

National Speed Limit Review 2015 - 2017

Galway City Council

December 2017

Revision C

DOCUMENT AMENDMENT RECORD

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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 (TOBIN) 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 Galway City.

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' (2015)¹ (referred to hereafter as 'the Guidelines').

1.2 Routes Assessed

Table 1.1 below details the routes assessed for Galway City.

Route	From	To
N06	Galway City / County Boundary	Galway City (Browne Roundabout)
N83 (Former N17 reclassified to N83)	Galway City / County Boundary	Galway City (Tuam Road Junction)
N59	Galway City / County Boundary	Galway City (Browne Roundabout)
N84	Galway City / County Boundary	Galway City (Kirwan Roundabout)
N67 (Former R446 to be reclassified to N67)	Galway City / County Boundary	Galway City (Coolagh Roundabout)

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 and Methodology

2.1 Approach

TII have developed an implementation plan for the speed limit review process. The process outlines key items 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 in accordance with this circular, by the end of April 2017.

Details of the project specific process for this national road network speed limit review are provided in Figure 2-1 below.

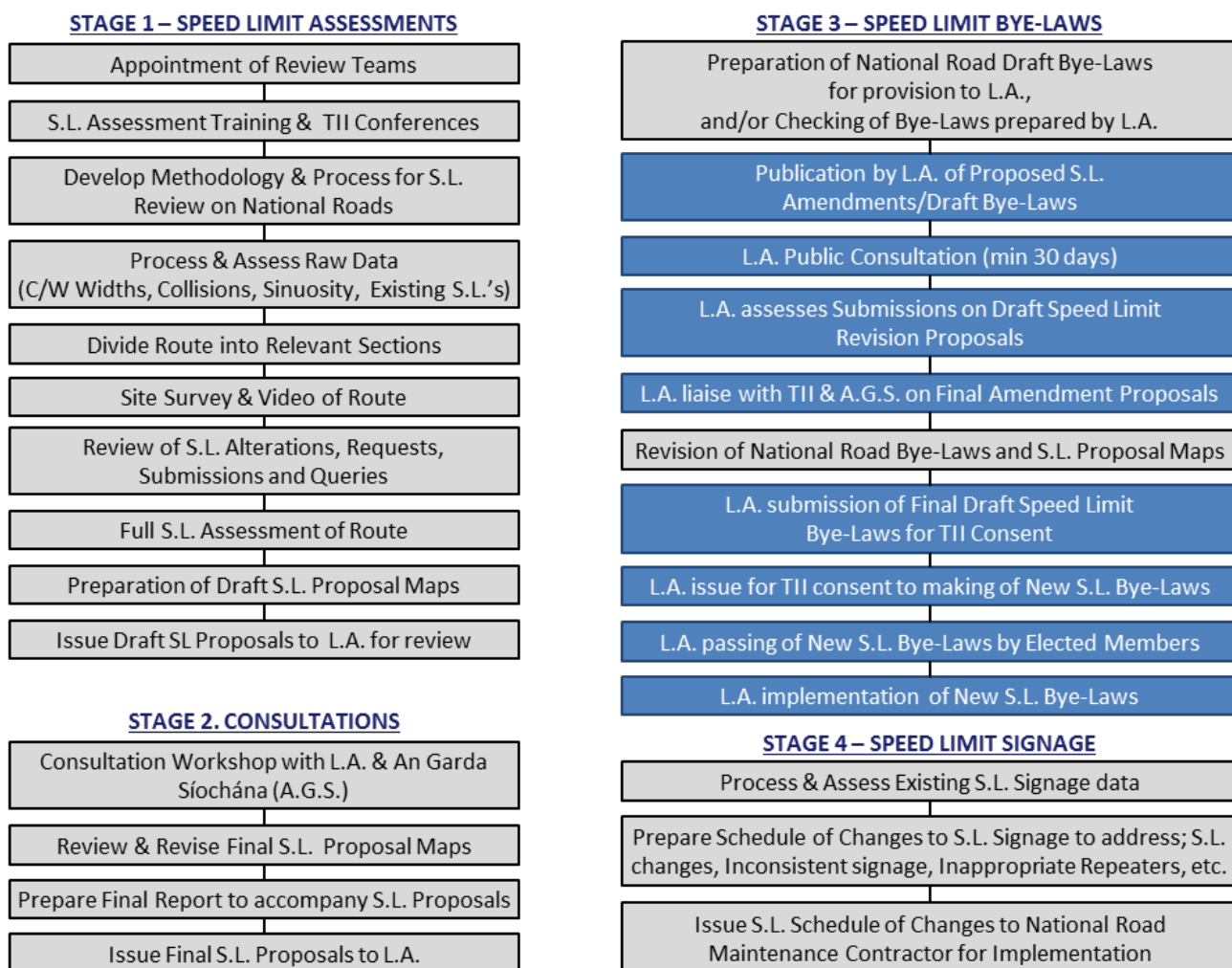


Figure 2-1: National Road Network Speed Limit Review - Project Specific Process

2.2 Main Contacts

As part of the review process, the following are the main points of contact involved in the review process for the routes identified under Table 2.1 below.

TII / TOBIN	Galway City Council	An Garda Síochána
Paschal Griffin – Senior Project Manager – TII	Joe O’Neill – Former Director of Services	Galway City Council to advise of AGS contact
Anne McDermott – Senior Engineer – TII	Jim Molloy – Former Senior Executive Engineer	
[REDACTED]	Thomas Connell – Director of Services	
	Uinsinn Finn – Senior Executive Engineer	
	Carmel Kilcoyne – Executive Engineer	

Table 2.1: Personnel Contributing to the Speed Limit Review

2.3 Methodology

2.3.1 Introduction

In accordance with the Guidelines for Setting and Managing of Speed Limits in Ireland 2015, a 2 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 review requirements and criteria for each stage. The following data sources have also been used as part of the assessments:

- 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;
- Dashcam video survey with speed measurement capability; 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 a 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 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 limit is appropriate for average pavement widths less than or equal to 6.5m ;
- Stage 2 assessment required for average pavement widths greater than 6.5m and less than 7.2m; and
- 100 km/h speed limit is 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 factors 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 and 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 from the Local Authority, An Garda Síochána and members of the public have been considered as part of the review process. A summary of the route related requests are detailed in the relevant route assessments contained in this report.

2.3.7 Speed Limit Recommendation

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 2.3.2 to 2.3.6 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 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 appropriate speed limit recommendations; observations and additional recommendations may also be included in the form of: additional warning signage, the provision of F 401 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 – N06

3.1 General Route Characteