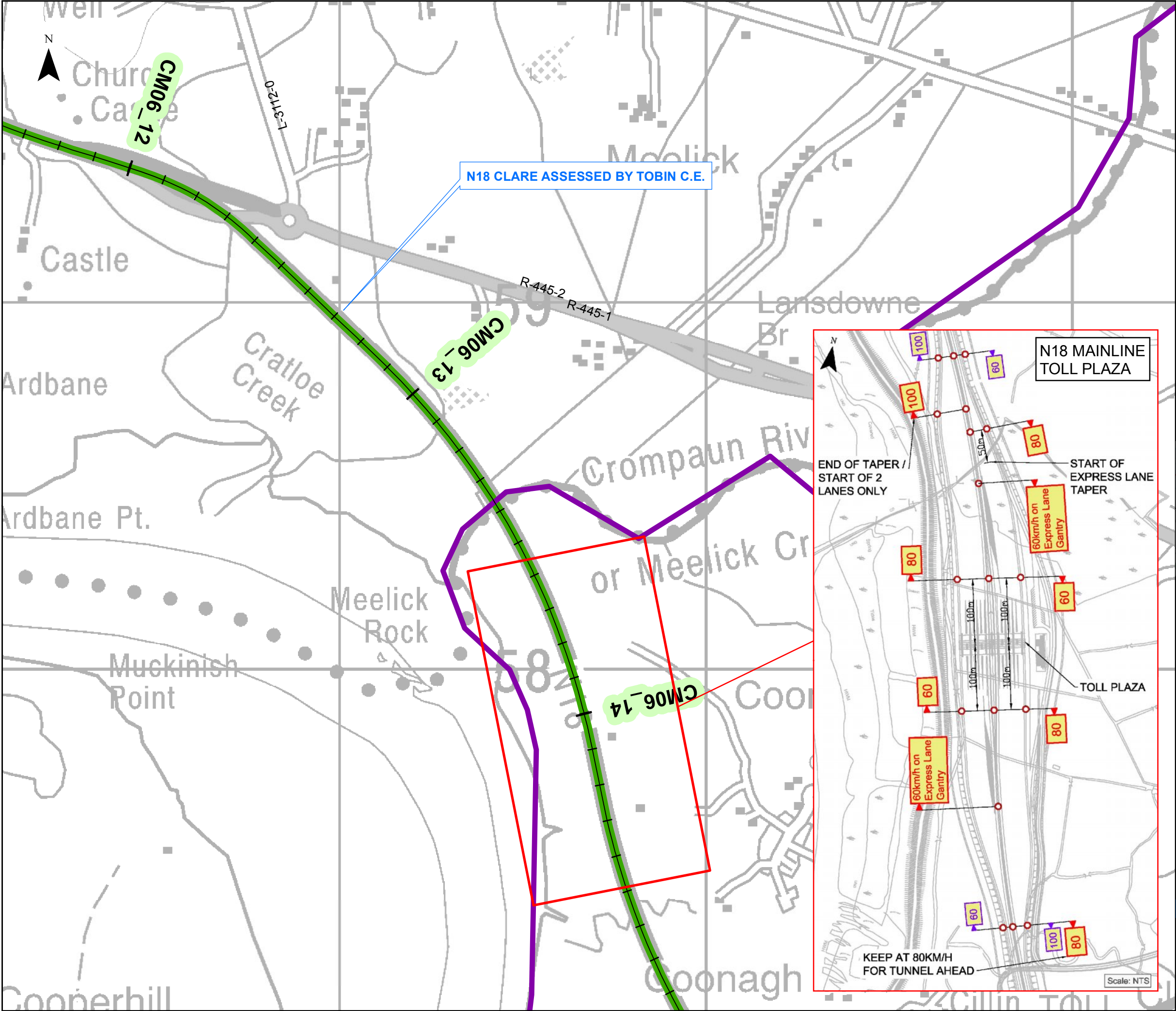
Appendix A

Sub Title: Route 1 – N18



Contents

- Route Speed Limit Proposal Maps/Drawings
- Carriageway Width Graphs



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

100

▶

Existing Speed Limit on this Section

100

▶

Proposed Speed Limit on this Section

50

km/h

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

TIIV

Bonneagar Iompair Éireann

Transport Infrastructure Ireland

RPS

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Project

National Road Speed Limit Review

Title

Route N18 - Assessment Maps

Issue Details

Drawn By: HF

Checked By: SF

Approved By: RO'C

Scale: 1: 10,000 @ A3

Date: 10/05/2017

Project No. MGT0291

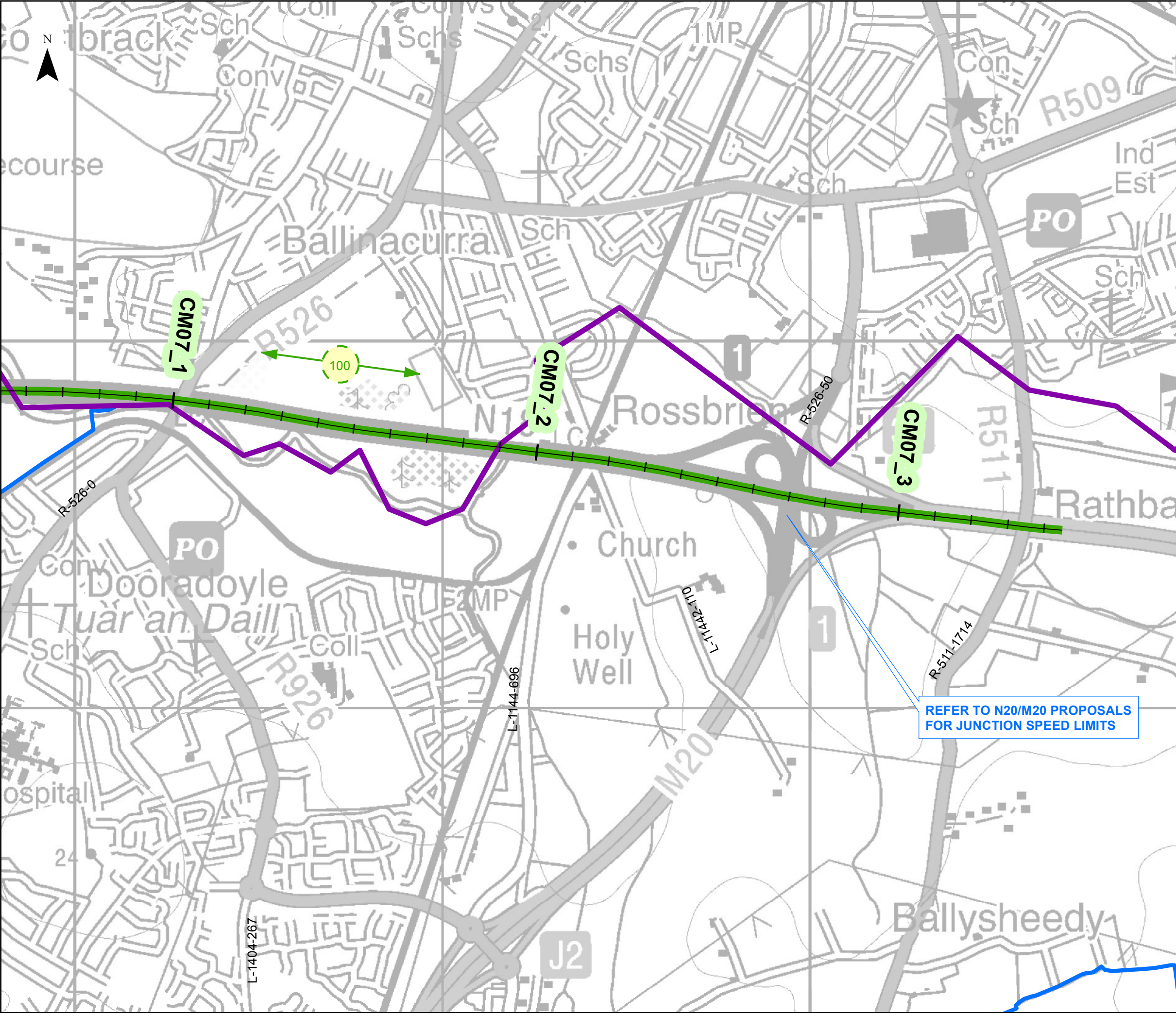
File Ref: MGT0291Arc1009-N18-F01

Drawing No. N18-1 of 4

Rev: F01

Projection: ITM

Office Issue: Galway



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

N18

Limerick City

Limerick

Lungret

Clarina

Maigue

12

13

9

10

Client

TII

Bonneagar Iompair Éireann

Transport Infrastructure Ireland

RPS

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IDA Business & Technology Park,
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Project

National Road Speed Limit Review

Title

Route N18 - Assessment Maps

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1009-N18-F01

Office Issue: Galway

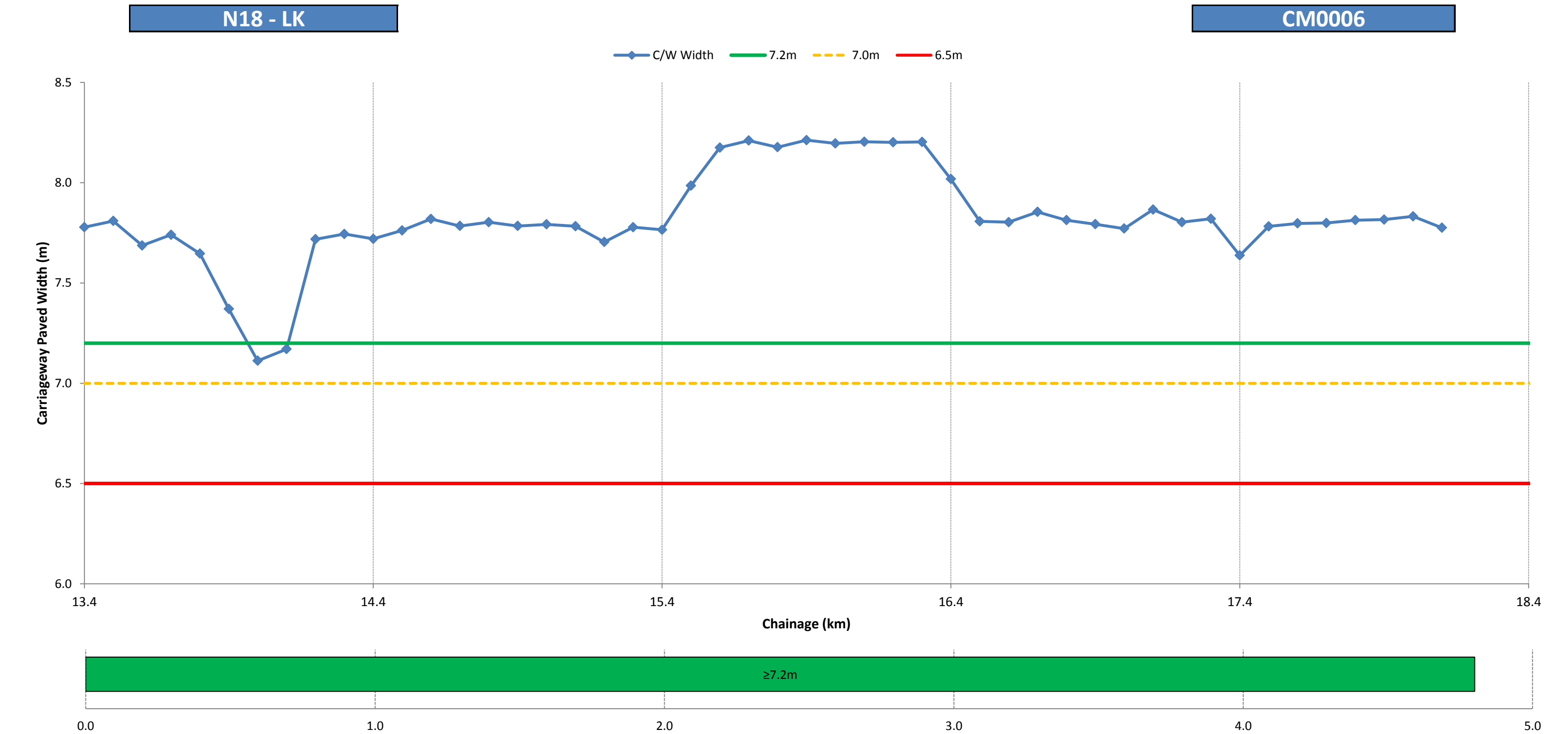
Approved By: RO'C

Scale: 1: 10,000 @ A3

Date: 10/05/2017

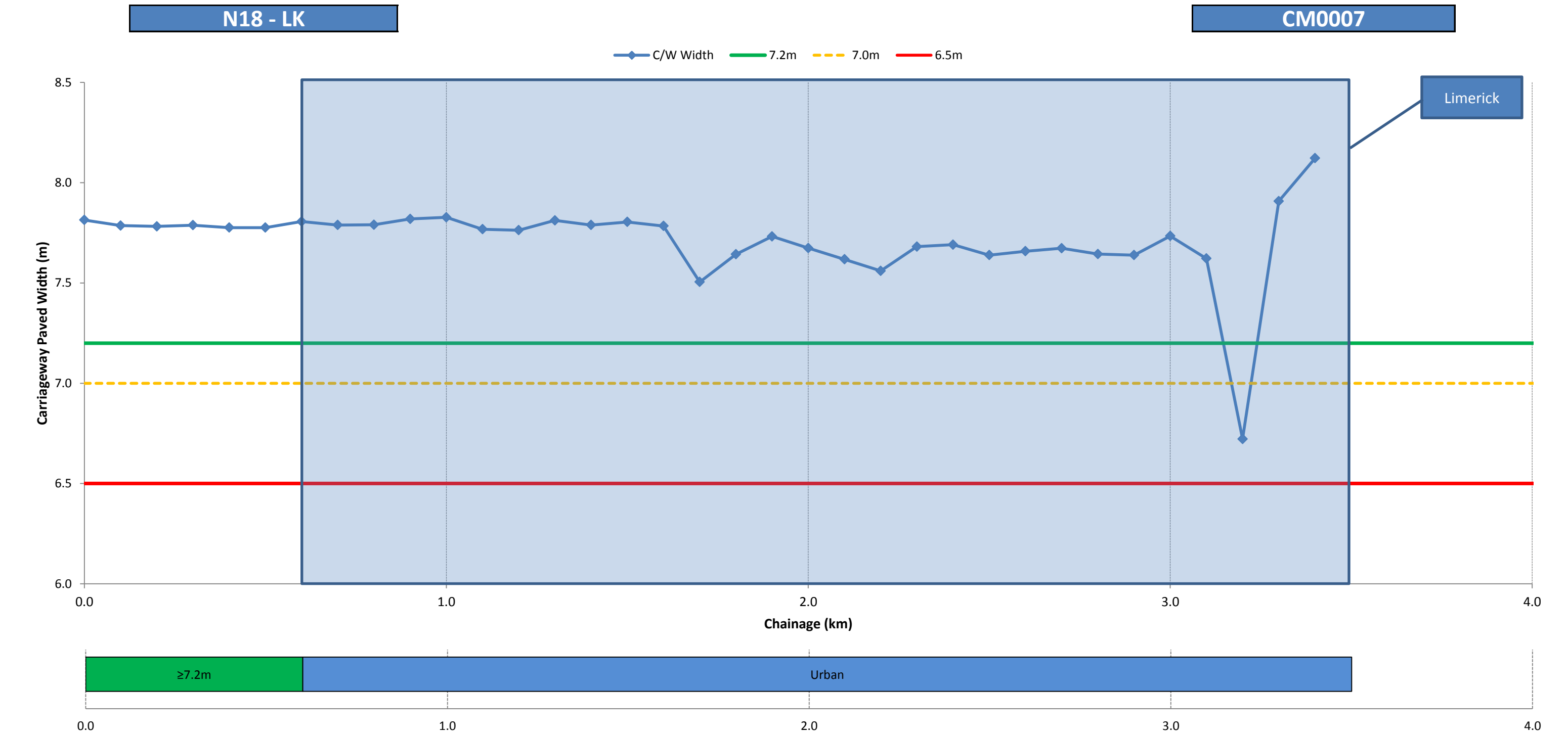
Drawing No. N18-4 of 4

Rev: F01



Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S1	13.4	18.2	7.8	≥7.2m
	18.2			

Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band



Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S1	0.0	0.6	7.8	≥7.2m
S2 - Limerick	0.6	3.5	7.7	Urban
	3.5			

Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band

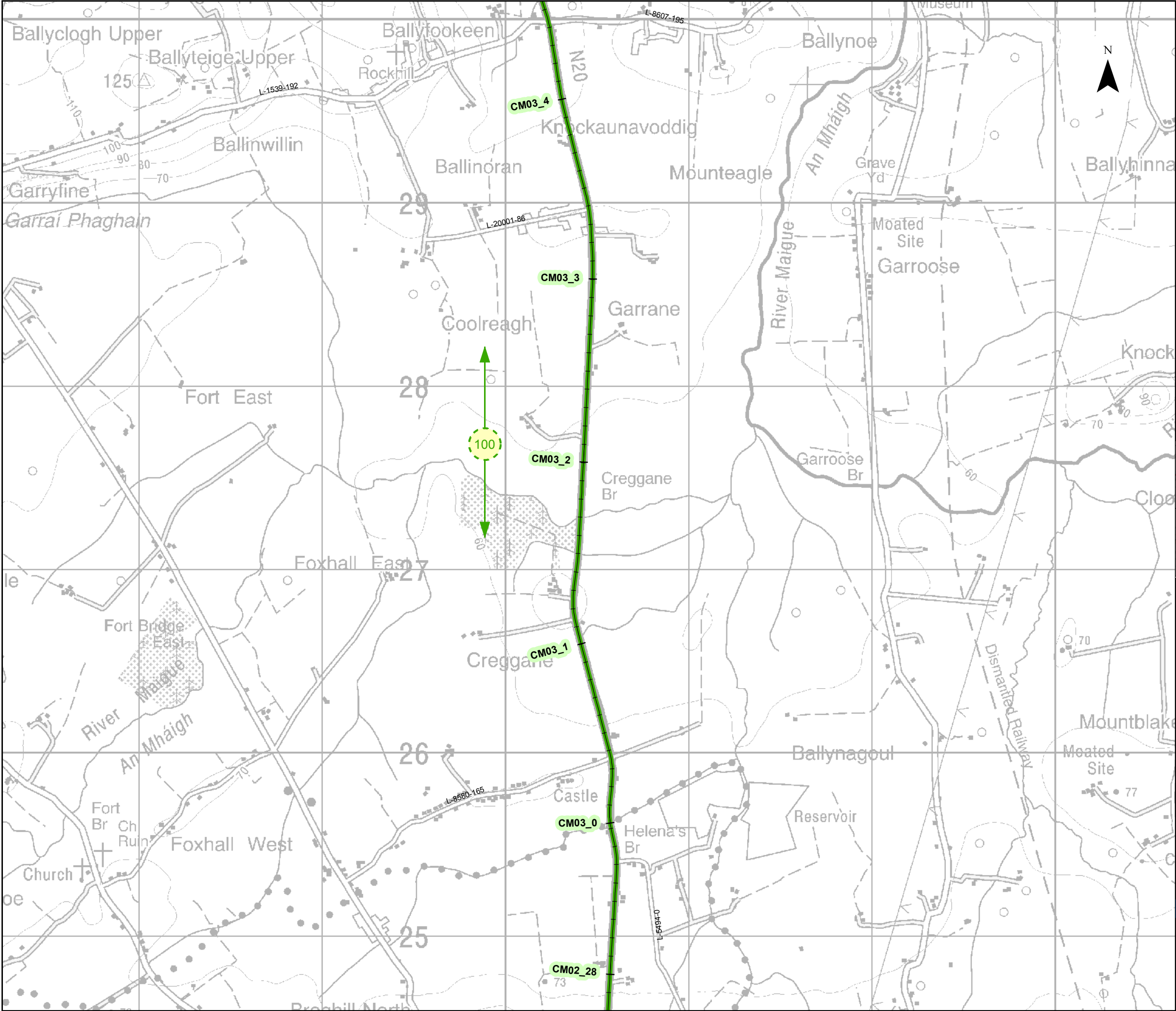
Appendix B

Sub Title: Route 2 – N20/M20



Contents

- Route Speed Limit Proposal Maps/Drawings
- Carriageway Width Graphs



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

100

▶

Existing Speed Limit on this Section

100

▶

Proposed Speed Limit on this Section

50

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Limerick City

North Tipperary

Limerick

South Tipperary

Cork

Client

TII

Bonneagar Iompair Éireann

Transport Infrastructure Ireland

RPS

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Project

National Road Speed Limit Review

Title

Route N20 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1010-N20-F02

Office Issue: Galway

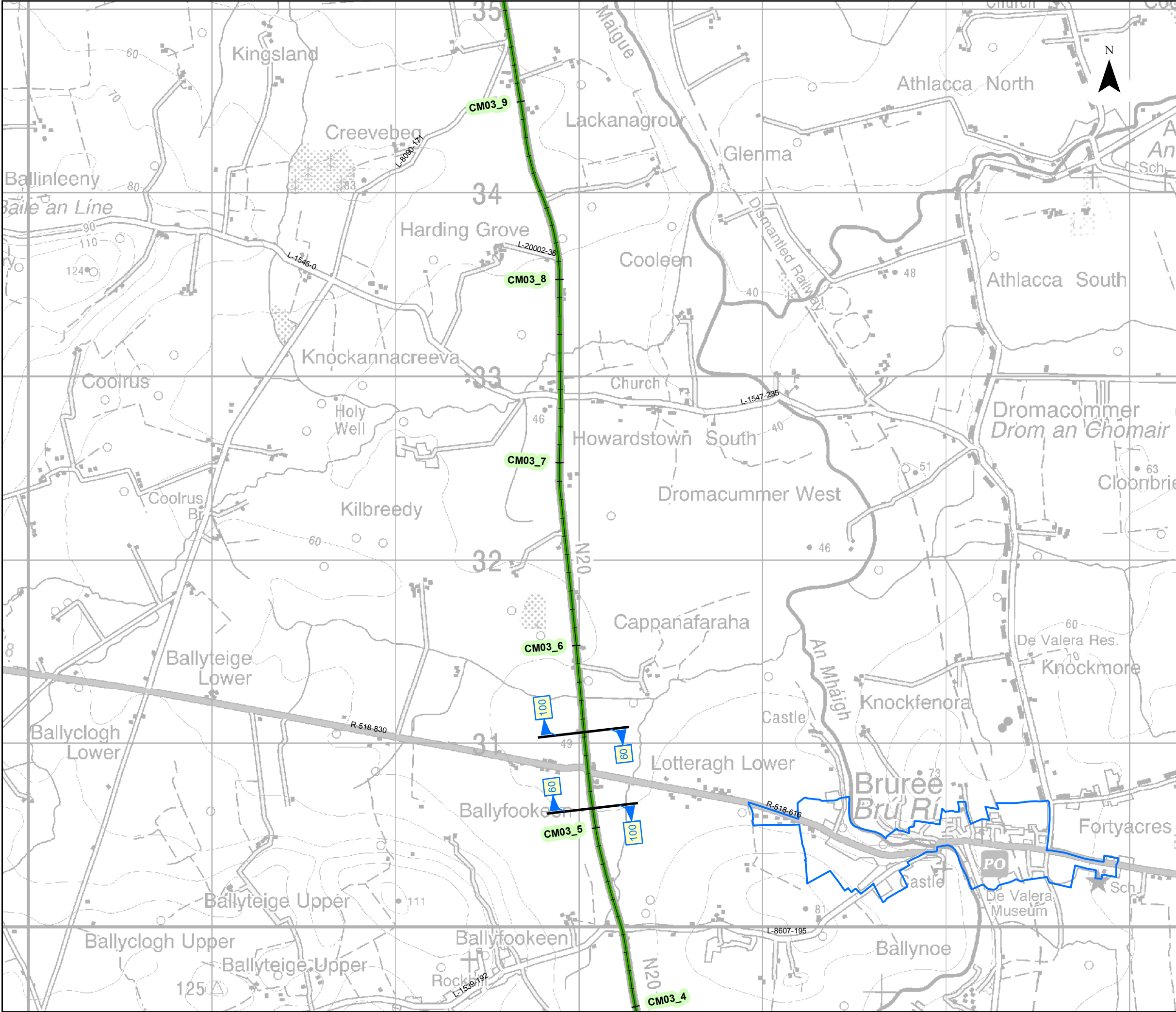
Approved By: RO'C

Drawing No. N20-1 of 9

Rev: F02

Scale: 1: 20,000 @ A3

Date: 11/09/2017



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

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Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1010-N20-F02

Office Issue: Galway

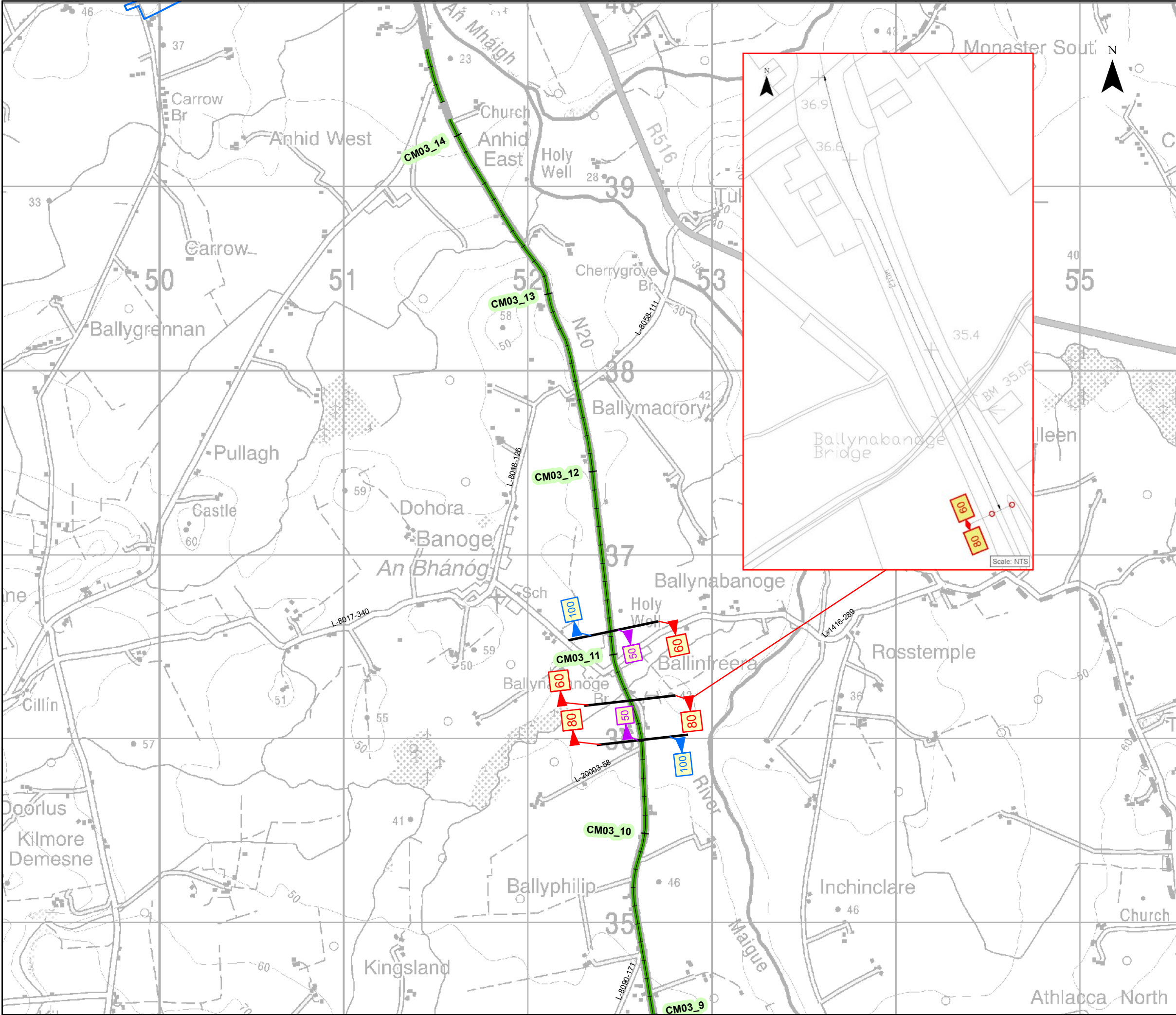
Approved By: RO'C

Drawing No. N20-2 of 9

Rev: F02

Scale: 1: 20,000 @ A3

Date: 11/09/2017



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Limerick City

North Tipperary

Limerick

South Tipperary

Cork

Client

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National Road Speed Limit Review

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Route N20 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1010-N20-F02

Office Issue: Galway

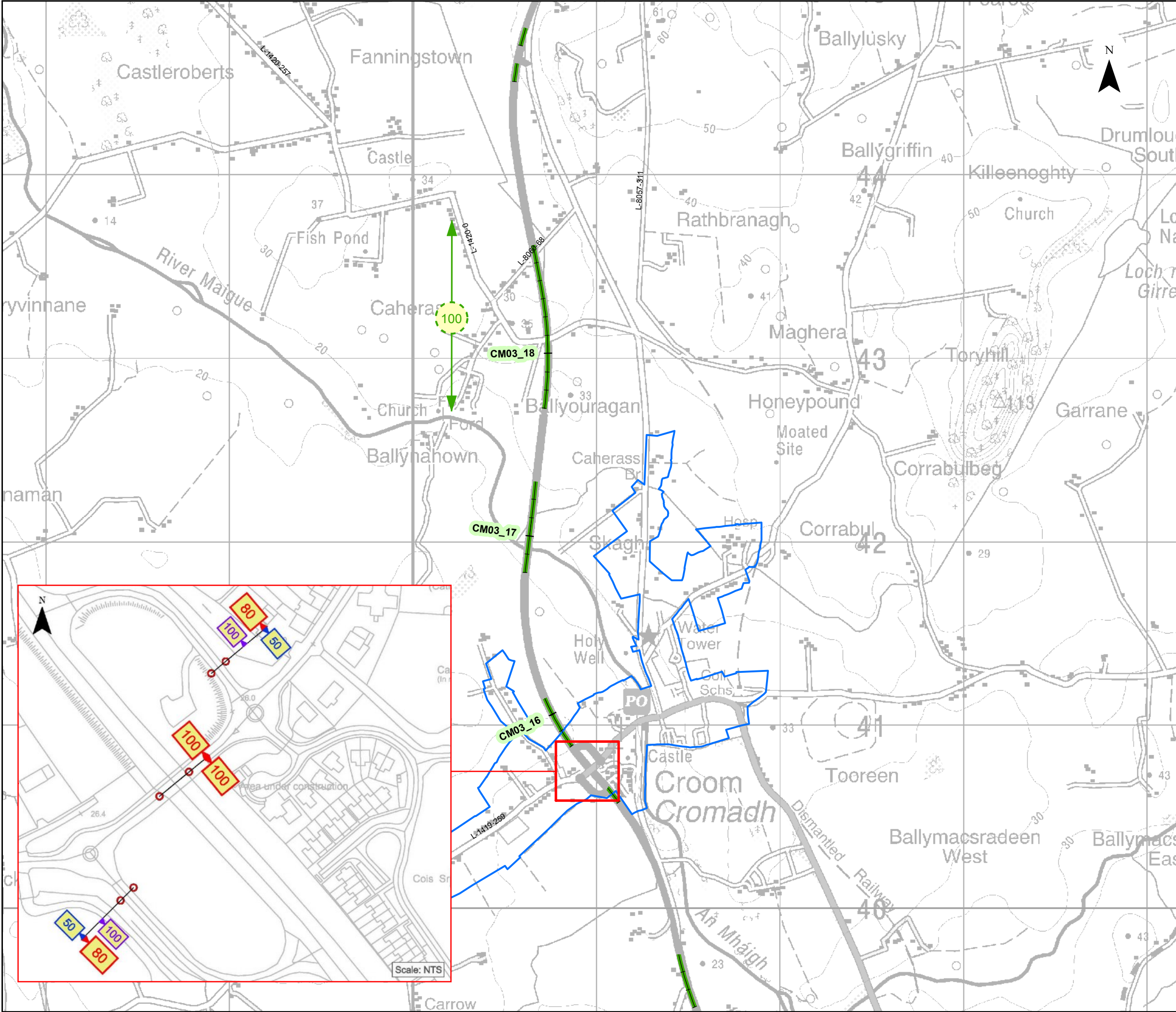
Approved By: RO'C

Drawing No. N20-3 of 9

Rev: F02

Scale: 1: 20,000 @ A3

Date: 11/09/2017



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Limerick City

North Tipperary

Limerick

South Tipperary

Cork

Client

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Project

National Road Speed Limit Review

Title

Route N20 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1010-N20-F02

Office Issue: Galway

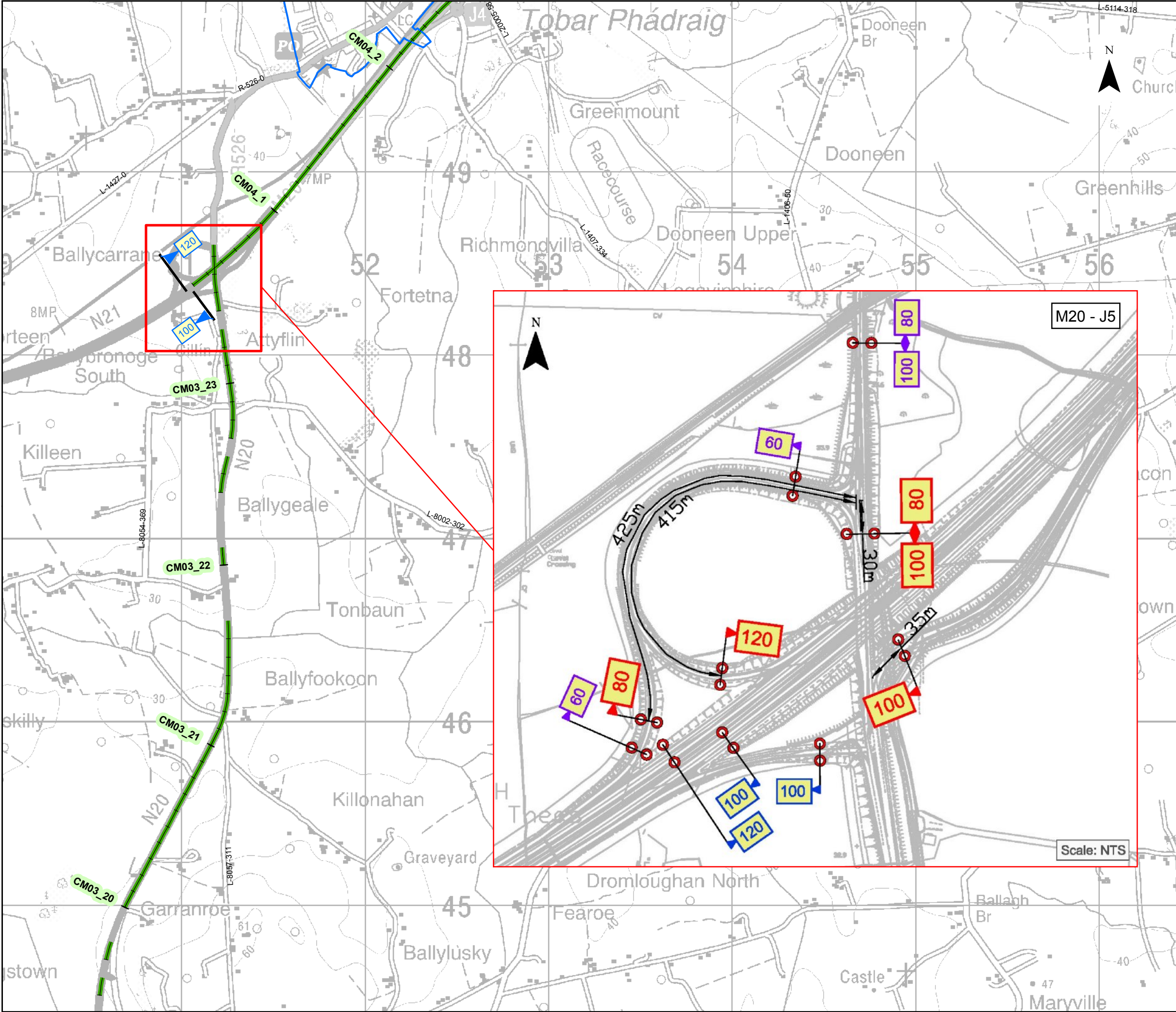
Approved By: RO'C

Drawing No. N20-4 of 9

Rev: F02

Scale: 1: 20,000 @ A3

Date: 11/09/2017



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Limerick City

North Tipperary

Limerick

South Tipperary

Cork

Client

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National Road Speed Limit Review

Title

Route M20 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1010-N20-F02

Office Issue: Galway

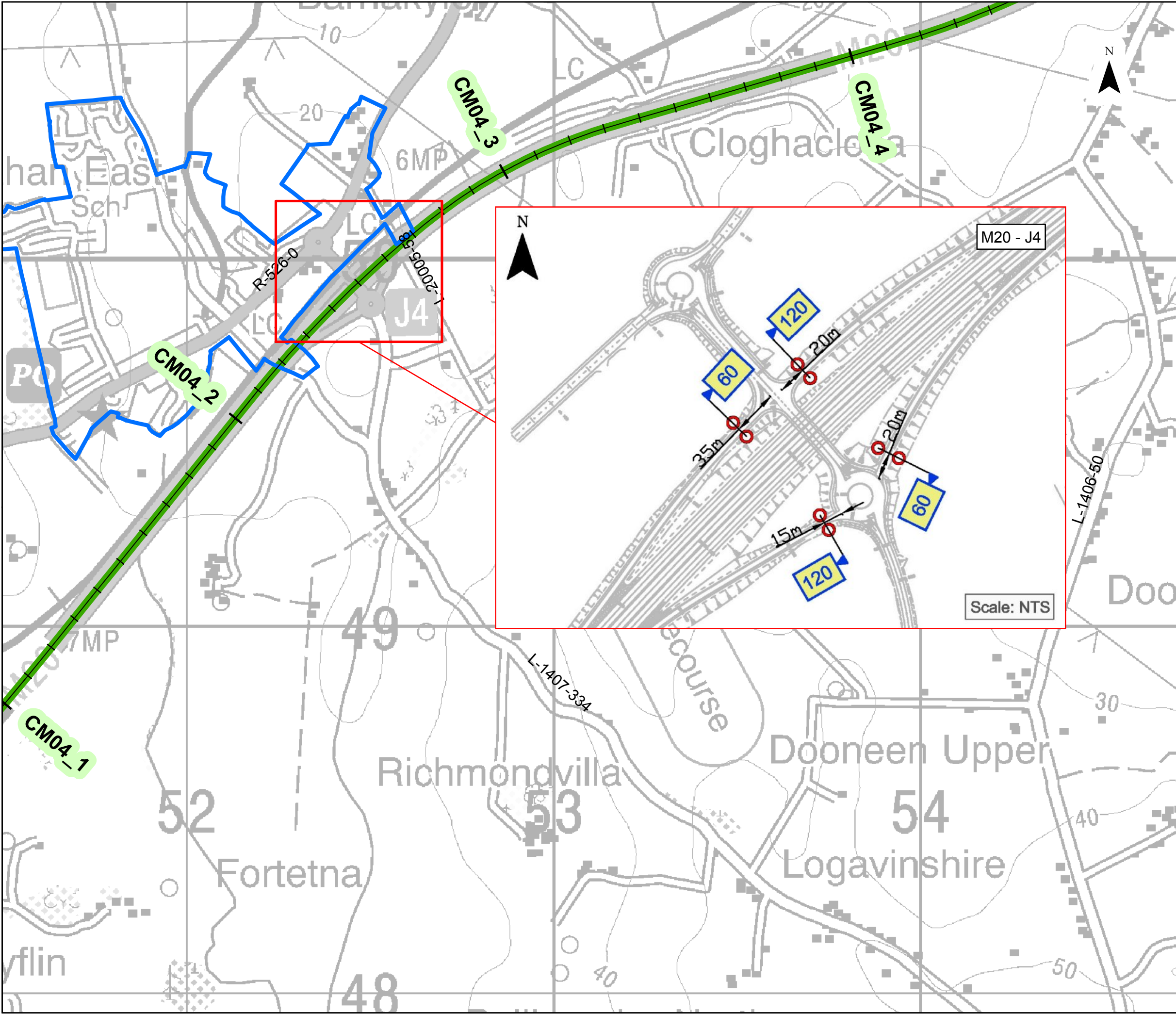
Approved By: RO'C

Scale: 1: 20,000 @ A3

Drawing No. M20-5 of 9

Rev: F02

Date: 11/09/2017



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Limerick City

North Tipperary

Limerick

South Tipperary

Cork

Client

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National Road Speed Limit Review

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Route M20 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1010-N20-F02

Office Issue: Galway

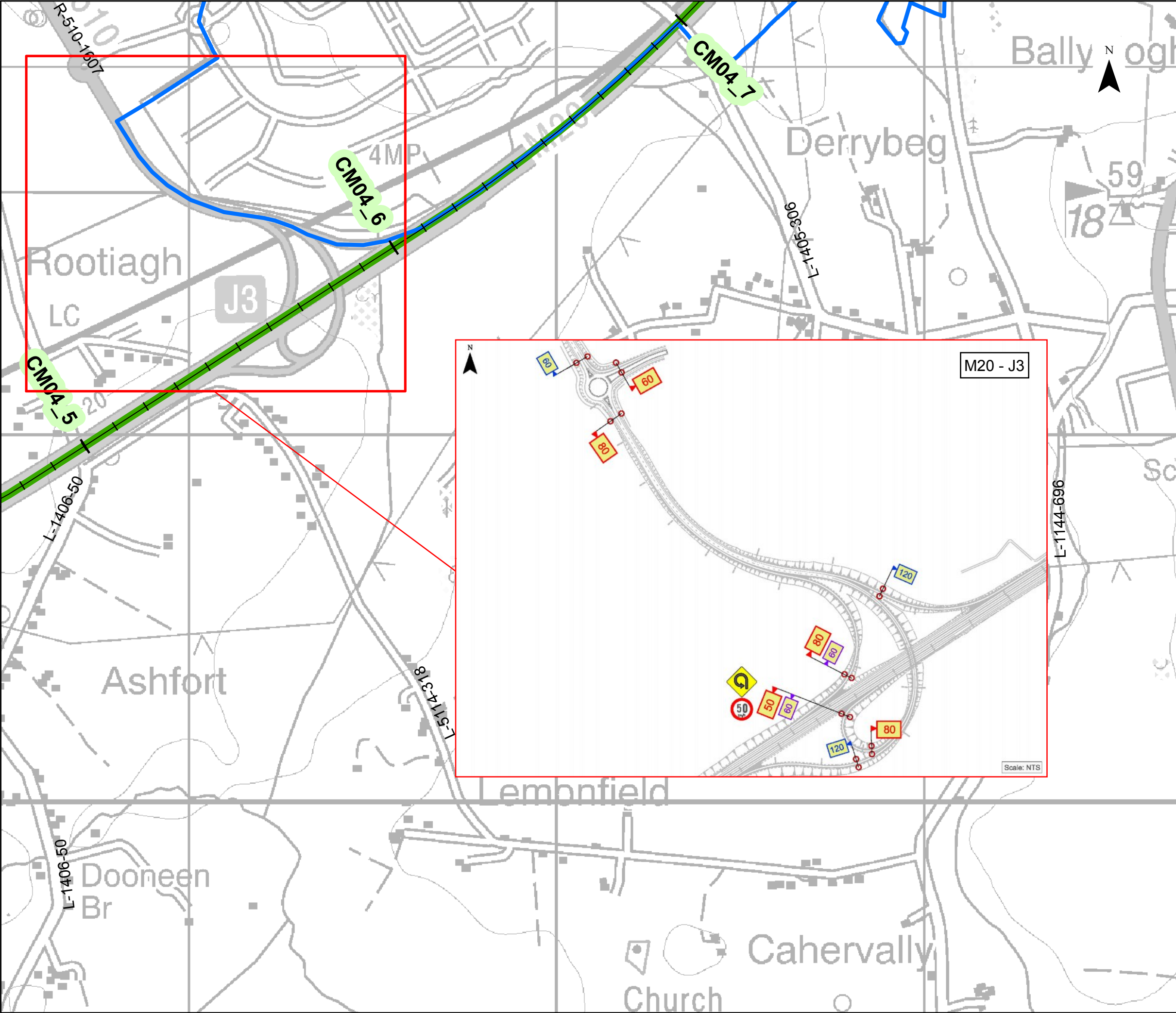
Approved By: RO'C

Scale: 1: 10,000 @ A3

Drawing No. M20-6 of 9

Rev: F02

Date: 11/09/2017



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Limerick City

North Tipperary

Limerick

South Tipperary

Cork

Client

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National Road Speed Limit Review

Title

Route M20 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1010-N20-F02

Office Issue: Galway

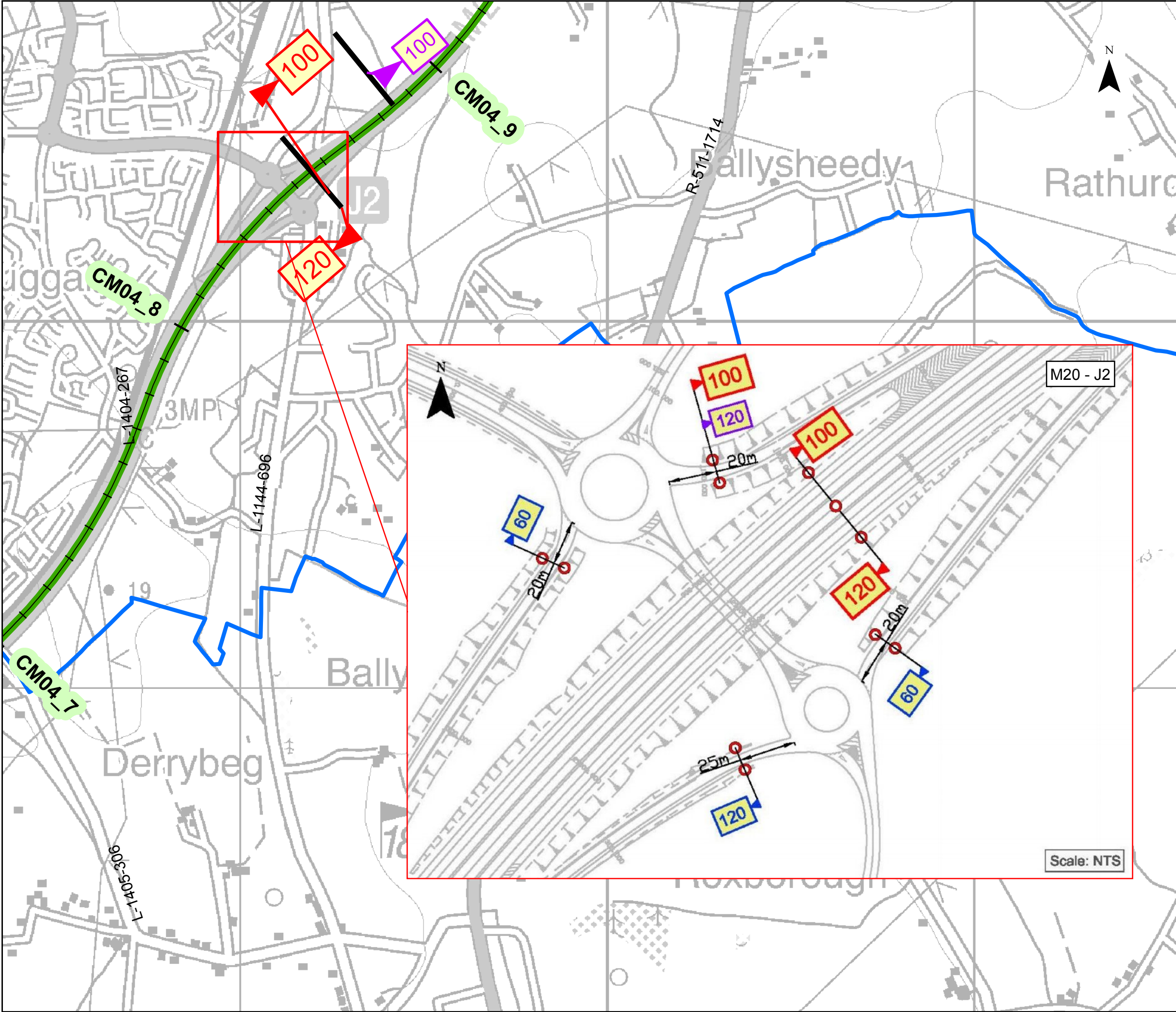
Approved By: RO'C

Drawing No. M20-7 of 9

Rev: F02

Scale: 1: 10,000 @ A3

Date: 11/09/2017



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Limerick City

North Tipperary

Limerick

South Tipperary

Cork

Client

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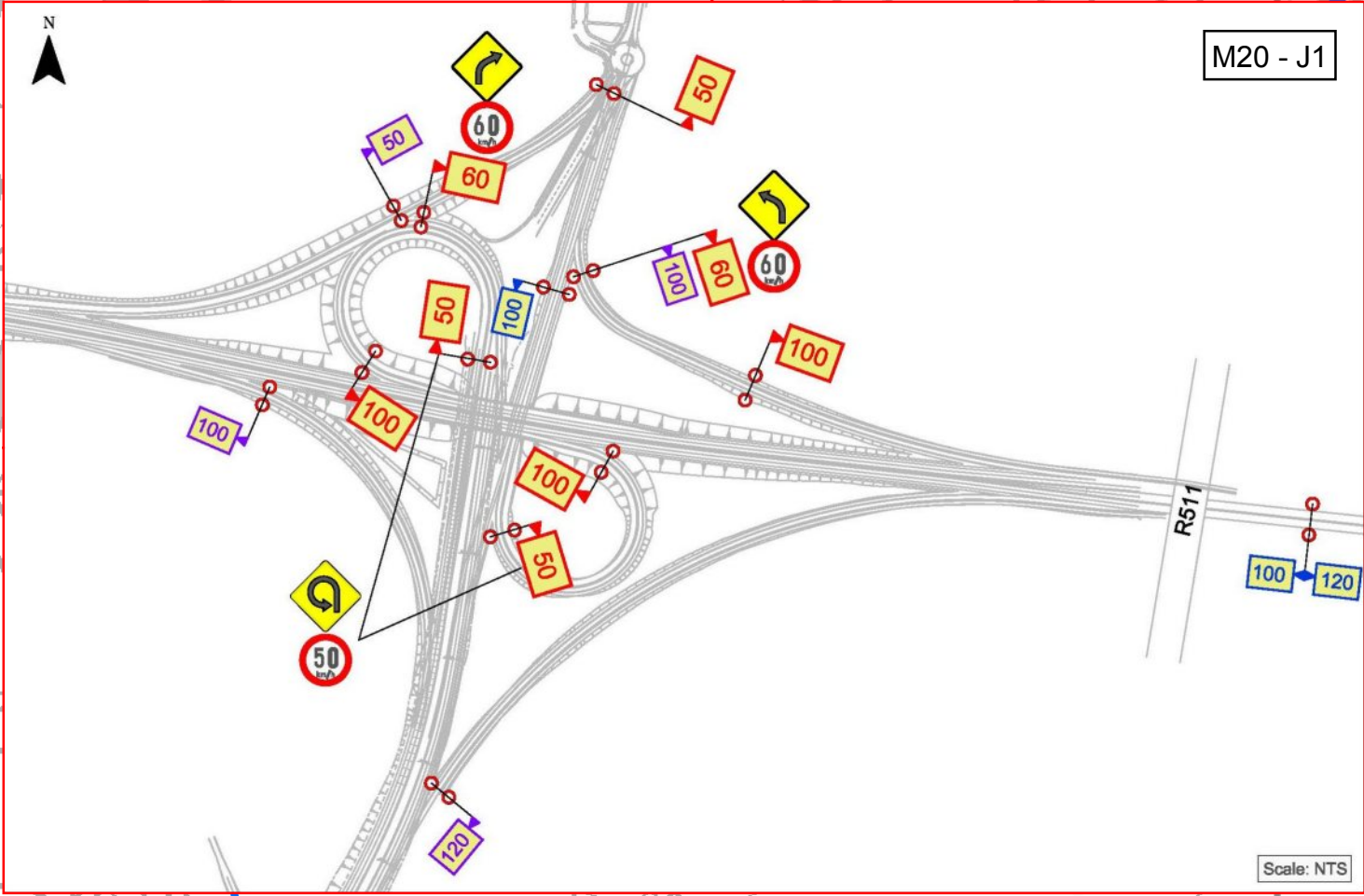
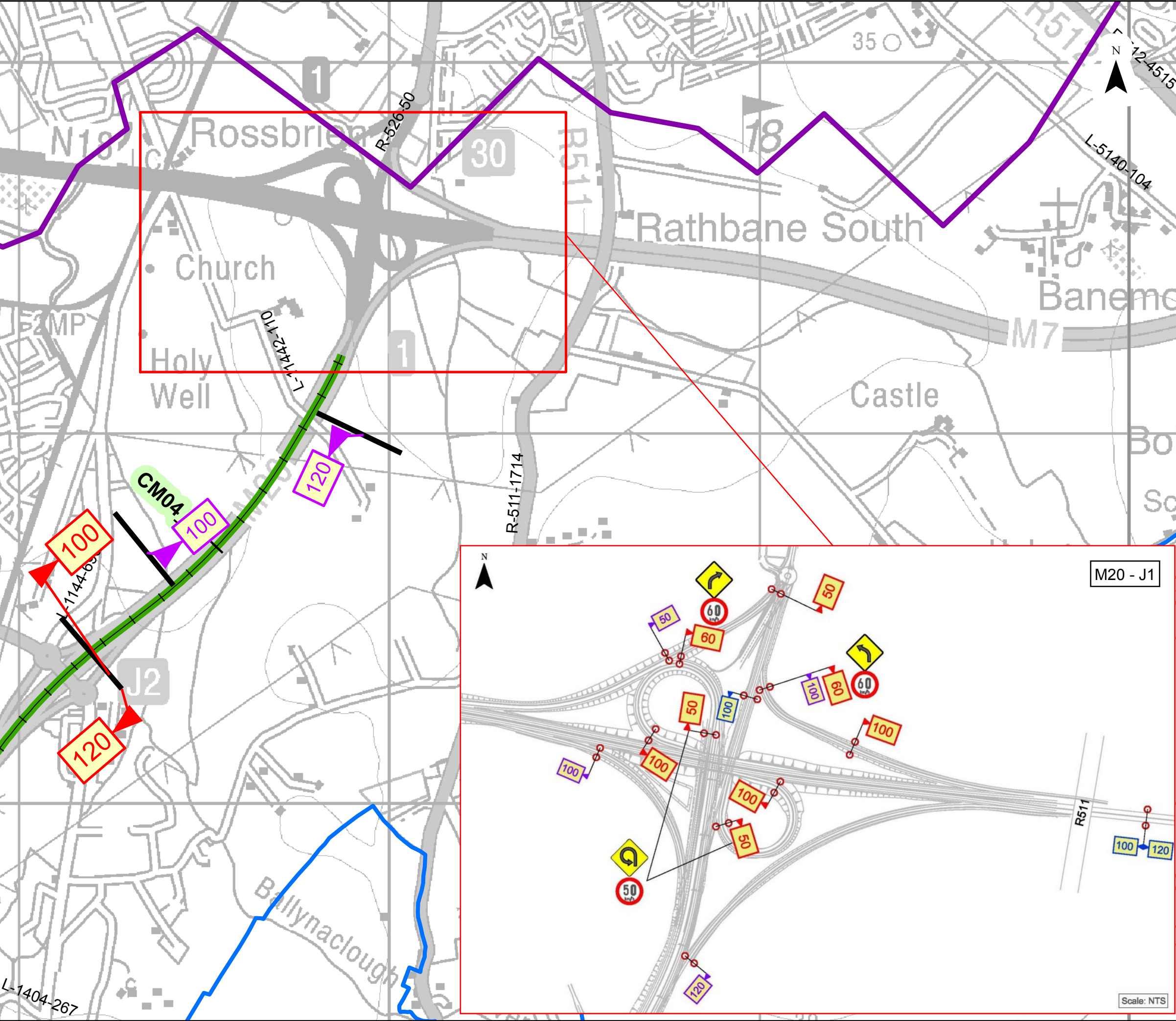
National Road Speed Limit Review

Title

Route M20 - Proposed Speed Limits

Issue Details

Drawn By: HF	Project No. MGT0291	Projection: ITM
Checked By: SF	File Ref: MGT0291Arc1010-N20-F02	Office Issue: Galway
Approved By: RO'C	Drawing No. M20-8 of 9	Rev: F02
Scale: 1: 10,000 @ A3		
Date: 11/09/2017		



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Limerick City

North Tipperary

Limerick

South Tipperary

Cork

Client

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Project

National Road Speed Limit Review

Title

Route M20 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1010-N20-F02

Office Issue: Galway

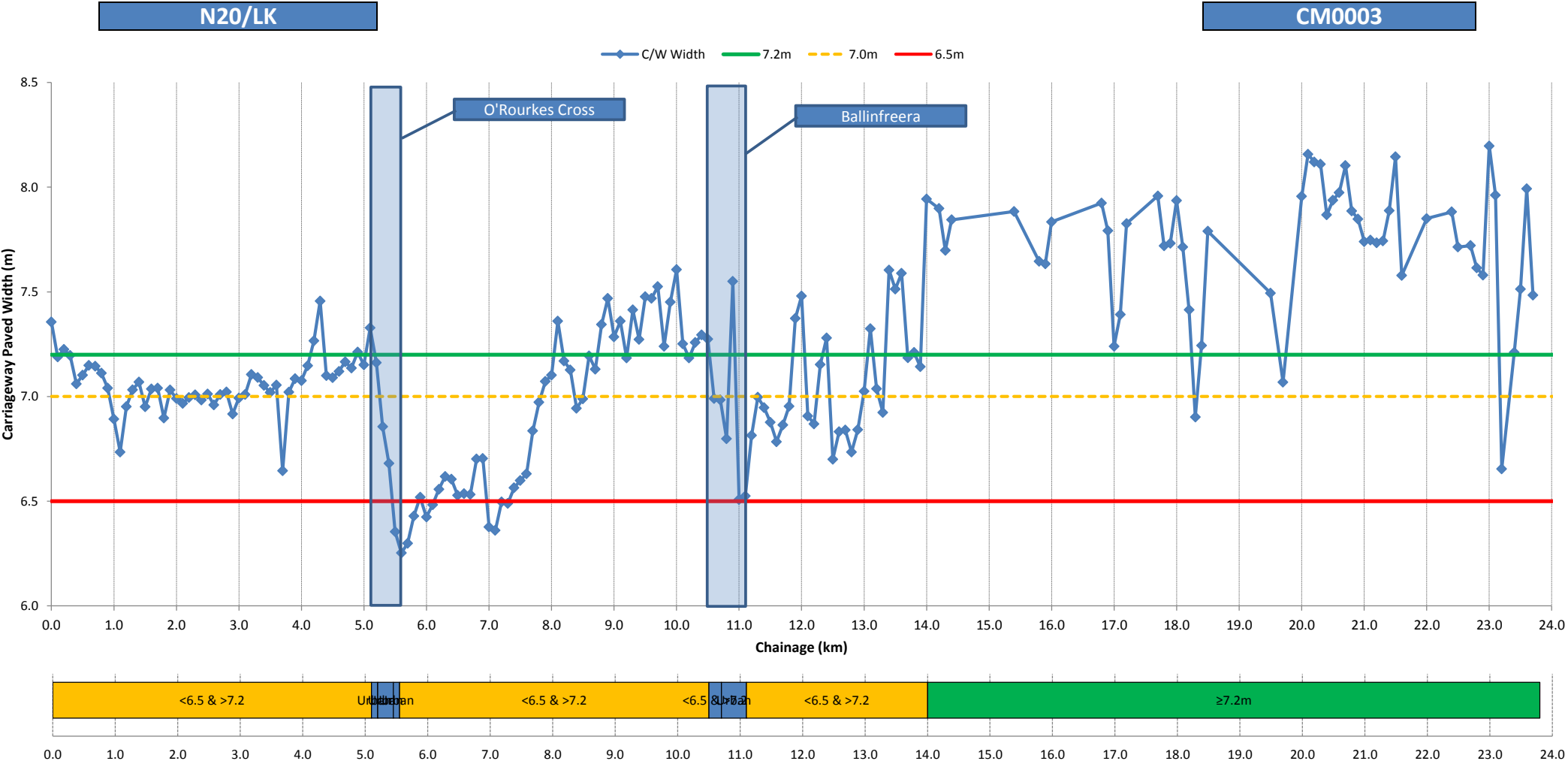
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Drawing No. M20-9 of 9

Rev: F02

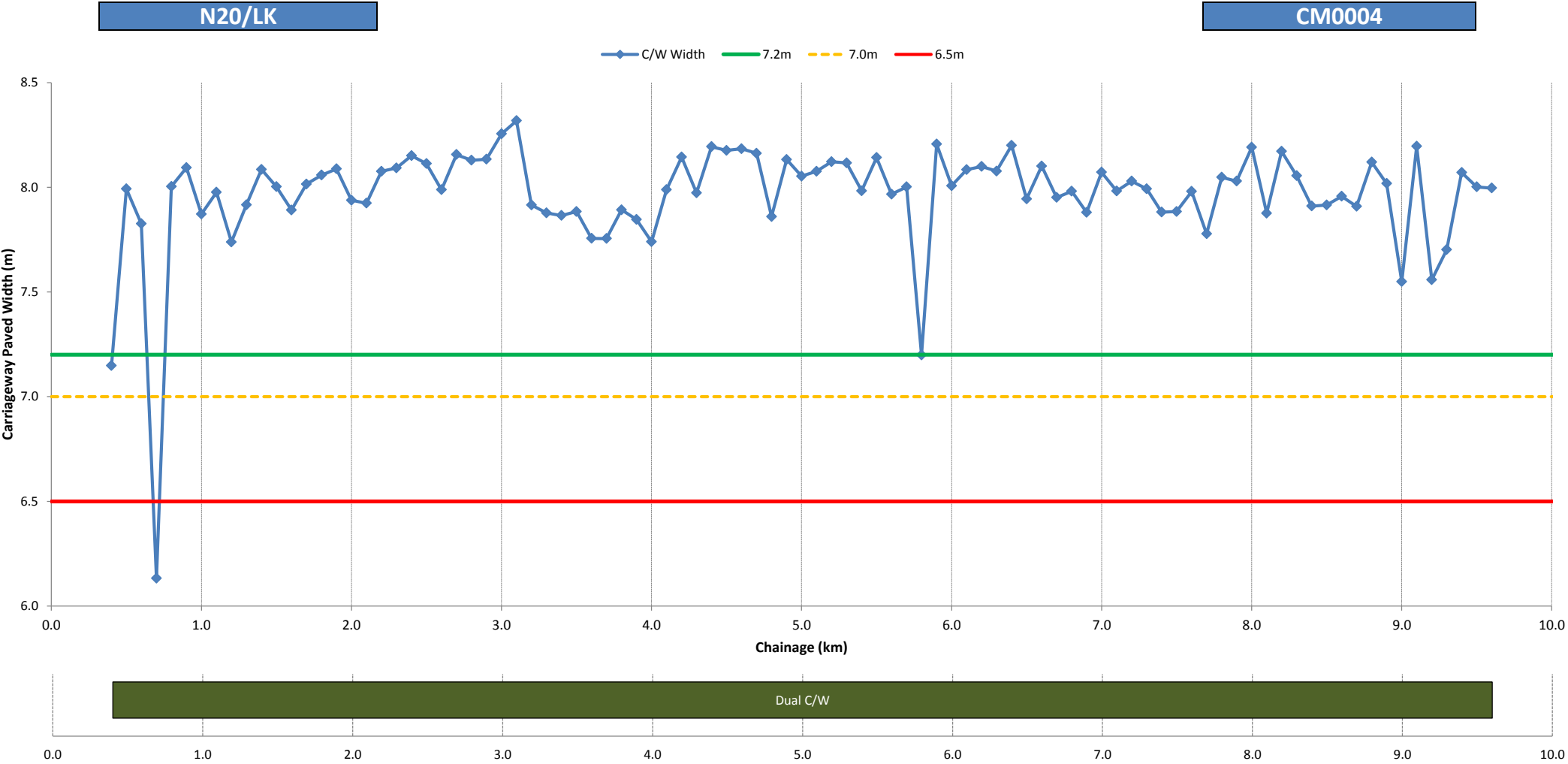
Scale: 1: 10,000 @ A3

Date: 11/09/2017



Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S1	0.0	5.1	7.1	<6.5 & >7.2
O'Rourke's Cross-S2(a)	5.1	5.2	7.3	Urban
O'Rourke's Cross-S2(b)	5.2	5.5	6.9	Urban
O'Rourke's Cross-S2(c)	5.5	5.6	6.4	Urban
S3	5.6	10.5	6.9	<6.5 & >7.2
Ballinfreera-S4(a)	10.5	10.7	7.1	<6.5 & >7.2
Ballinfreera-S4(b)	10.7	11.1	7.0	Urban

Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S5	11.1	14.0	7.0	<6.5 & >7.2
S6	14.0	23.8	7.7	≥7.2m
	23.8			



Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
	0.0	0.4		
S1	0.4	9.6	8.0	Dual C/W
	9.6			

Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band

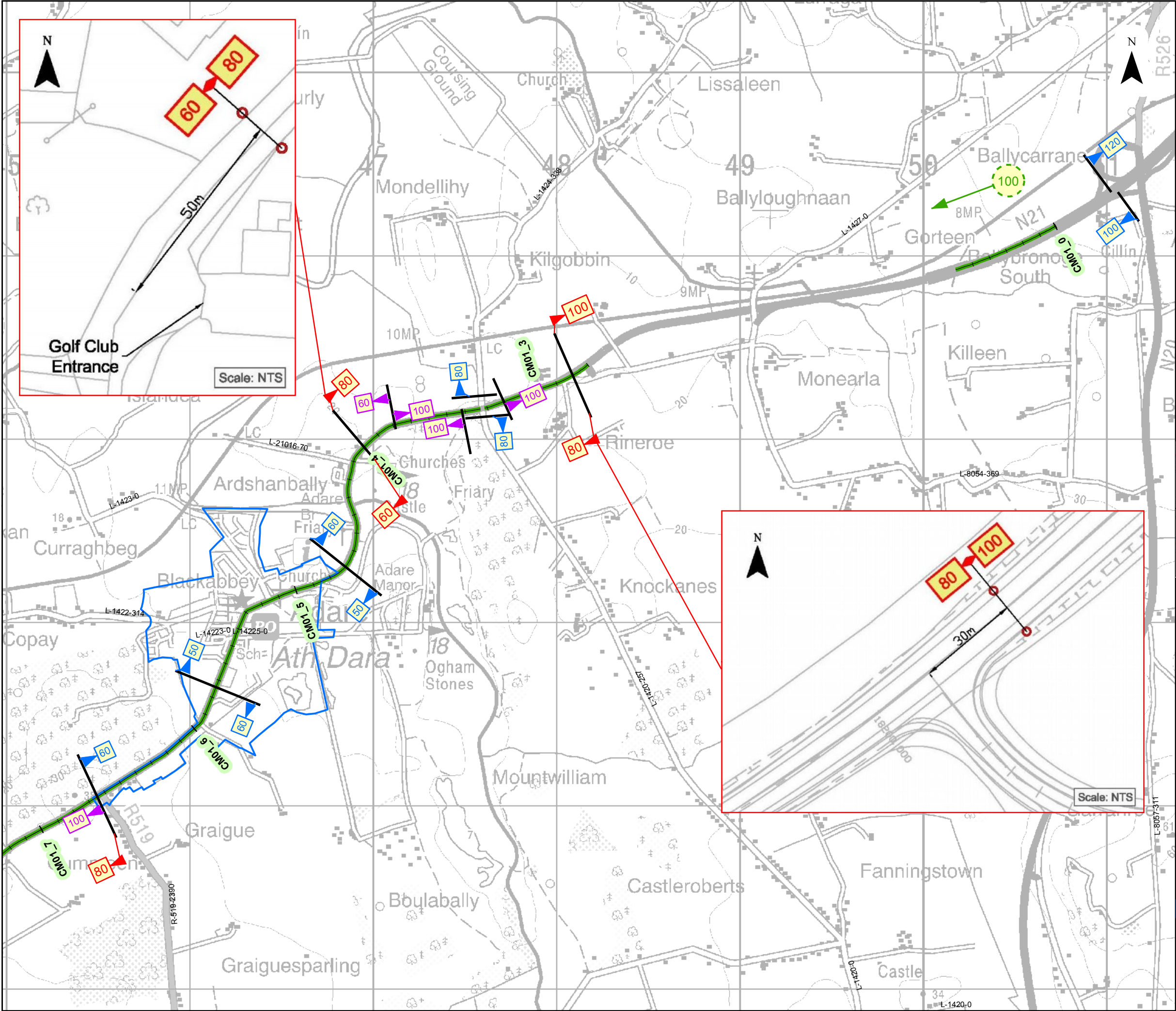
Appendix C

Sub Title: Route 3 – N21



Contents

- Route Speed Limit Proposal Maps/Drawings
- Carriageway Width Graphs



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

▶ 100

Existing Speed Limit on this Section

▶ 100

Proposed Speed Limit on this Section

50

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

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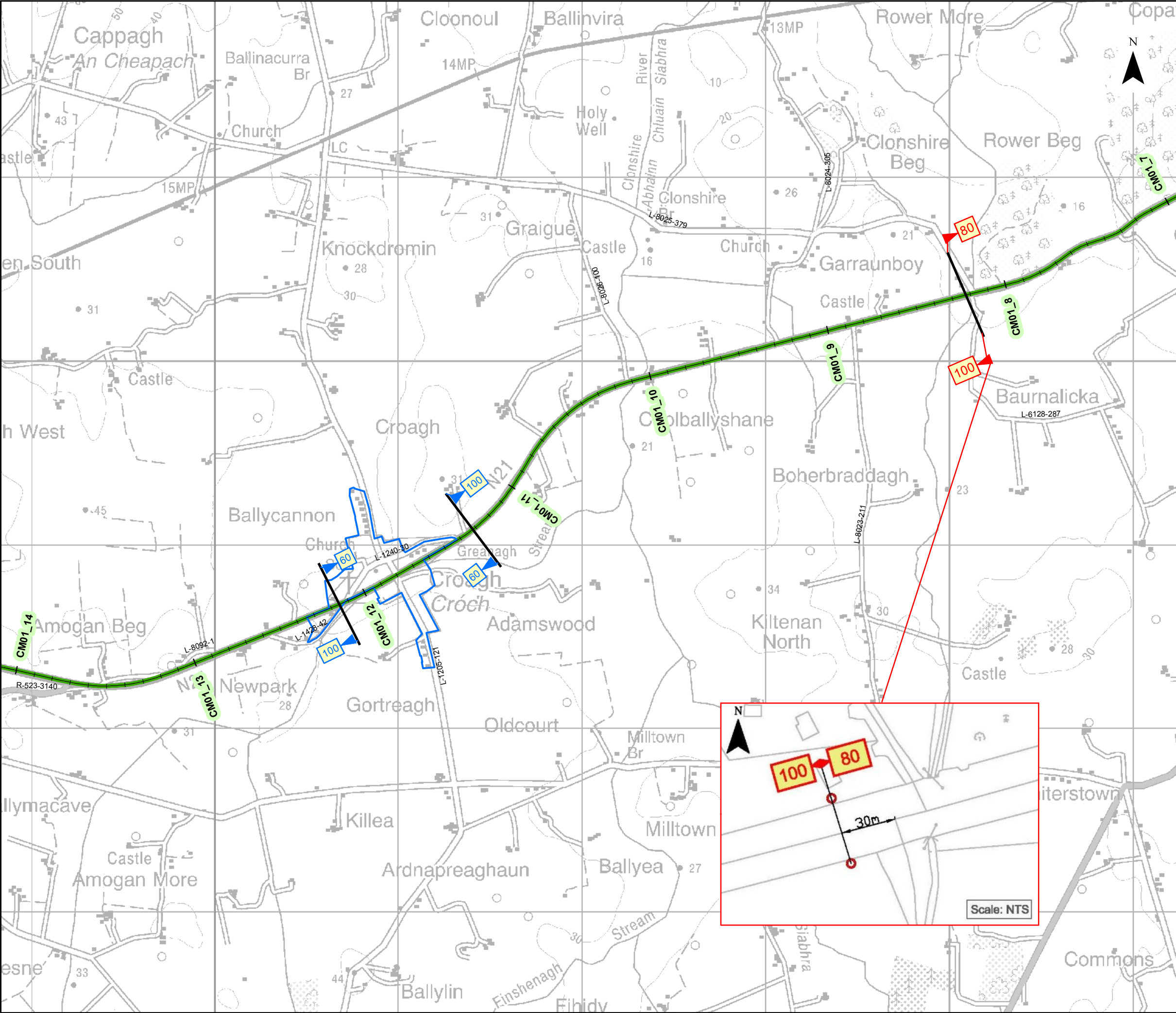
National Road Speed Limit Review

Title

Route N21 - Proposed Speed Limits

Issue Details

Drawn By: HF	Project No. MGT0291	Projection: ITM
Checked By: SF	File Ref: MGT0291Arc1011-N21-F02	Office Issue: Galway
Approved By: RO'C	Drawing No. N21-1 of 8	Rev: F02
Scale: 1: 20,000 @ A3	Date: 11/09/2017	



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Kerry

Cork

Limerick

South Tipperary

Client

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Project

National Road Speed Limit Review

Title

Route N21 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1011-N21-F02

Office Issue: Galway

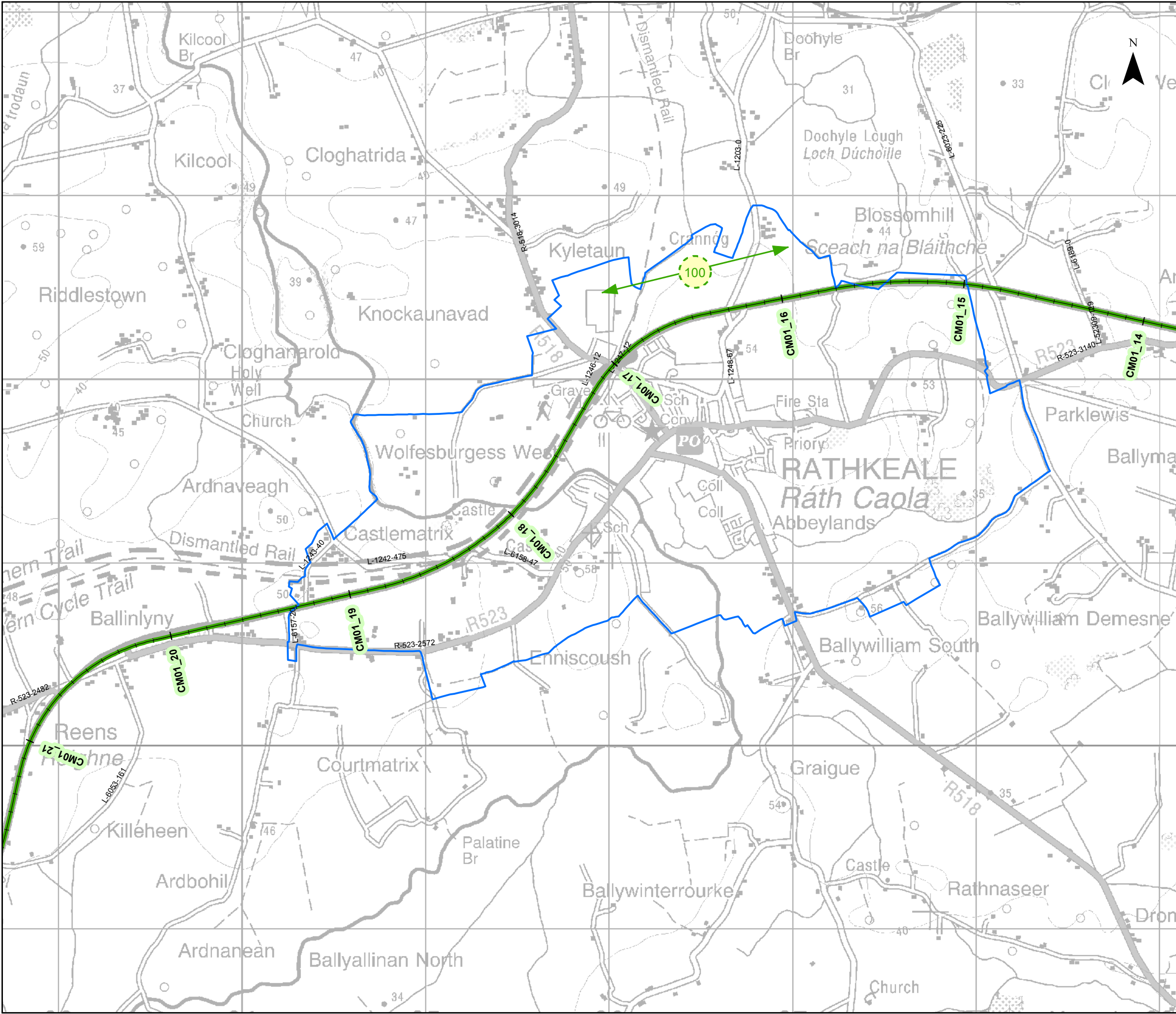
Approved By: RO'C

Scale: 1: 20,000 @ A3

Drawing No. N21-2 of 8

Rev: F02

Date: 11/09/2017



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

100

▶

Existing Speed Limit on this Section

100

▶

Proposed Speed Limit on this Section

50

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

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Route N21 - Proposed Speed Limits

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Project No. MGT0291

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Checked By: SF

File Ref: MGT0291Arc1011-N21-F02

Office Issue: Galway

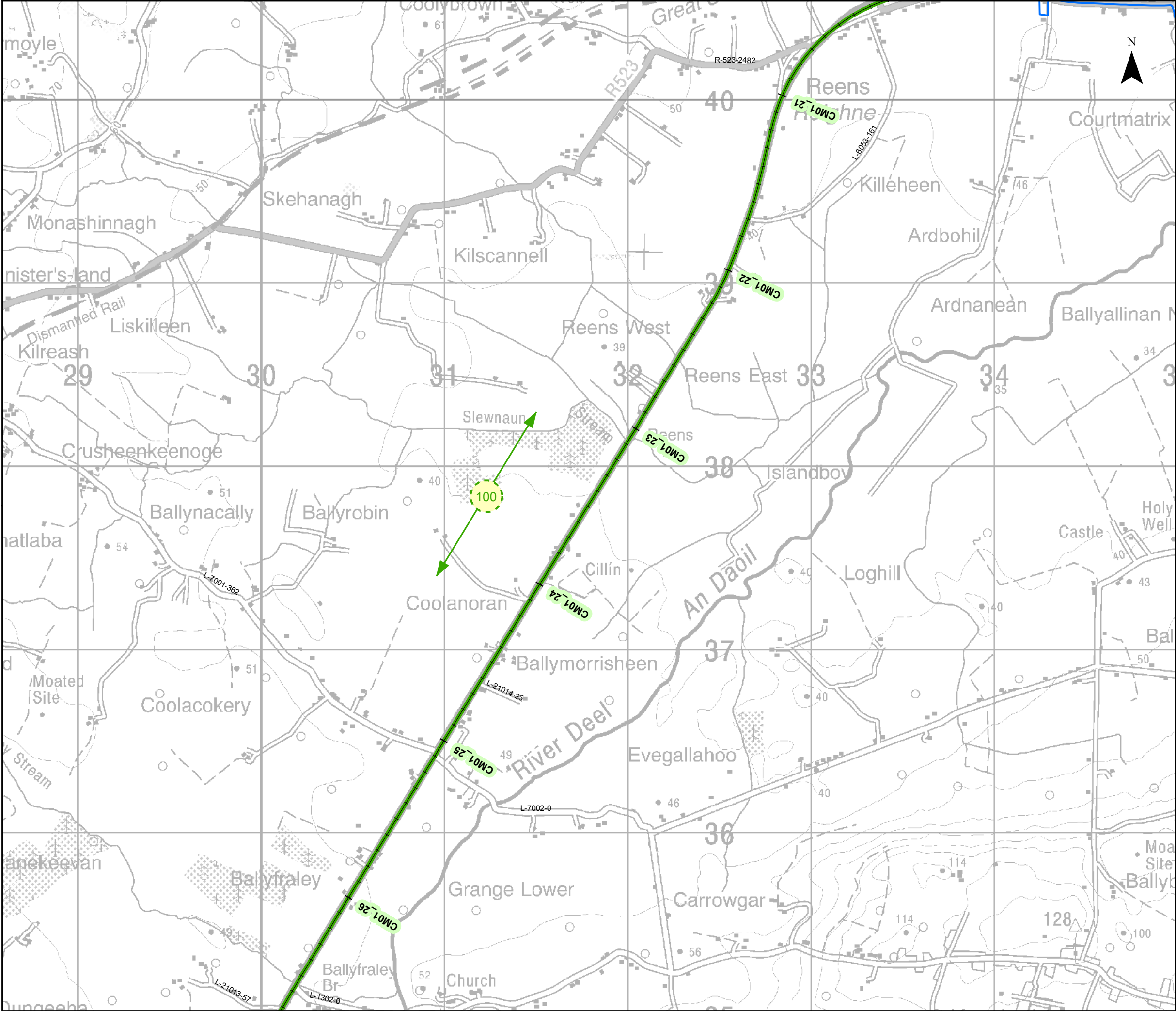
Approved By: RO'C

Drawing No. N21-3 of 8

Rev: F02

Scale: 1: 20,000 @ A3

Date: 11/09/2017



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

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Cork

Limerick

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Project

National Road Speed Limit Review

Title

Route N21 - Proposed Speed Limits

Issue Details

Drawn By: HF

Checked By: SF

Approved By: RO'C

Scale: 1: 20,000 @ A3

Date: 11/09/2017

Project No. MGT0291

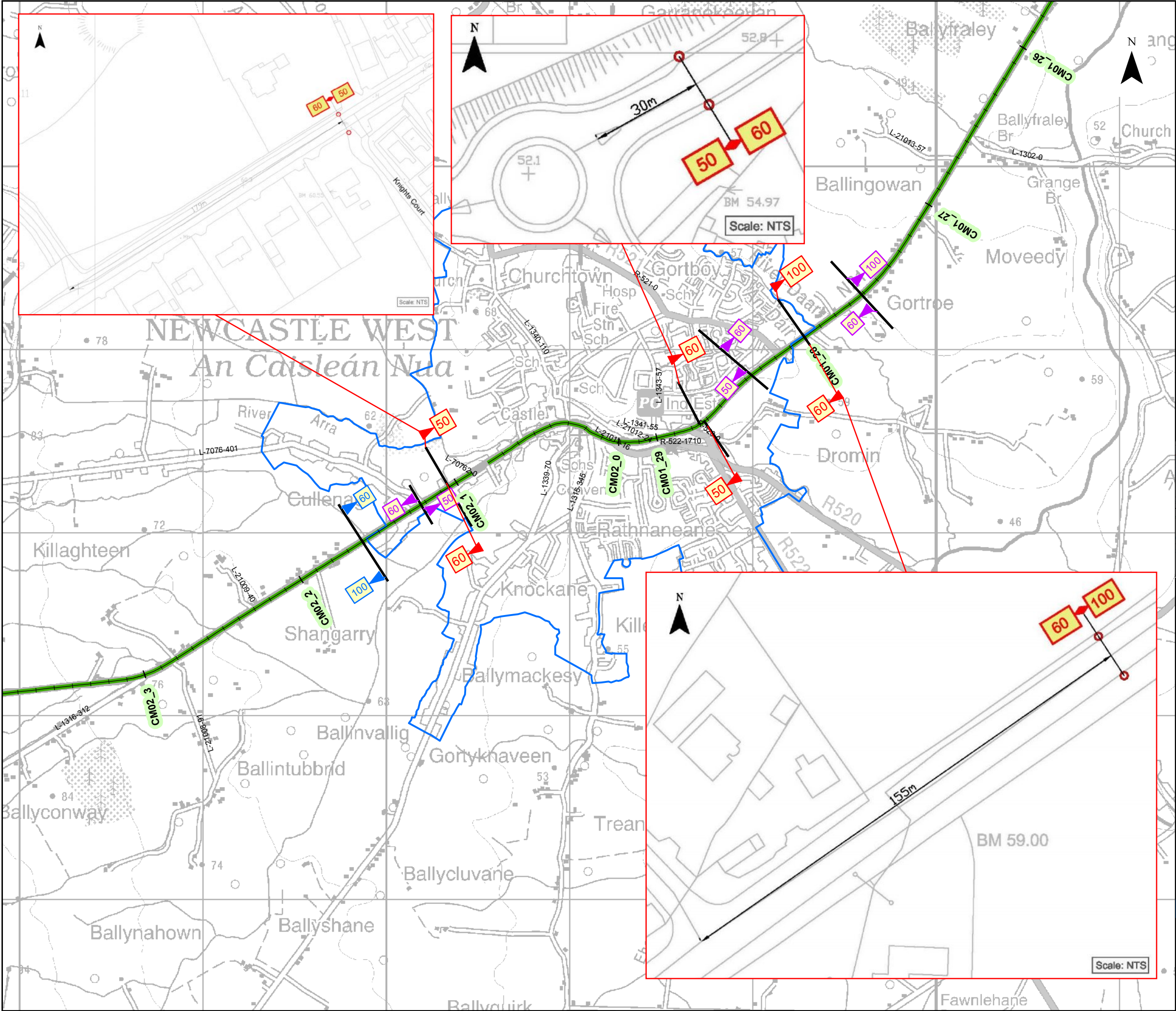
File Ref: MGT0291Arc1011-N21-F02

Drawing No. N21-4 of 8

Rev: F02

Projection: ITM

Office Issue: Galway



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

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Project

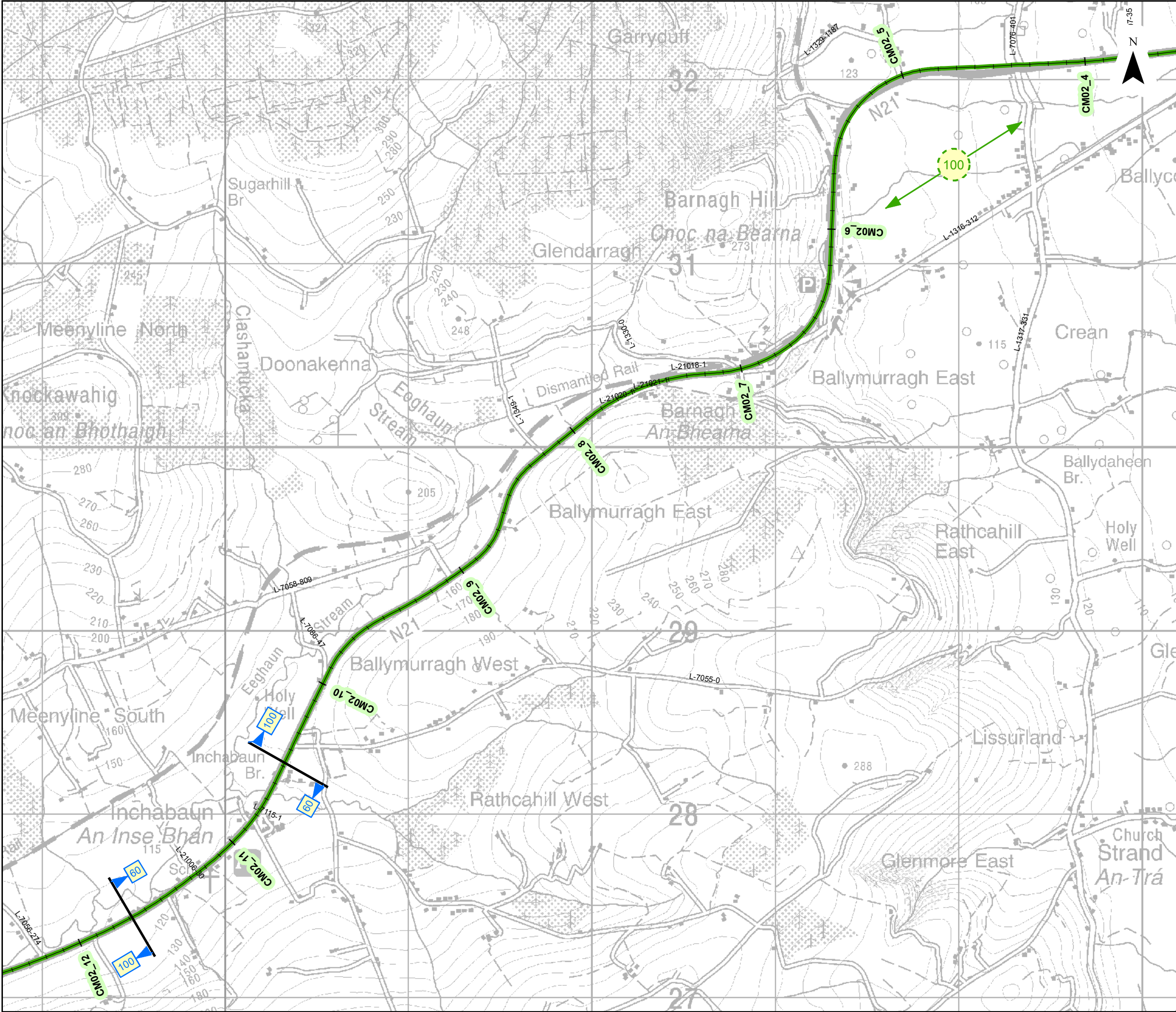
National Road Speed Limit Review

Title

Route N21 - Proposed Speed Limits

Issue Details

Drawn By: HF	Project No. MGT0291	Projection: ITM
Checked By: SF	File Ref: MGT0291Arc1011-N21-F02	Office Issue: Galway
Approved By: RO'C	Drawing No. N21-5 of 8	Rev: F02
Scale: 1: 20,000 @ A3	Date: 11/09/2017	



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Lyrr Building,
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H91 H9CK,
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Tel: +353 (0)91 400 200
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Project

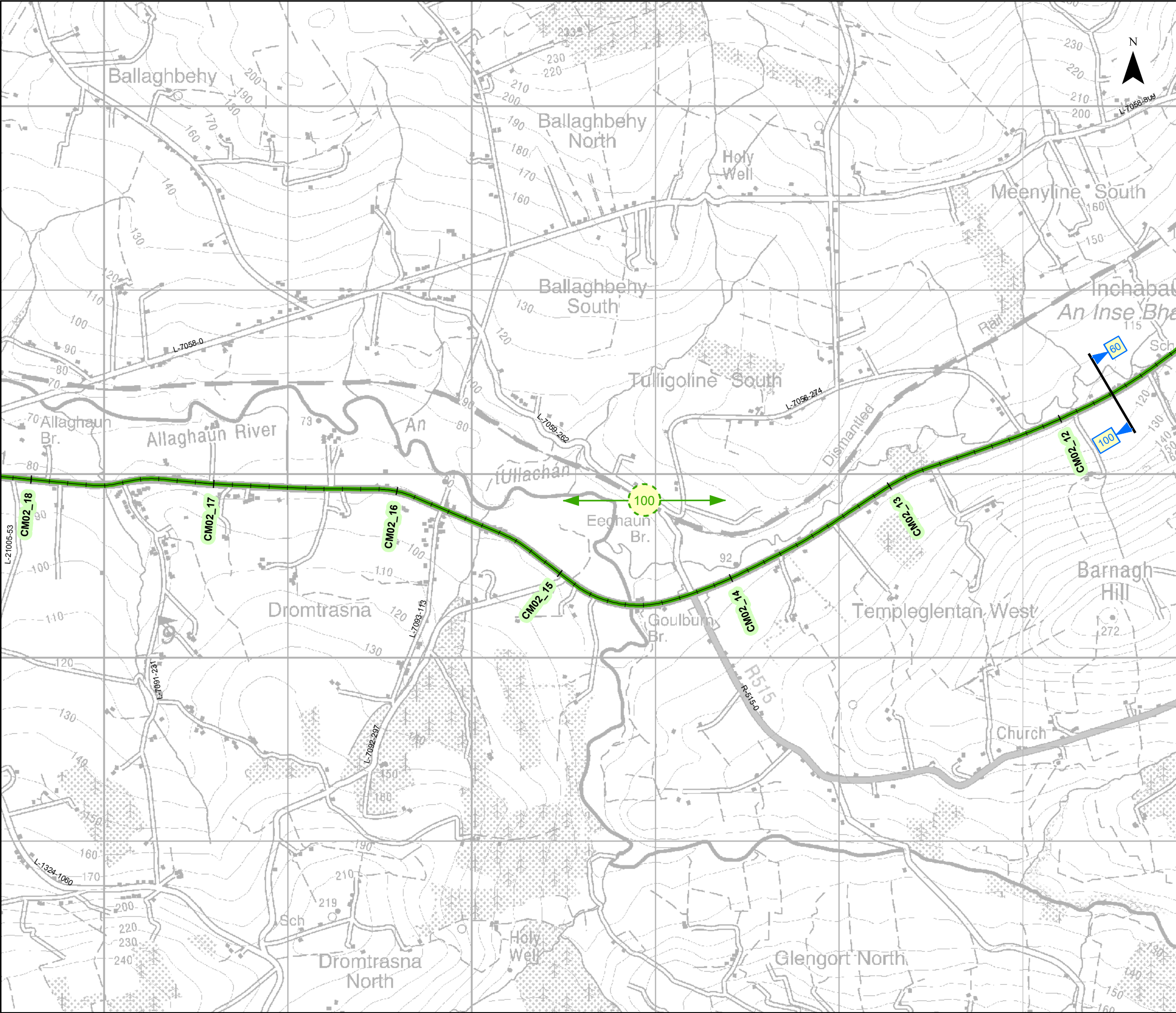
National Road Speed Limit Review

Title

Route N21 - Proposed Speed Limits

Issue Details

Drawn By: HF	Project No. MGT0291	Projection: ITM
Checked By: SF	File Ref: MGT0291Arc1011-N21-F02	Office Issue: Galway
Approved By: RO'C	Drawing No. N21-6 of 8	Rev: F02
Scale: 1: 20,000 @ A3	Date: 11/09/2017	



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50
000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

Lyrr Building,
IDA Business & Technology Park,
Mervue, Galway,
H91 H9CK,
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Project

National Road Speed Limit Review

Title

Route N21 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1011-N21-F02

Office Issue: Galway

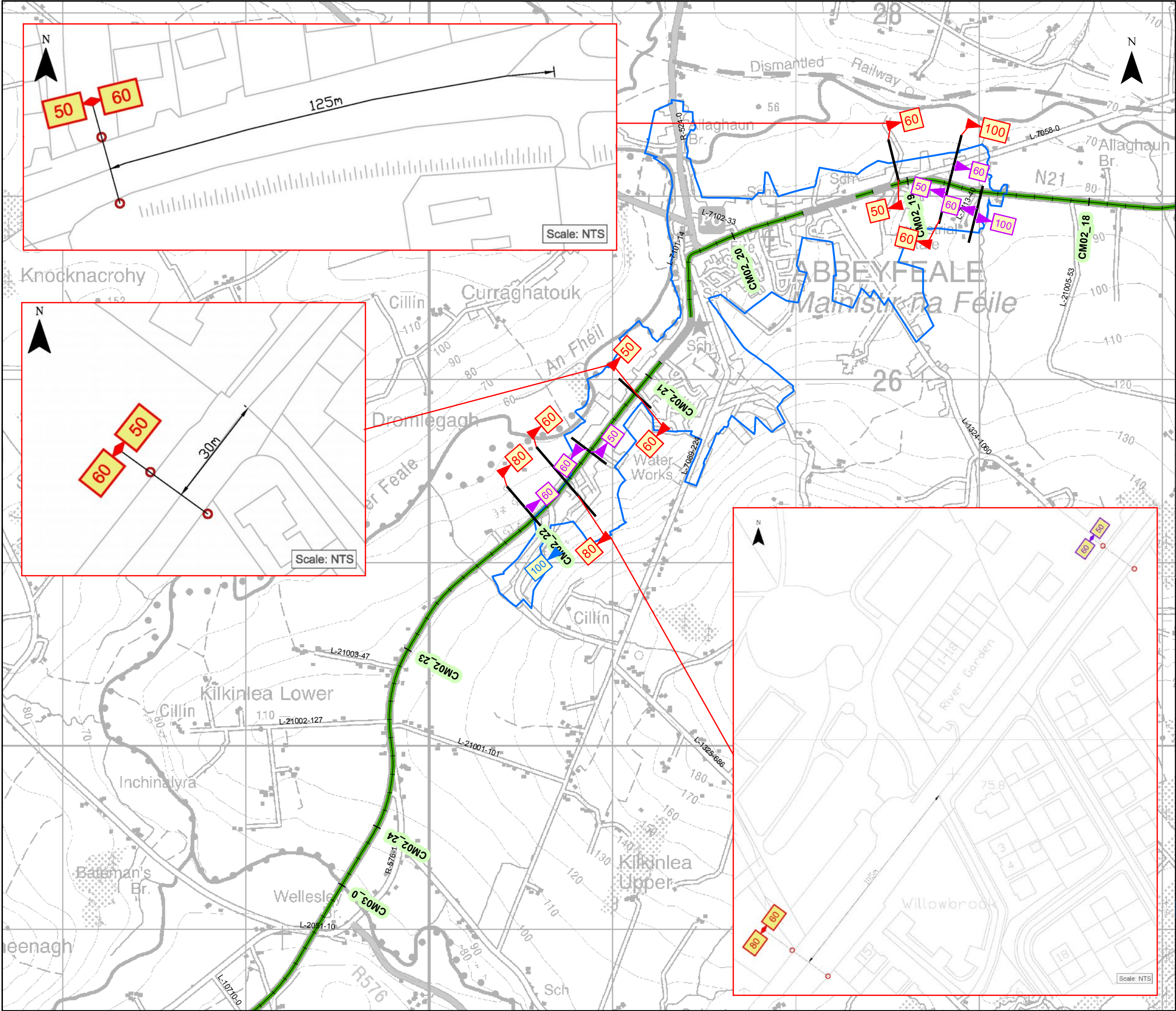
Approved By: RO'C

Drawing No. N21-7 of 8

Rev: F02

Scale: 1: 20,000 @ A3

Date: 11/09/2017



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Kerry

Cork

Limerick

South Tipperary

Client

TIIV

Bonneagar Iompair Éireann

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RPS

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Project

National Road Speed Limit Review

Title

Route N21 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1011-N21-F02

Office Issue: Galway

Approved By: RO'C

Scale: 1: 20,000 @ A3

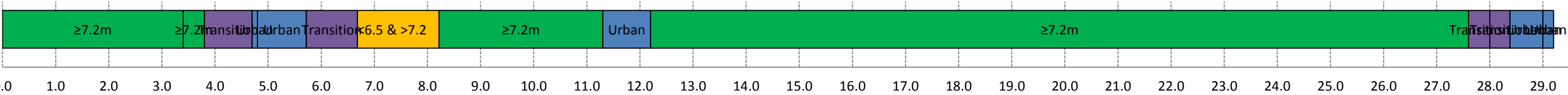
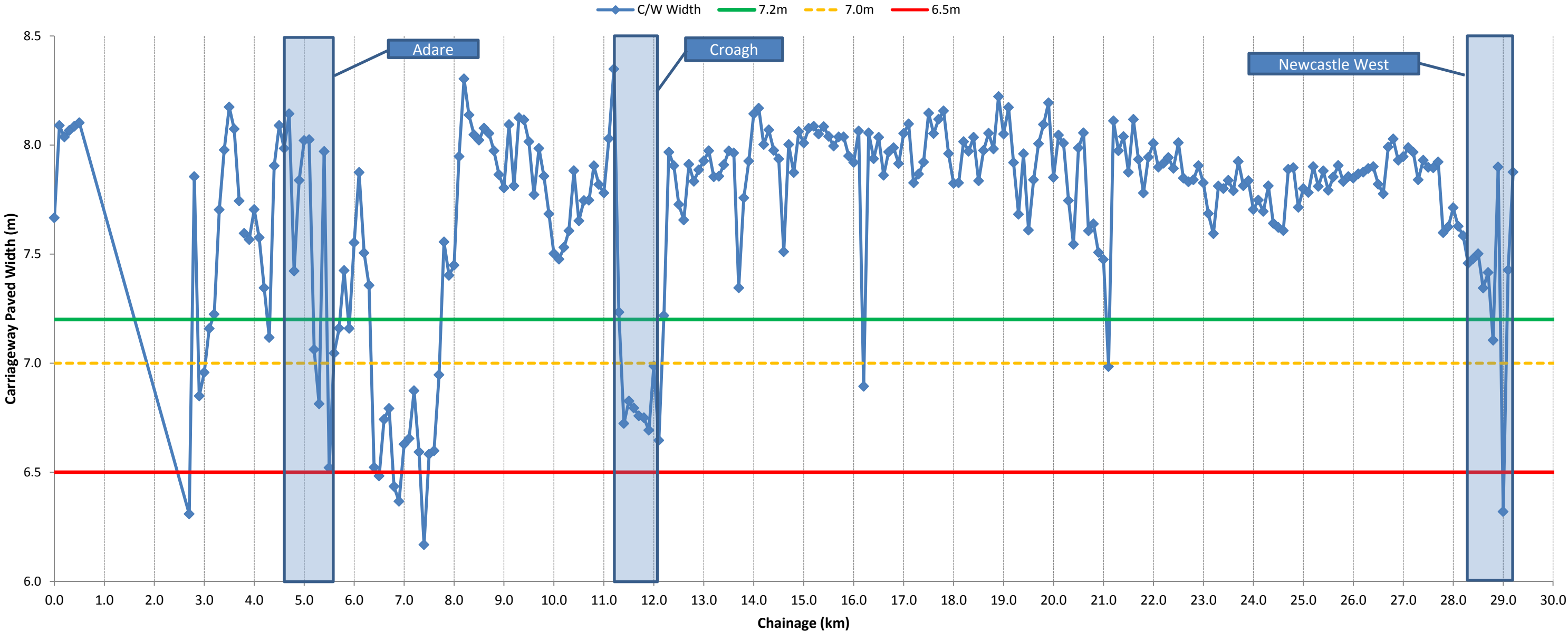
Drawing No. N21-8 of 8

Rev: F02

Date: 11/09/2017

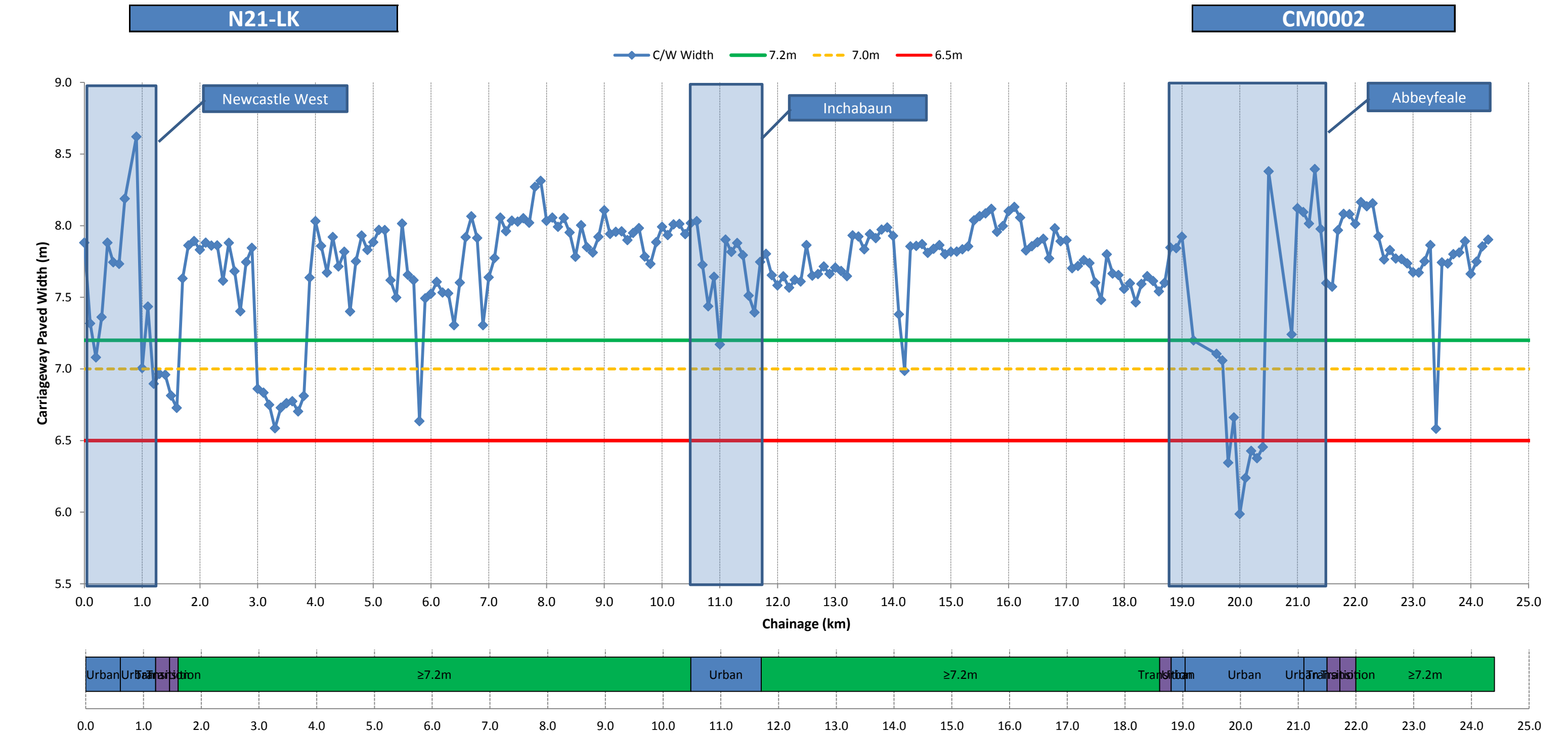
N21-LK

CM0001



Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S1	0.0	3.4	7.5	$\geq 7.2\text{m}$
S2	3.4	3.8	7.9	$\geq 7.2\text{m}$
S3	3.8	4.7	7.7	Transition
Adare-S4(a)	4.7	4.8	8.1	Urban
Adare-S4(b)	4.8	5.7	7.4	Urban
S5	5.7	6.7	7.2	Transition
S6	6.7	8.2	6.6	$< 6.5 \text{ \& } > 7.2$

Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S7	8.2	11.3	7.9	$\geq 7.2\text{m}$
Croagh-S8	11.3	12.2	6.8	Urban
S9	12.2	27.6	7.9	$\geq 7.2\text{m}$
S10(a)	27.6	28.0	7.8	Transition
S10(b)	28.0	28.4	7.6	Transition
Newcastle West-S11(a)	28.4	29.0	7.4	Urban
Newcastle West-S11(b)	29.0	29.2	7.2	Urban



Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
Newcastle West-S11(c)	0.0	0.6	7.5	Urban
Newcastle West-S11(d)	0.6	1.2	7.8	Urban
S12(a)	1.2	1.5	6.9	Transition
S12(b)	1.5	1.6	6.9	Transition
S13	1.6	10.5	7.7	≥7.2m
Inchabaun-S14	10.5	11.7	7.7	Urban
S15	11.7	18.6	7.8	≥7.2m

Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S16	18.6	18.8	7.6	Transition
Abbeyfeale-S17(a)	18.8	19.0	8.1	Urban
Abbeyfeale-S17(b)	19.0	21.1	7.0	Urban
Abbeyfeale-S17(c)	21.1	21.5	7.8	Urban
S18(a)	21.5	21.7	7.6	Transition
S18(b)	21.7	22.0	8.0	Transition
S19	22.0	24.4	7.8	≥7.2m

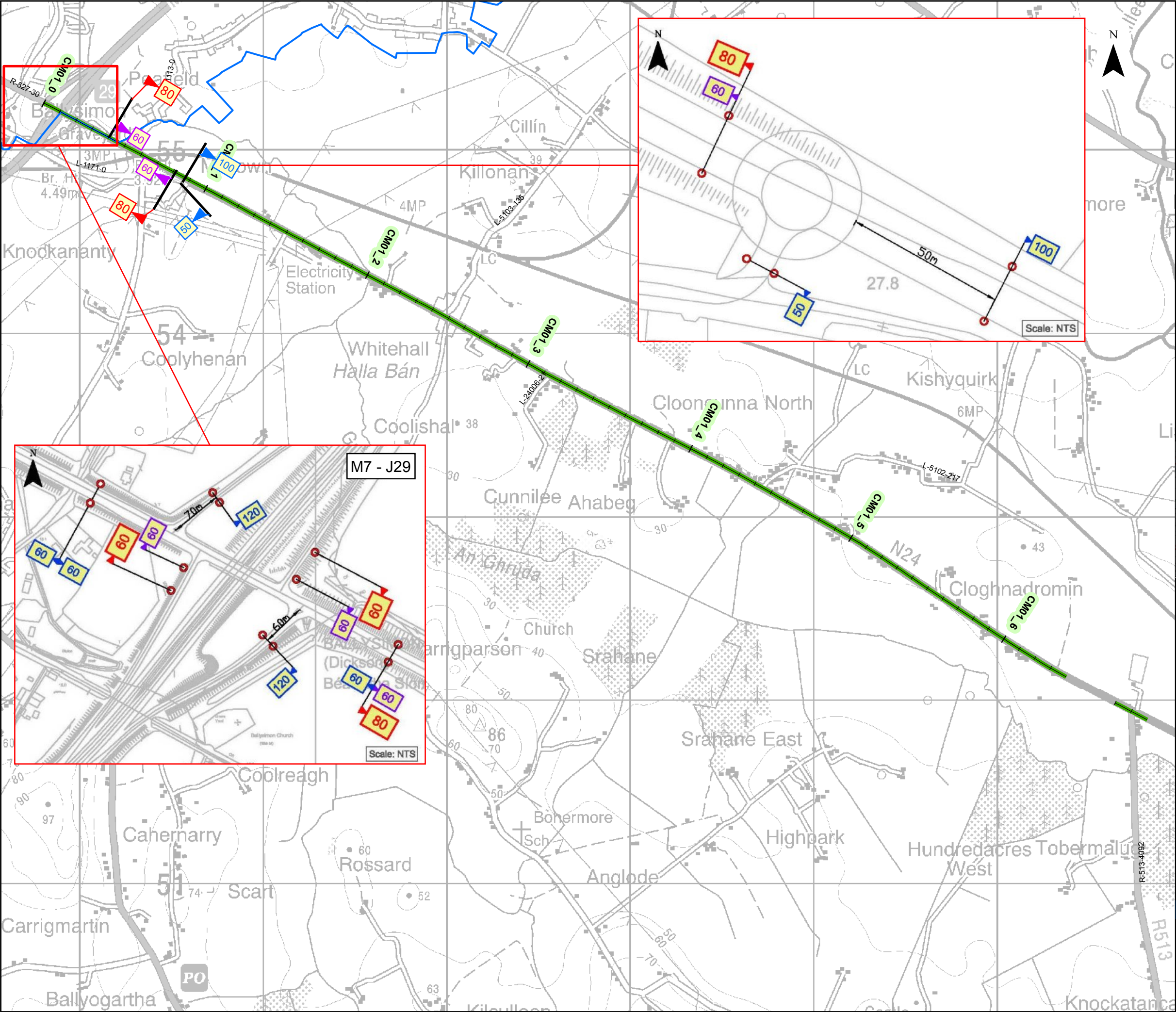
Appendix D

Sub Title: Route 4 – N24



Contents

- Route Speed Limit Proposal Maps/Drawings
- Carriageway Width Graphs



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

100

▶

Existing Speed Limit on this Section

100

▶

Proposed Speed Limit on this Section

50

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

TII

Bonneagar Iompair Éireann

Transport Infrastructure Ireland

RPS

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Project

National Road Speed Limit Review

Title

Route N24 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1001-N24-F02

Office Issue: Galway

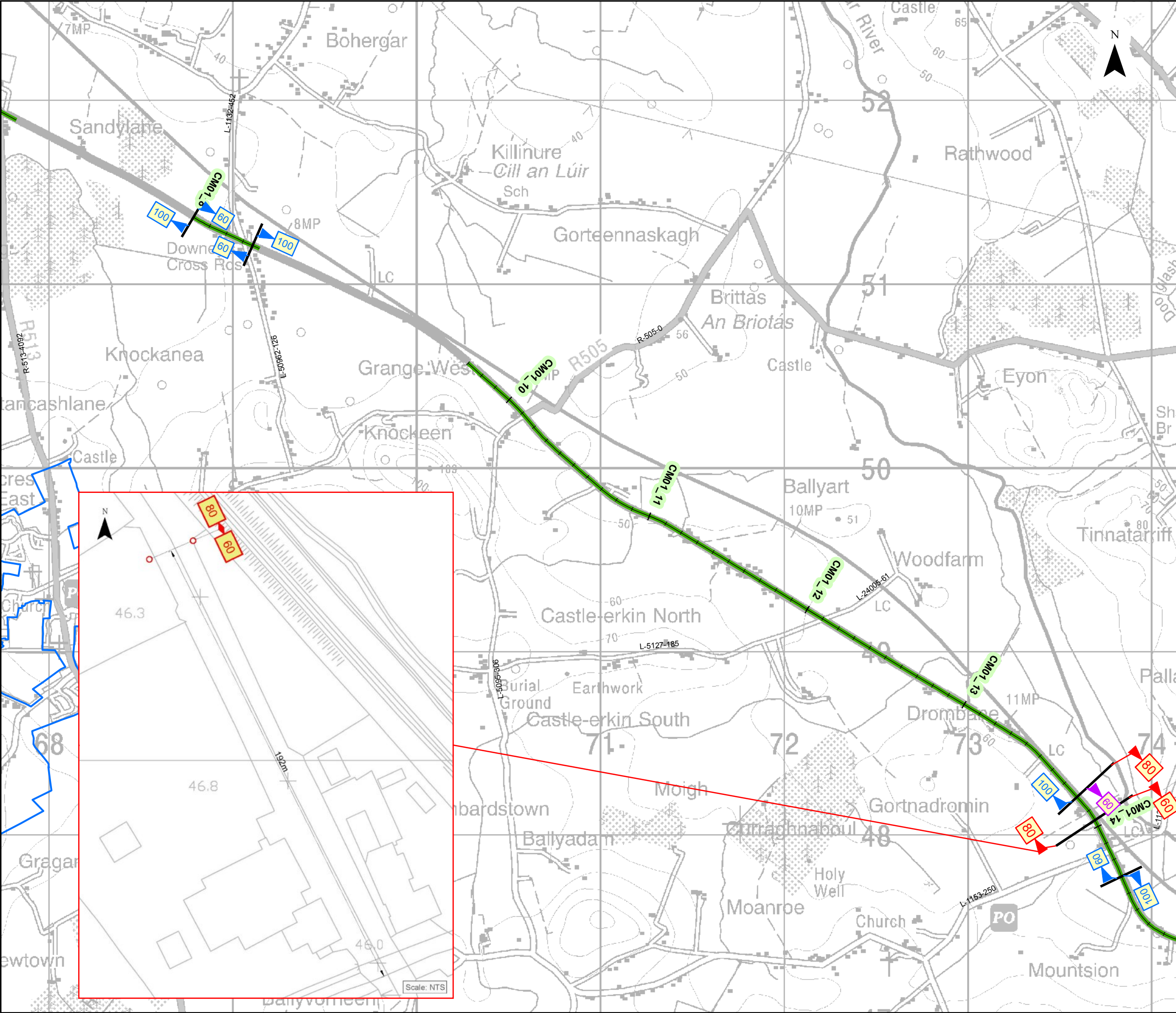
Approved By: RO'C

Drawing No. N24-1 of 14

Rev: F02

Scale: 1: 20,000 @ A3

Date: 11/09/2017



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50
000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Limerick City

Limerick

Cork

North Tipperary

South Tipperary

Waterford

Waterford City

Wexford

Kilkenny

Callow

Client

TIIV

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Project

National Road Speed Limit Review

Title

Route N24 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1001-N24-F02

Office Issue: Galway

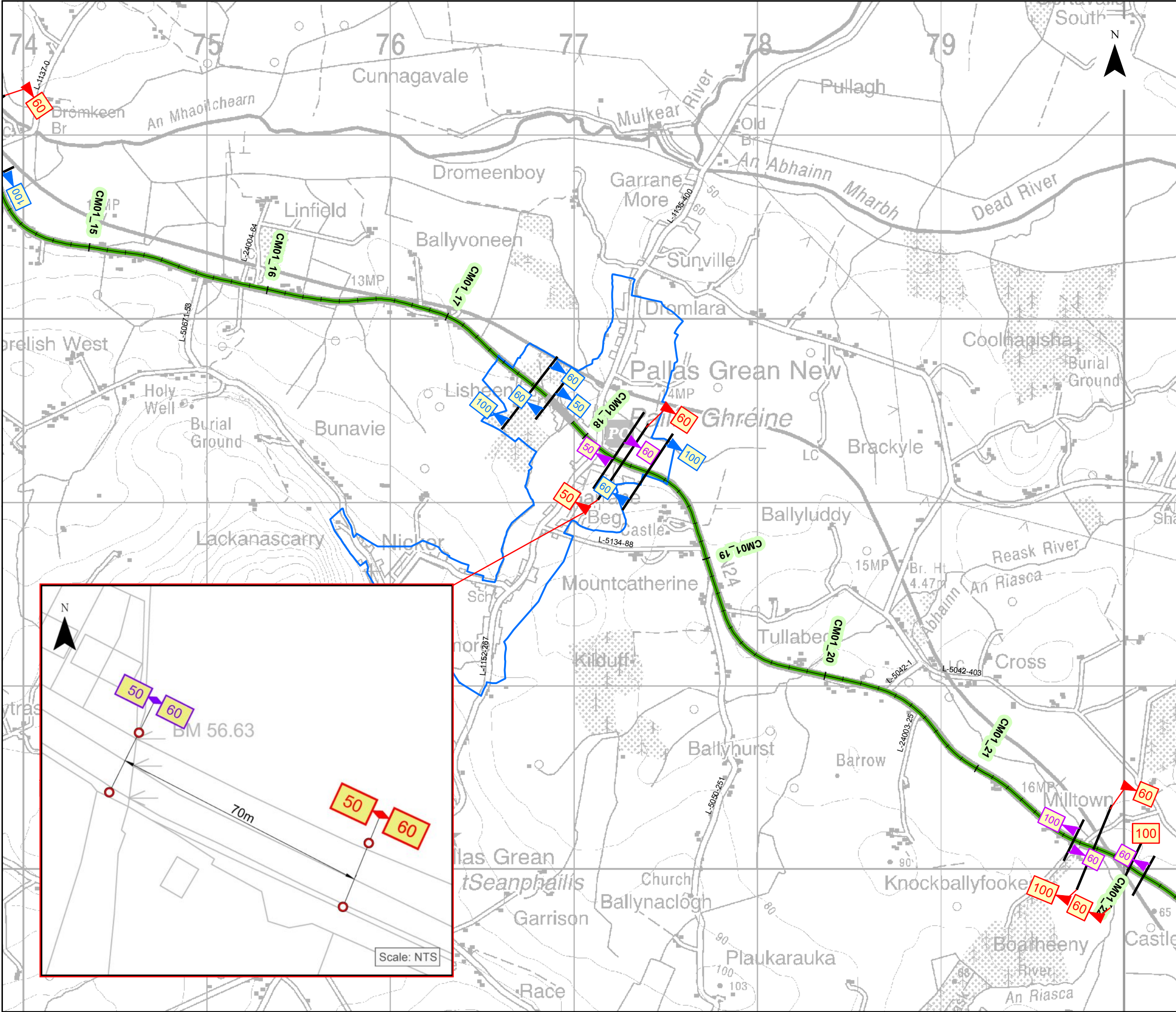
Approved By: RO'C

Drawing No. N24-2 of 14

Rev: F02

Scale: 1: 20,000 @ A3

Date: 11/09/2017



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Clare

Limerick City

Limerick

North Tipperary

South Tipperary

Cork

Waterford

Waterford City

Wexford

Kilkenny

Carlow

Client

TII

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Project

National Road Speed Limit Review

Title

Route N24 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1001-N24-F02

Office Issue: Galway

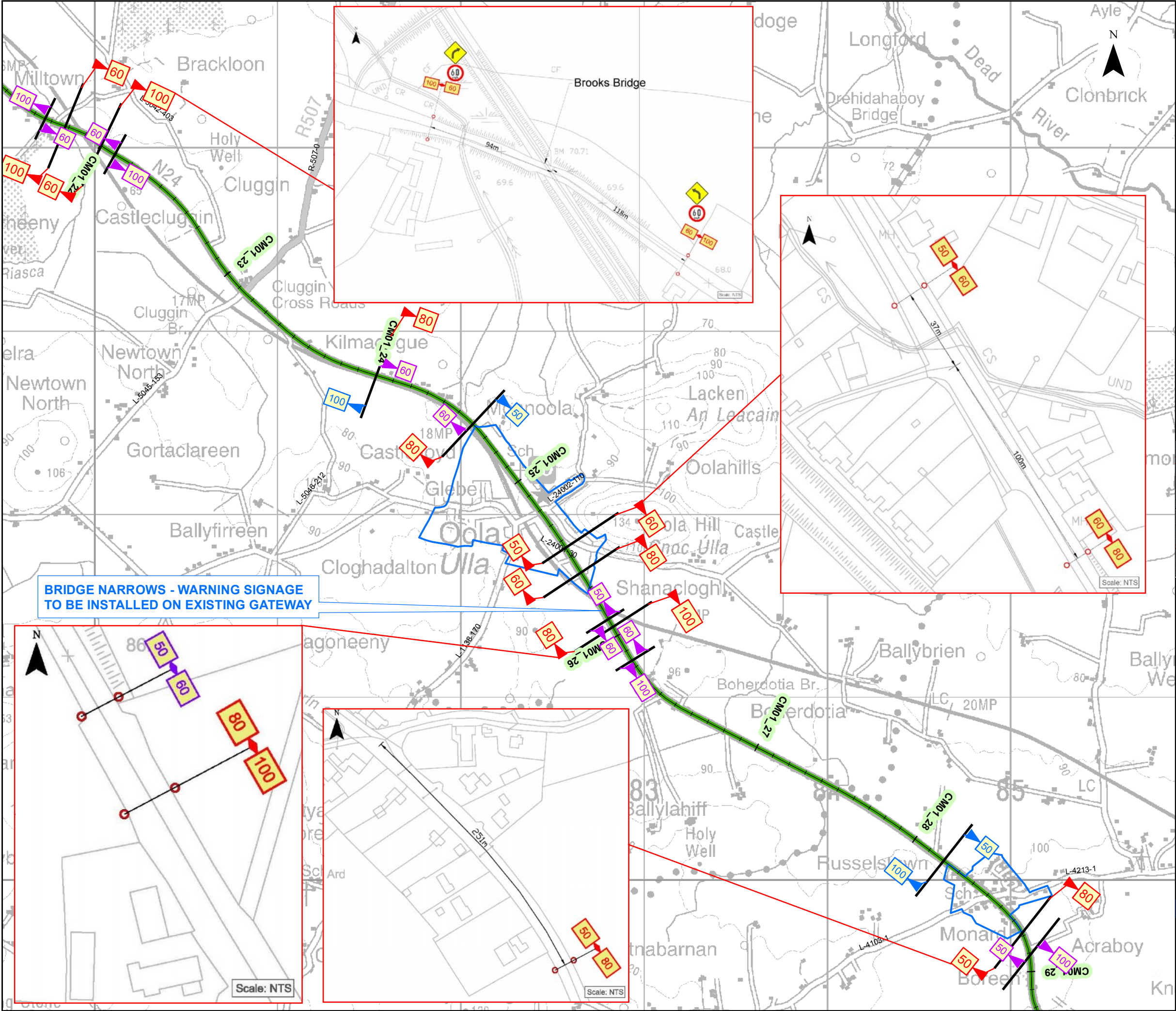
Approved By: RO'C

Scale: 1: 20,000 @ A3

Drawing No. N24-3 of 14

Rev: F02

Date: 11/09/2017



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

TIIV

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Project

National Road Speed Limit Review

Title

Route N24 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1001-N24-F02

Office Issue: Galway

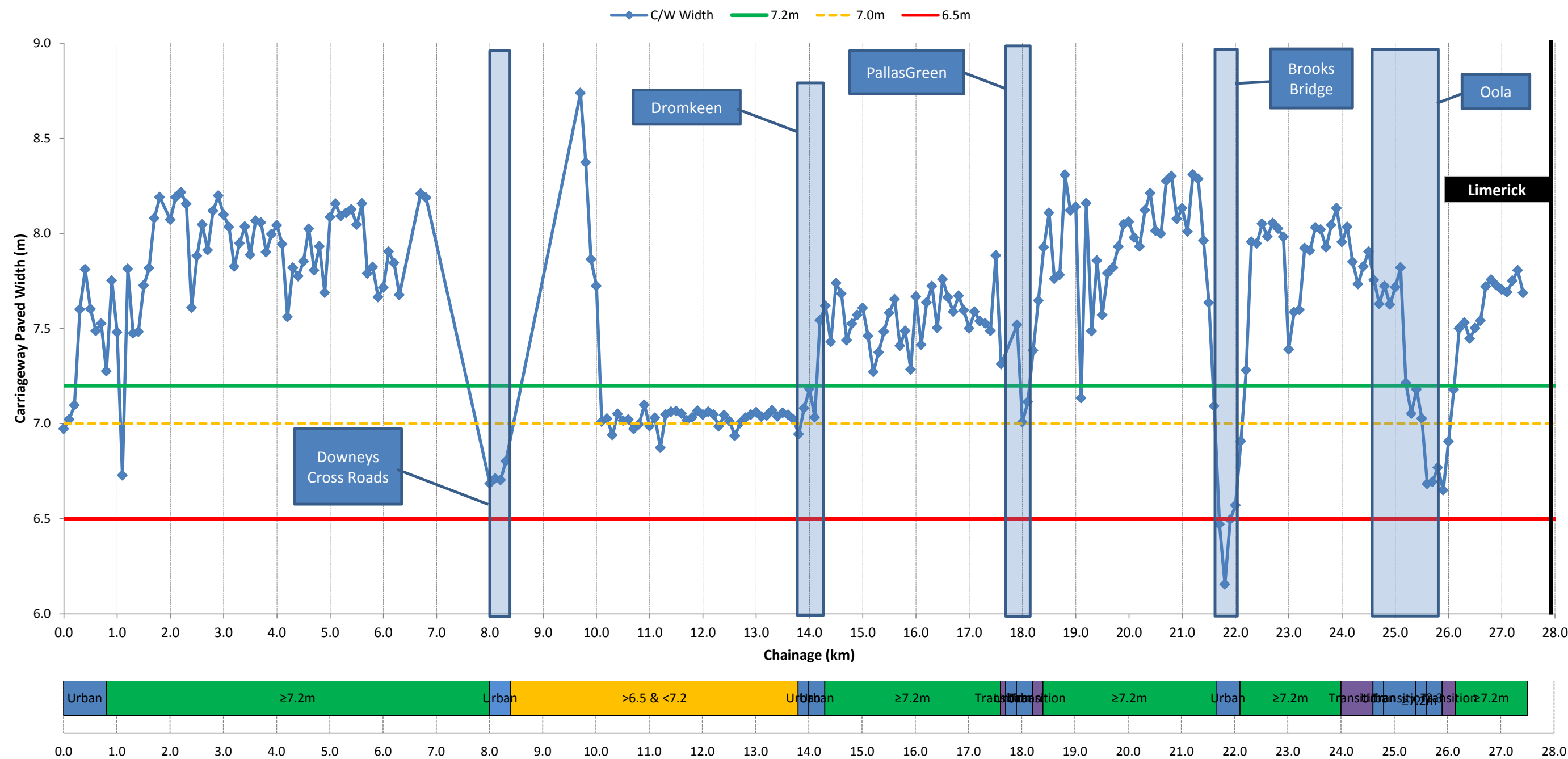
Approved By: RO'C

Drawing No. N24-4 of 14

Rev: F02

Scale: 1: 20,000 @ A3

Date: 11/09/2017



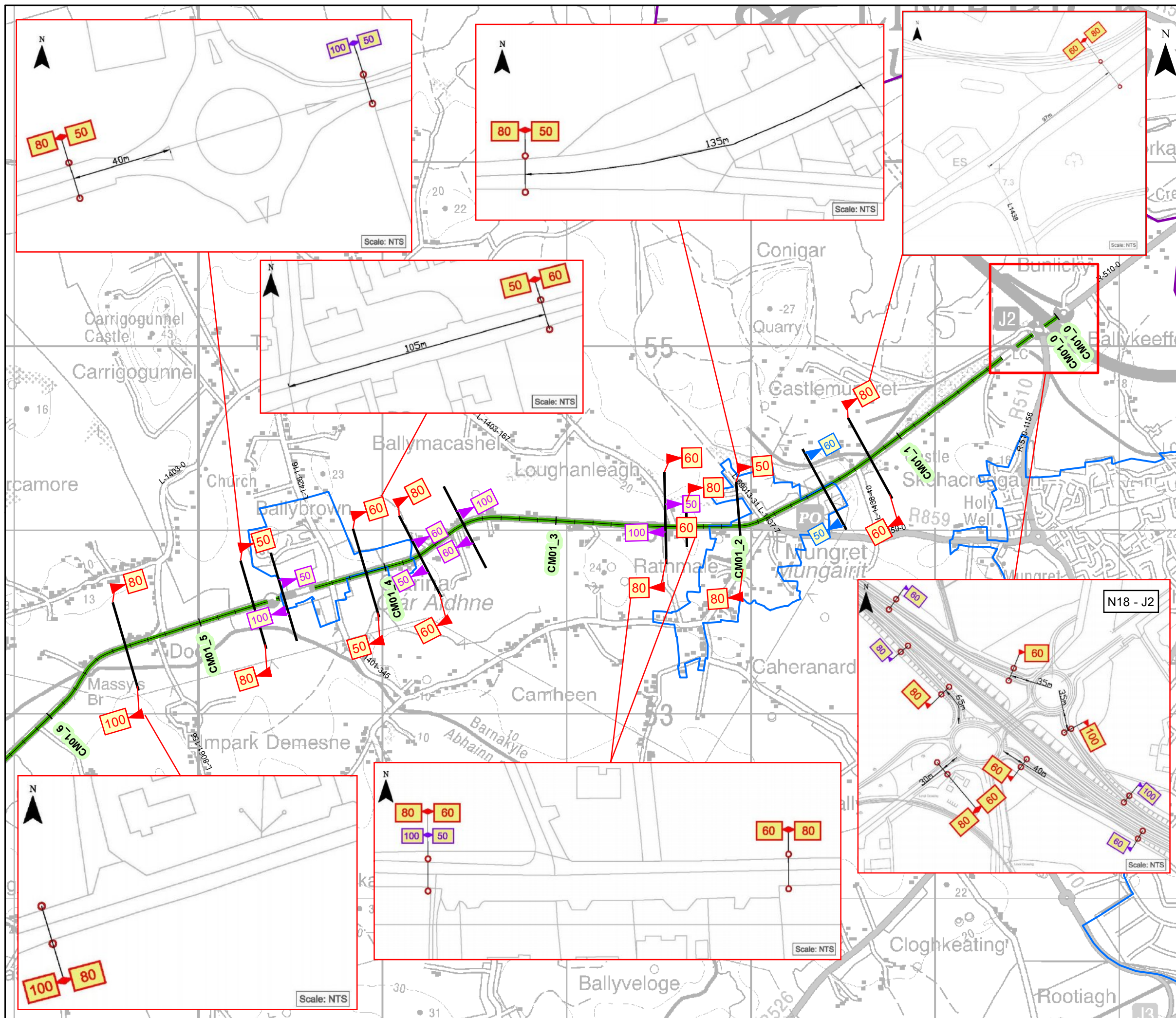
Appendix E

Sub Title: Route 5 – N69



Contents

- Route Speed Limit Proposal Maps/Drawings
- Carriageway Width Graphs



Legend

- Proposed Terminal Speed Limit Location
- Existing Terminal Speed Limit Location To be Retained
- Existing Terminal Speed Limit Location Proposed for Removal
- Periodic Speed Limit
- Existing Speed Limit on this Section
- Proposed Speed Limit on this Section
- New F401 Speed Limit Ahead Required
- Legal Urban Boundaries
- Census Urban Boundaries

Client

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

RPS

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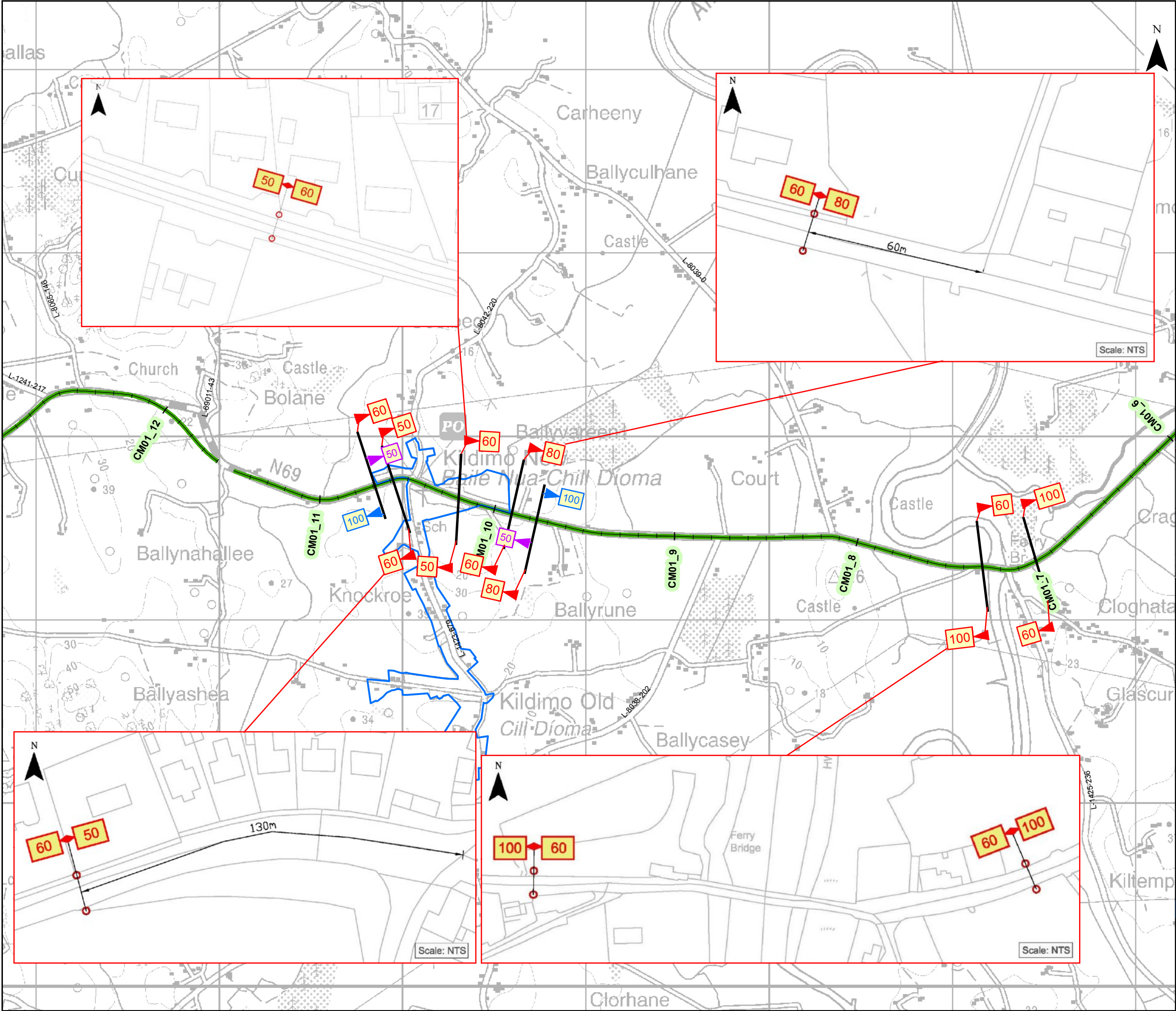
Project

National Road Speed Limit Review

Title

Route N69 - Proposed Speed Limits

Issue Details		
Drawn By: HF	Project No. MGT0291	Projection: ITM
Checked By: SF	File Ref: MGT0291Arc1012-N69-F02	Office Issue: Galway
Approved By: RO'C	Drawing No. N69-1 of 8	Rev: F02
Scale: 1: 20,000 @ A3	Date: 29/09/2017	



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

TII

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

RPS

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Project

National Road Speed Limit Review

Title

Route N69 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1012-N69-F02

Office Issue: Galway

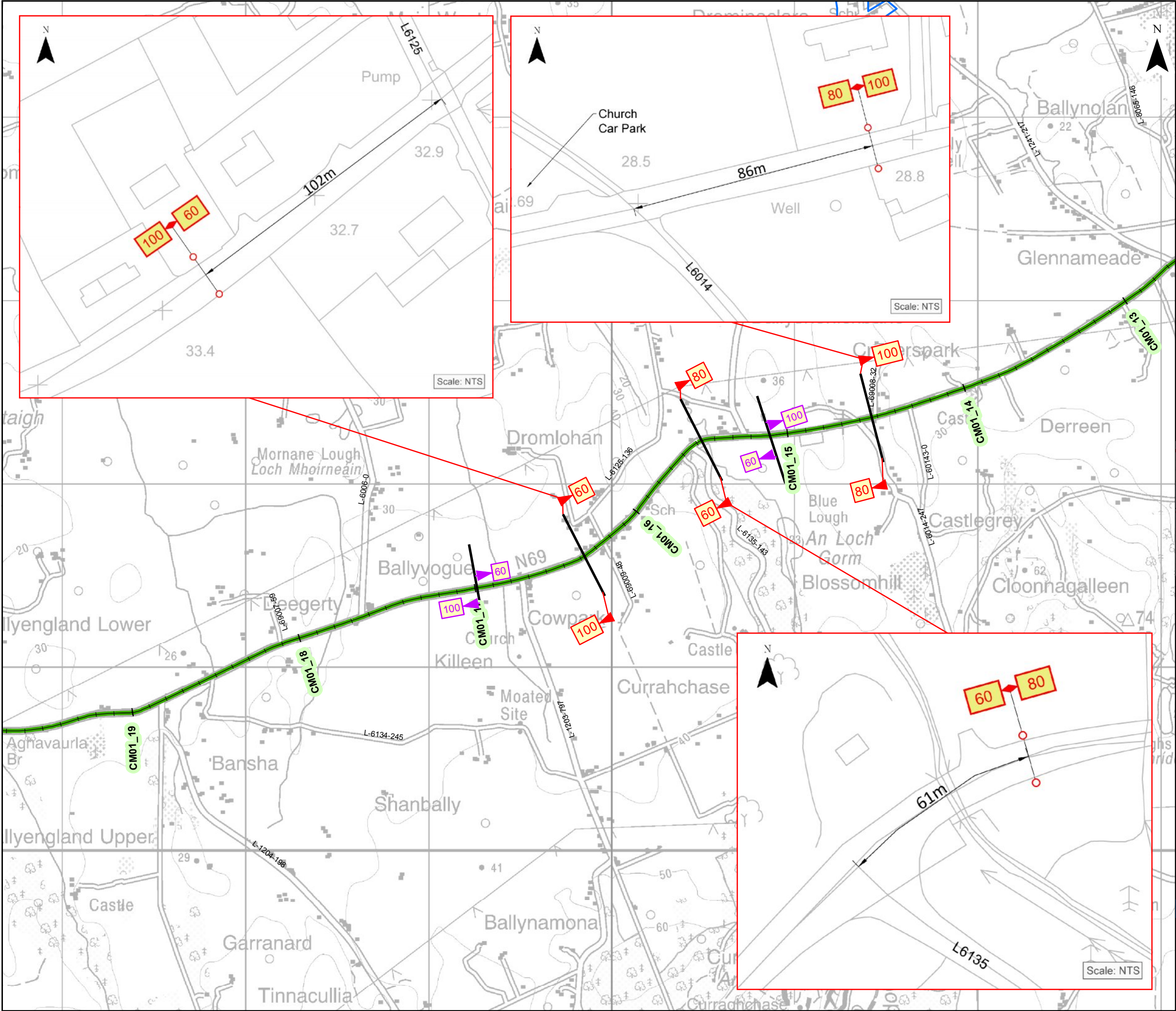
Approved By: RO'C

Drawing No. N69-2 of 8

Rev: F02

Scale: 1: 20,000 @ A3

Date: 29/09/2017



Legend

Proposed Terminal Speed Limit Location

Existing Terminal Speed Limit Location To be Retained

Existing Terminal Speed Limit Location Proposed for Removal

Periodic Speed Limit

Existing Speed Limit on this Section

Proposed Speed Limit on this Section

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

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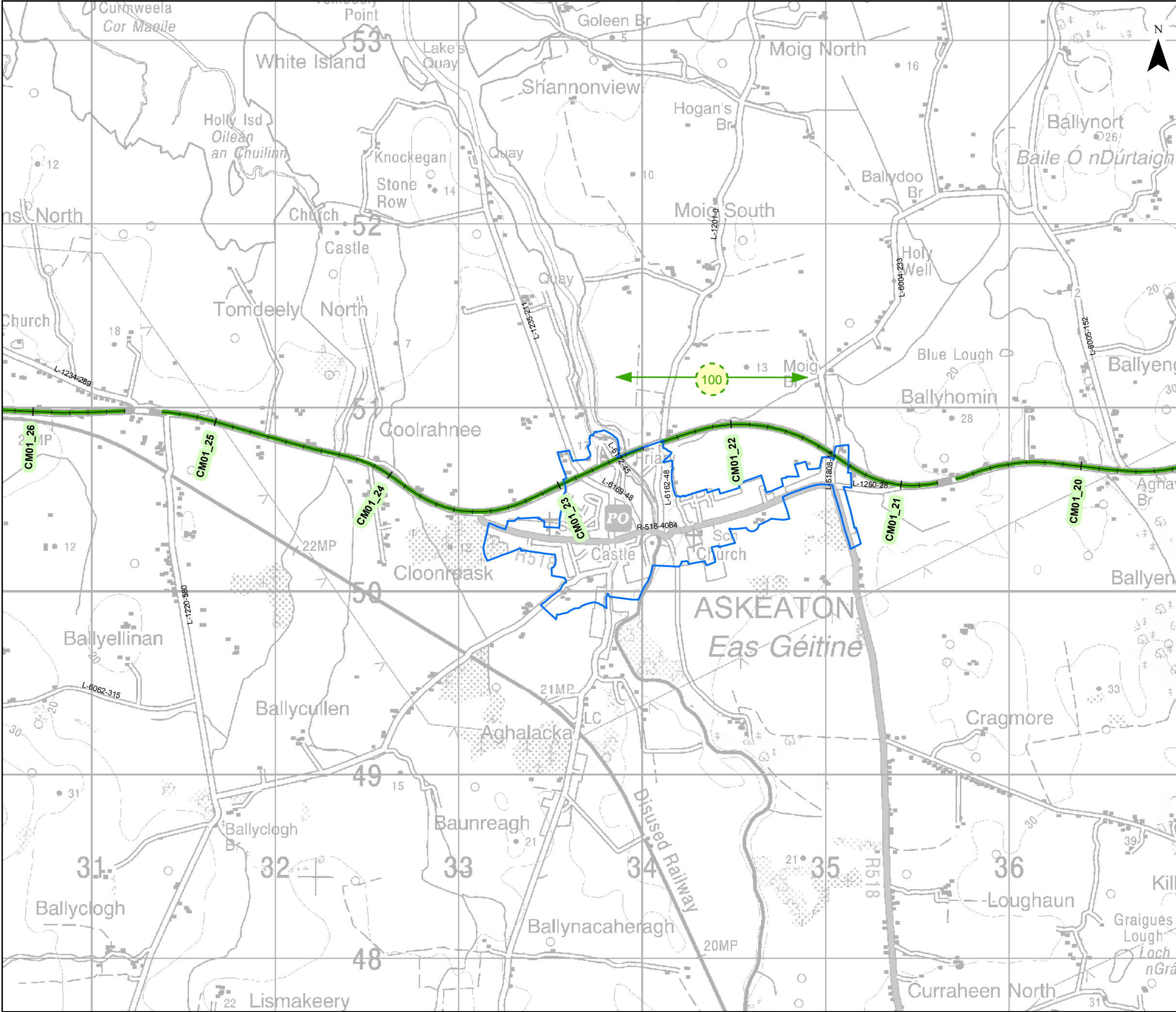
National Road Speed Limit Review

Title

Route N69 - Proposed Speed Limits

Issue Details

Drawn By: HF	Project No. MGT0291	Projection: ITM
Checked By: SF	File Ref: MGT0291Arc1012-N69-F02	Office Issue: Galway
Approved By: RO'C	Drawing No. N69-3 of 8	Rev: F02
Scale: 1: 20,000 @ A3	Date: 29/09/2017	



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client



Bonneagar Iompair Éireann
Transport Infrastructure Ireland



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IDA Business & Technology Park,
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Project

National Road Speed Limit Review

Title

Route N69 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1012-N69-F02

Office Issue: Galway

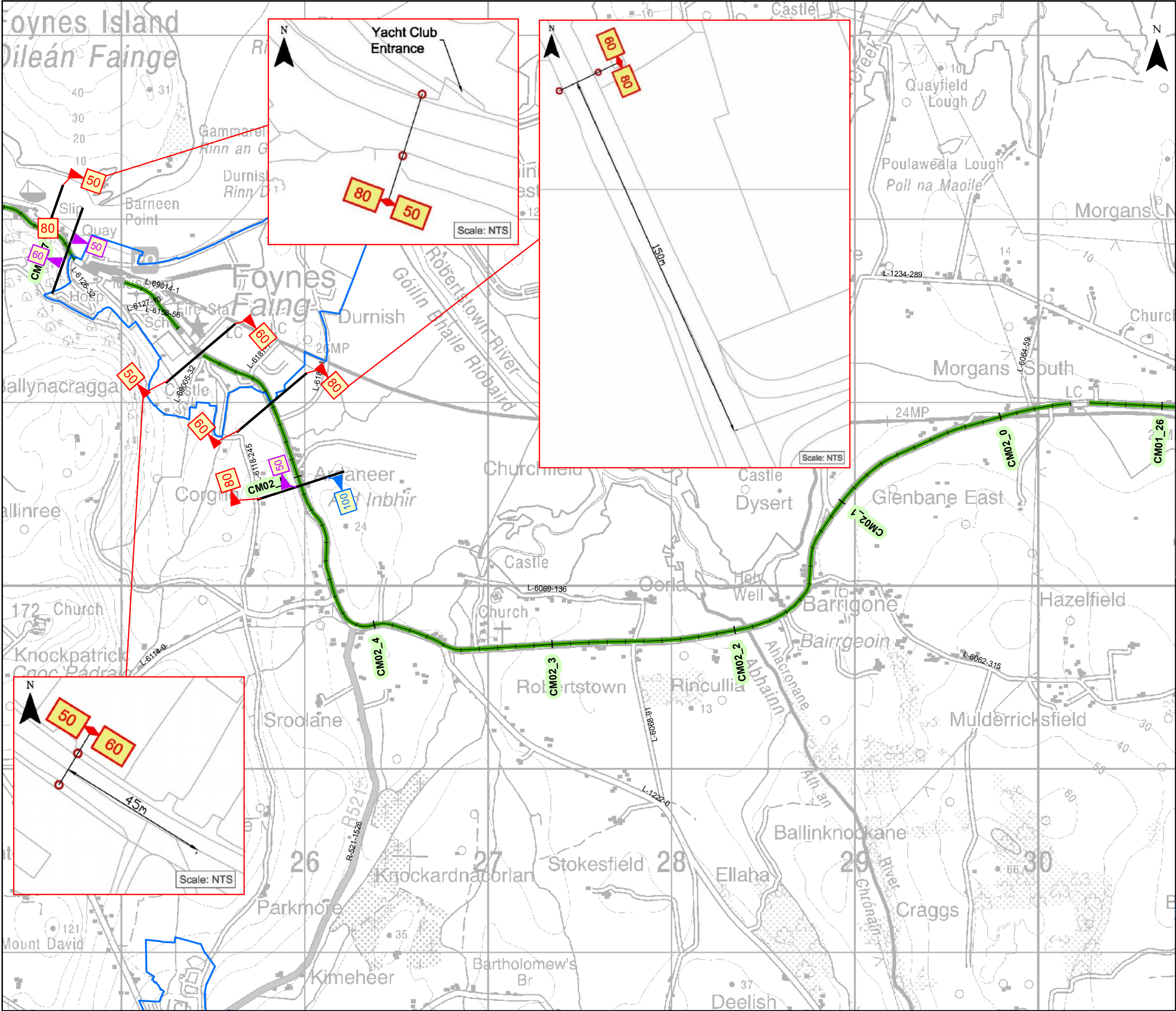
Approved By: RO'C

Scale: 1: 20,000 @ A3

Drawing No. N69-4 of 8

Rev: F02

Date: 29/09/2017



Legend

- Proposed Terminal Speed Limit Location
- Existing Terminal Speed Limit Location To be Retained
- Existing Terminal Speed Limit Location Proposed for Removal
- Periodic Speed Limit
- Existing Speed Limit on this Section
- Proposed Speed Limit on this Section
- New F401 Speed Limit Ahead Required
- Legal Urban Boundaries
- Census Urban Boundaries

Client

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

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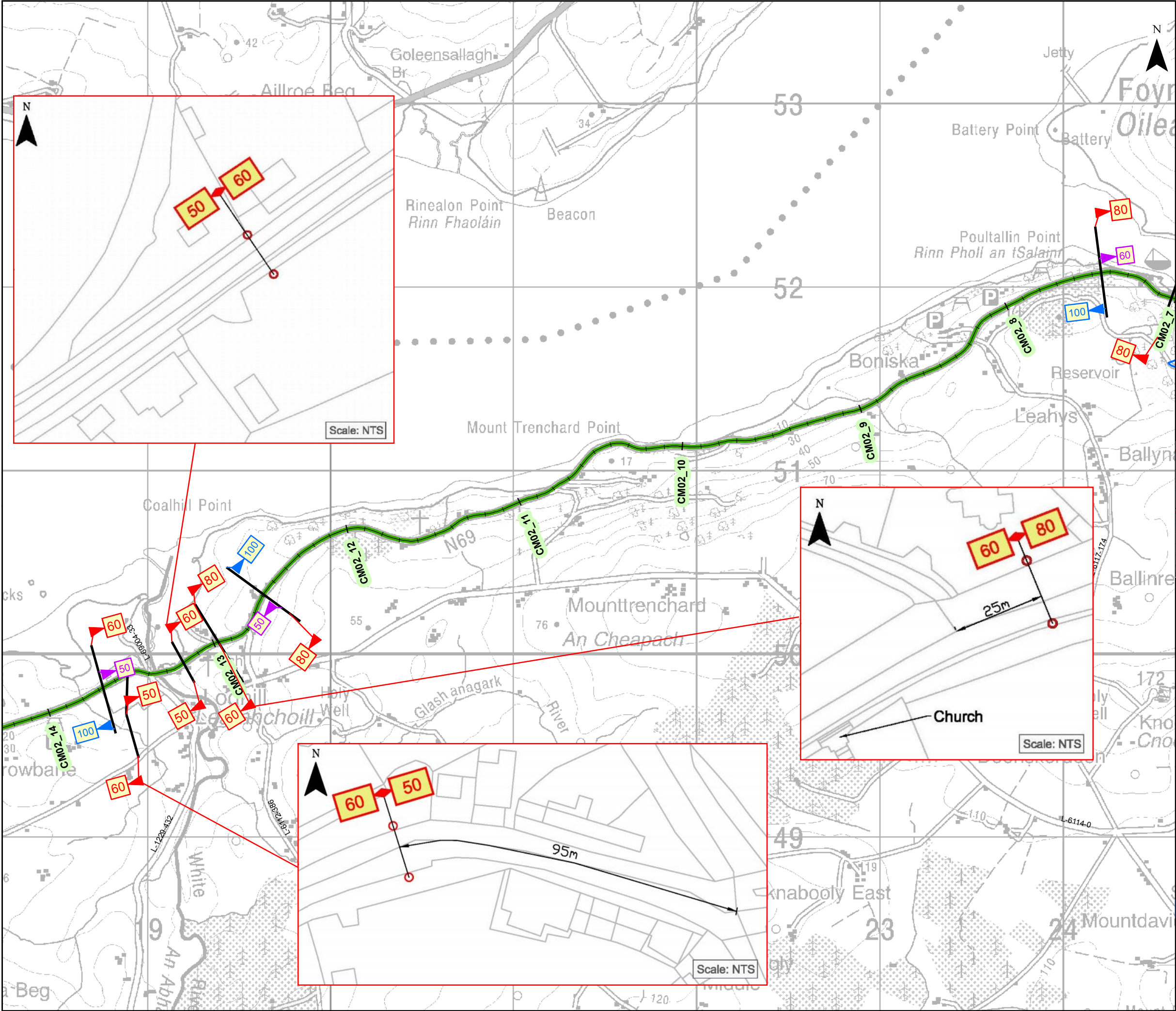
Project

National Road Speed Limit Review

Title

Route N69 - Proposed Speed Limits

Issue Details		
Drawn By: HF	Project No. MGT0291	Projection: ITM
Checked By: SF	File Ref: MGT0291Arc1012-N69-F02	Office Issue: Galway
Approved By: RO'C	Drawing No. N69-5 of 8	Rev: F02
Scale: 1: 20,000 @ A3	Date: 29/09/2017	



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50
000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

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Project

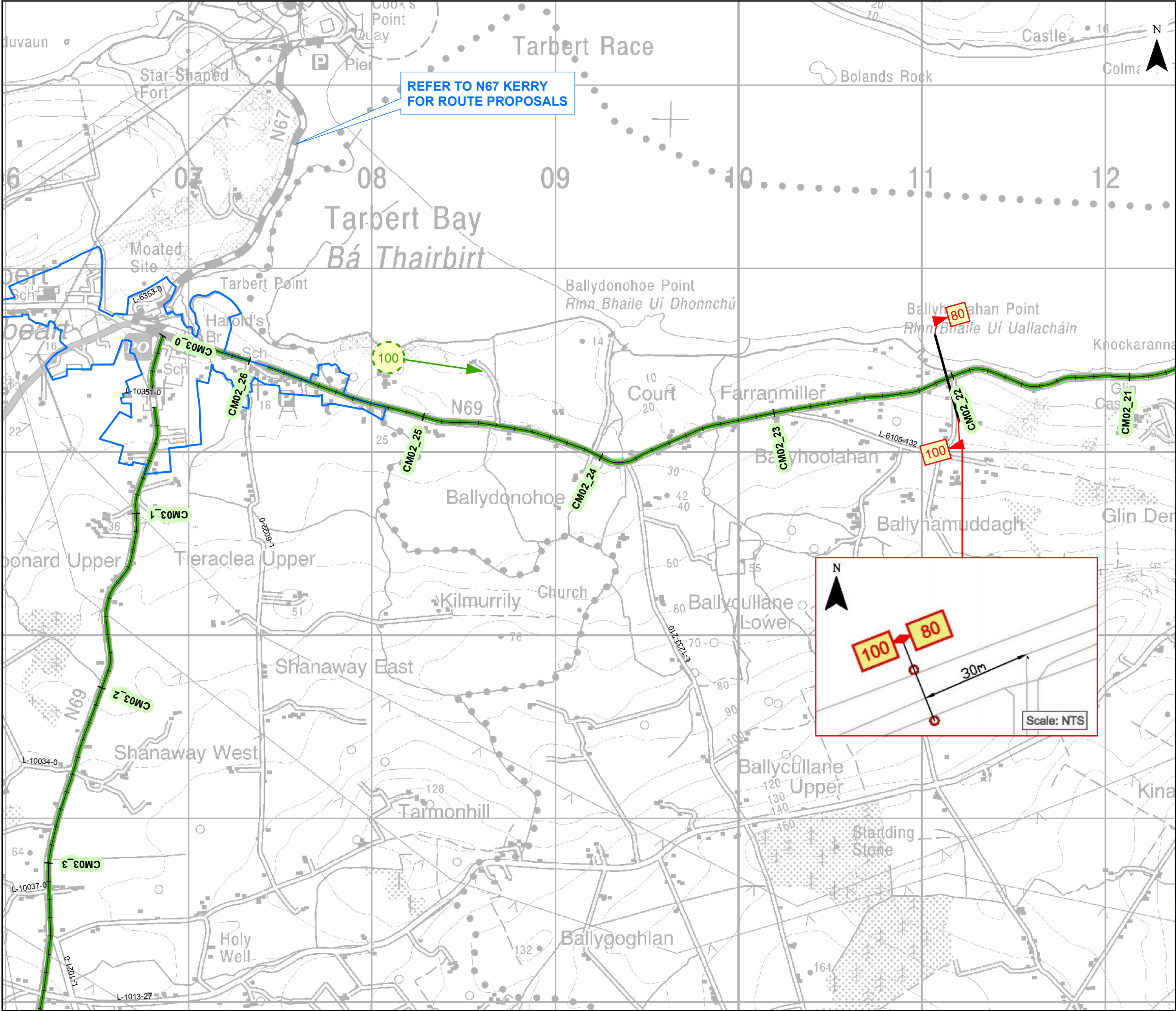
National Road Speed Limit Review

Title

Route N69 - Proposed Speed Limits

Issue Details

Drawn By: HF	Project No. MGT0291	Projection: ITM
Checked By: SF	File Ref: MGT0291Arc1012-N69-F02	Office Issue: Galway
Approved By: RO'C	Drawing No. N69-6 of 8	Rev: F02
Scale: 1: 20,000 @ A3	Date: 29/09/2017	



Legend

100

Proposed Terminal Speed Limit Location

100

Existing Terminal Speed Limit Location To be Retained

100

Existing Terminal Speed Limit Location Proposed for Removal

50

Periodic Speed Limit

100

Existing Speed Limit on this Section

100

Proposed Speed Limit on this Section

50

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Lyrr Building,
IDA Business & Technology Park,
Mervue, Galway,
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Project

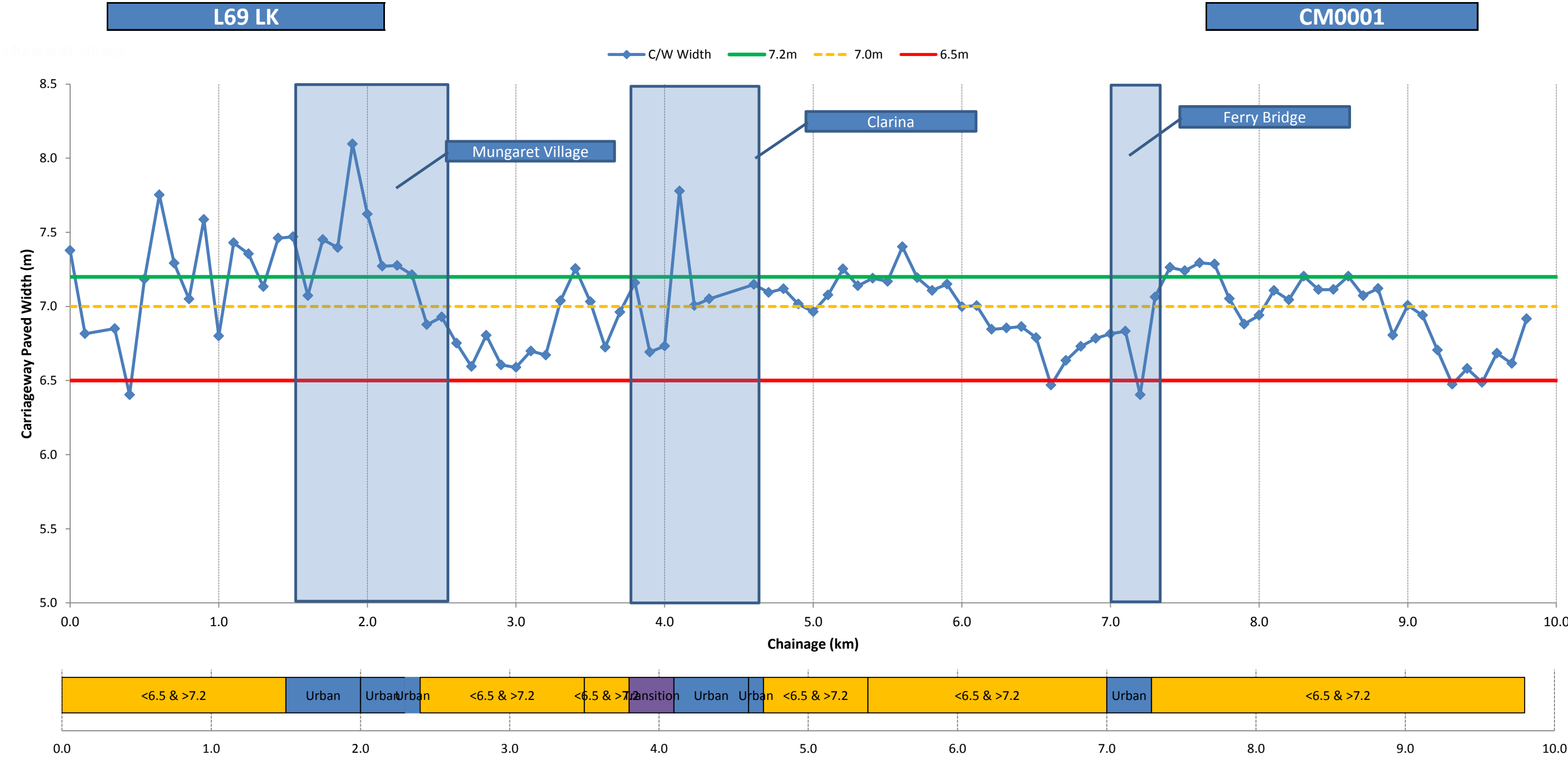
National Road Speed Limit Review

Title

Route N69 - Proposed Speed Limits

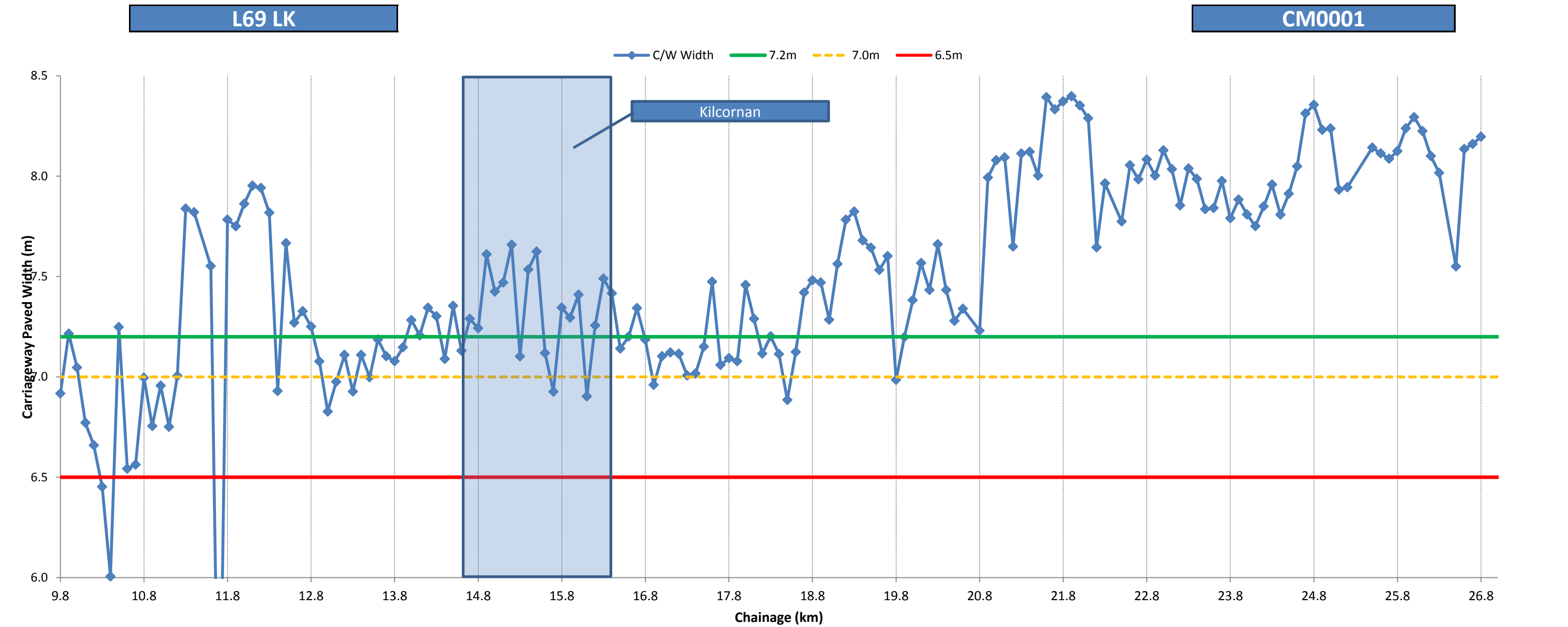
Issue Details

Drawn By: HF	Project No. MGT0291	Projection: ITM
Checked By: SF	File Ref: MGT0291Arc1012-N69-F02	Office Issue: Galway
Approved By: RO'C	Drawing No. N69-8 of 8	Rev: F02
Scale: 1: 20,000 @ A3	Date: 29/09/2017	



Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S01	0.0	1.5	7.2	<6.5 & >7.2
S02-Mungret	1.5	2.0	7.5	Urban
S03-Mungret	2.0	2.3	7.3	Urban
S04-Mungret	2.3	2.4	7.0	Urban
S05	2.4	3.5	6.8	<6.5 & >7.2
S06	3.5	3.8	7.0	<6.5 & >7.2
S07	3.8	4.1	7.1	Transition

Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S08-Clarina	4.1	4.6	7.2	Urban
S09-Clarina	4.6	4.7	7.1	Urban
S10	4.7	5.4	7.1	<6.5 & >7.2
S11	5.4	7.0	6.9	<6.5 & >7.2
S12-Ferry Bridge	7.0	7.3	6.8	Urban
S13	7.3	9.8	7.0	<6.5 & >7.2
	9.8			

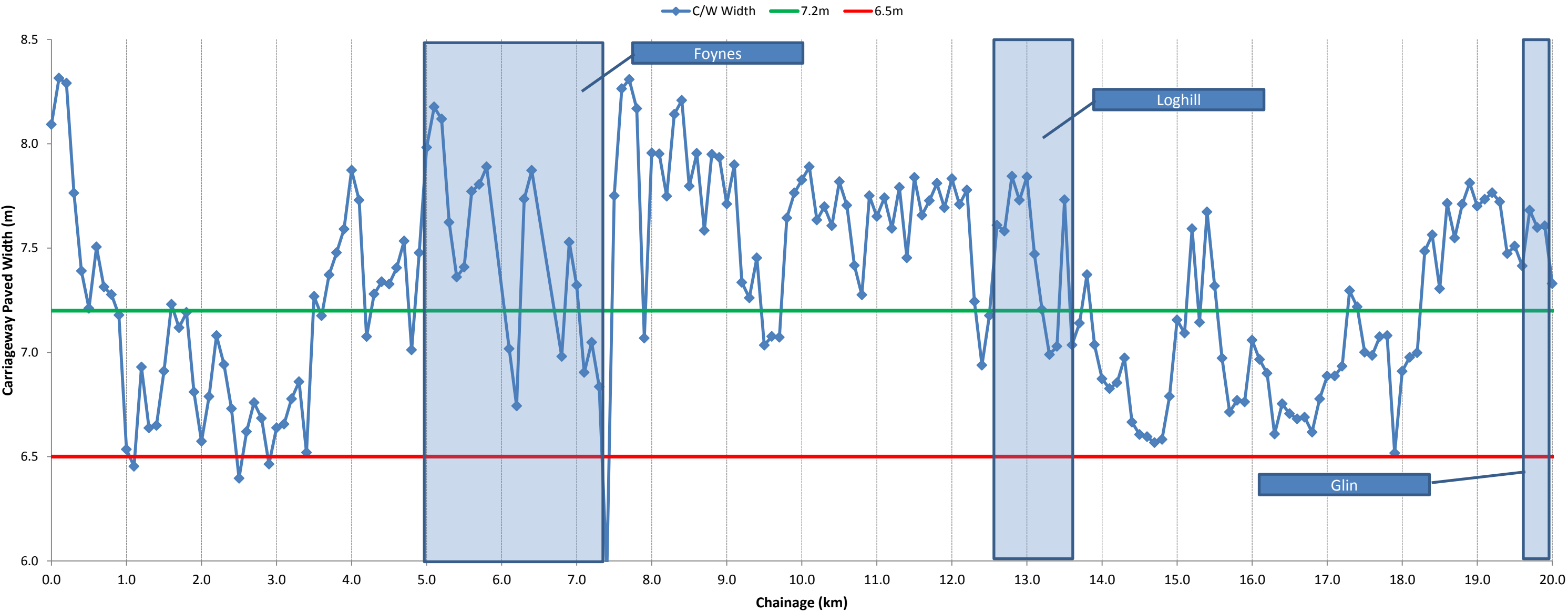


Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S14	9.8	9.9	7.1	Transition
S15	9.9	10.2	6.9	Transition
S16-Kildimo	10.2	10.6	6.6	Urban
S17	10.6	10.7	6.6	Transition
S18	10.7	14.6	7.2	≥7.2m
S19 - Kilcornan	14.6	15.6	7.4	≥7.2m
S19A - Kilcornan	15.6	16.4	7.2	Urban

Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S20	16.4	17.0	7.2	<6.5 & >7.2
S21	17.0	26.9	7.8	≥7.2m
	26.9			

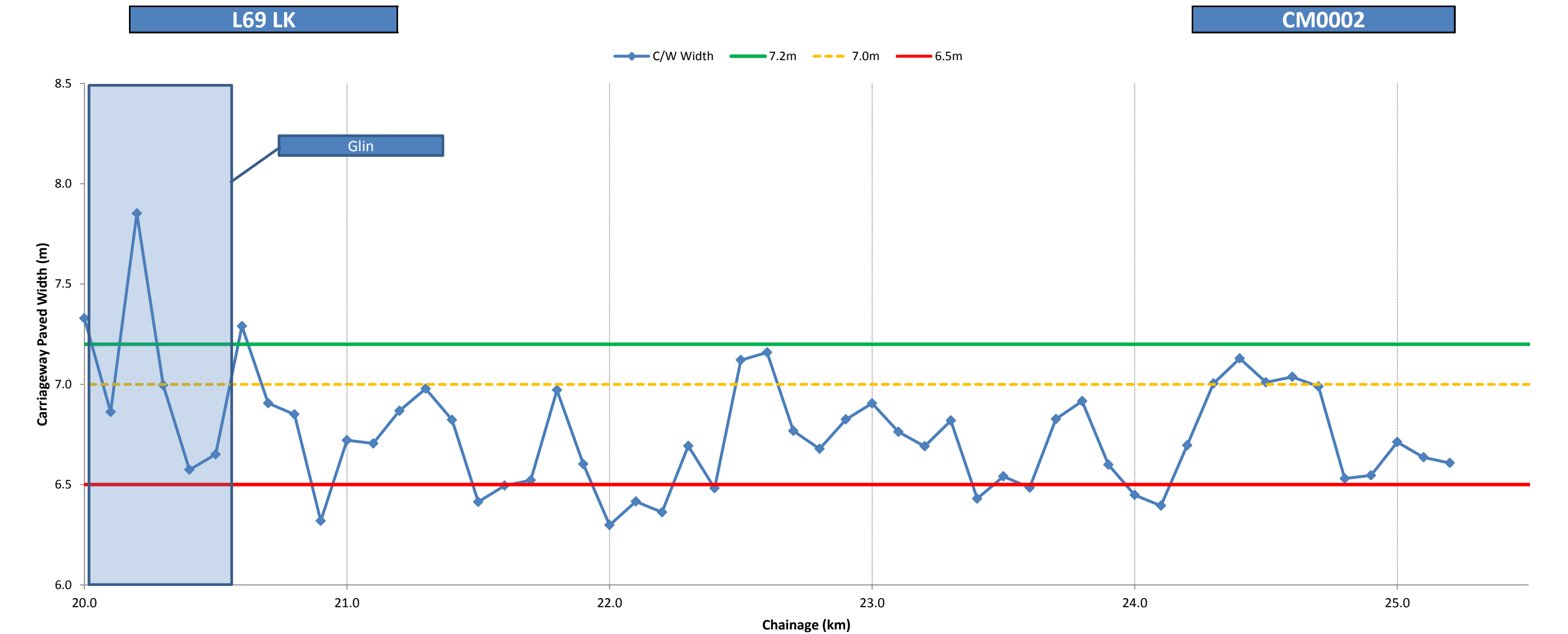
L69 LK

CM0002



Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S22	0.0	4.9	7.1	<6.5 & >7.2
S23	4.9	5.4	7.8	Transition
S24	5.4	5.9	7.6	Transition
S25-Foynes	5.9	6.9	7.4	Urban
S26-Foynes	6.9	7.1	7.3	Urban
S27	7.1	7.4	6.7	Transition
S28	7.4	12.6	7.6	≥7.2m

Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S29	12.6	13.0	7.7	Transition
S30	13.0	13.2	7.5	Transition
S31-Loghill	13.2	13.5	7.2	Urban
S32	13.5	13.7	7.3	Transition
S33	13.7	19.7	7.1	<6.5 & >7.2
S34	19.7	20.0	7.6	Transition
	20.0			



Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band
S35-Glin	20.0	20.5	7.0	Urban
S36	20.5	22.0	6.7	<6.5 & >7.2
S37	22.0	25.3	6.7	<6.5 & >7.2
	25.3			

Section ID.	Start Chainage (km)	End Chainage (km)	Avg. Width (m)	Assess. Band

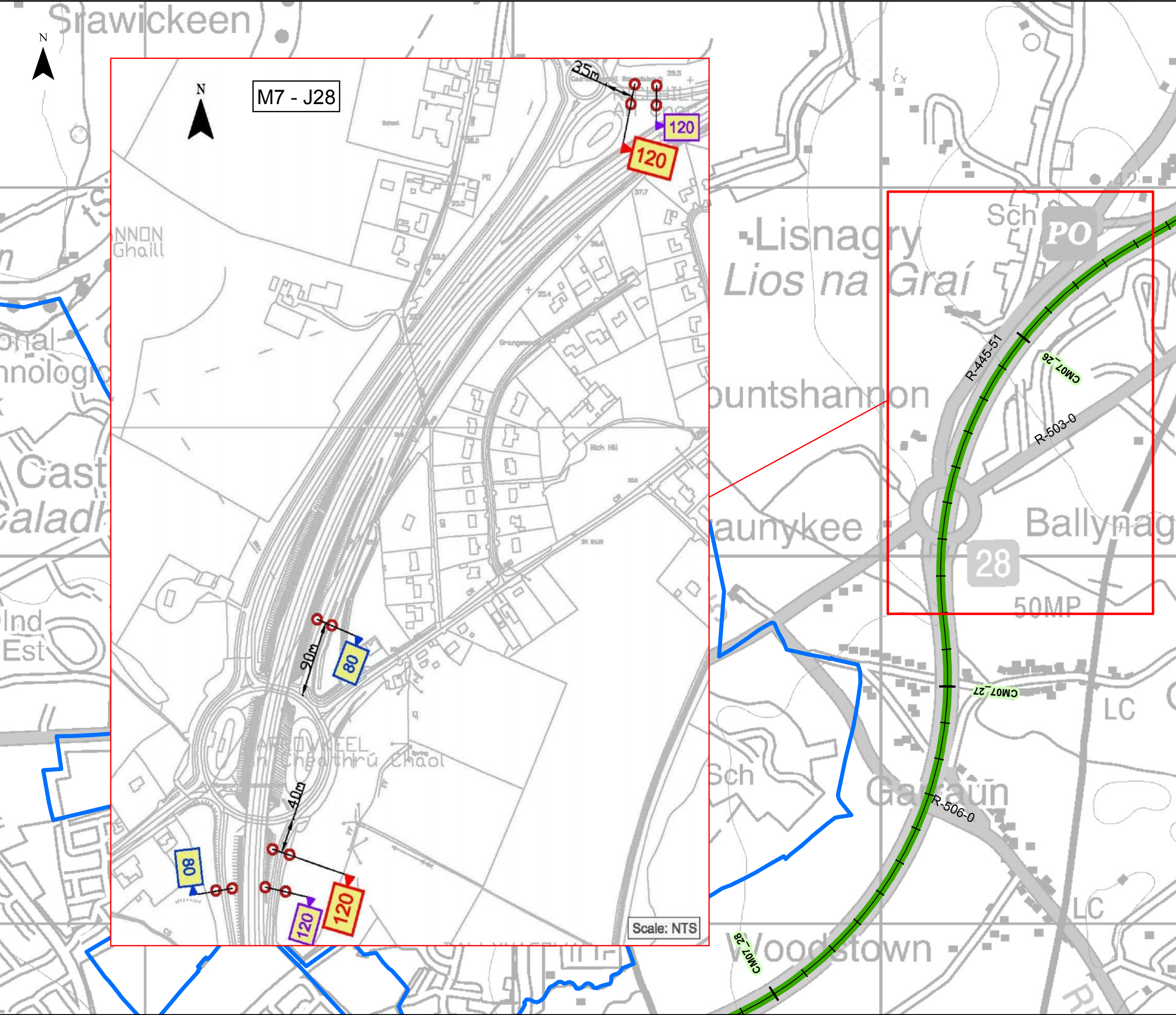
Appendix F

Sub Title: Route 6 – M7



Contents

- Route Speed Limit Proposal Maps/Drawings



Legend

▶ 100

Proposed Terminal Speed Limit Location

▶ 100

Existing Terminal Speed Limit Location To be Retained

▶ 100

Existing Terminal Speed Limit Location Proposed for Removal

▶ 50

Periodic Speed Limit

100

▶

Existing Speed Limit on this Section

100

▶

Proposed Speed Limit on this Section

50

km/h

000m

New F401 Speed Limit Ahead Required

Legal Urban Boundaries

Census Urban Boundaries

Client

TII

Bonneagar Iompair Éireann

Transport Infrastructure Ireland

RPS

Lyrr Building,
IDA Business & Technology Park,
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Project

National Road Speed Limit Review

Title

Route M7 - Proposed Speed Limits

Issue Details

Drawn By: HF

Project No. MGT0291

Projection: ITM

Checked By: SF

File Ref: MGT0291Arc1019-M7-JN-F01

Office Issue: Galway

Approved By: RO'C

Scale: 1: 10,000 @ A3

Date: 10/05/2017

Drawing No. M7/J28-1 of 1

Rev: F01



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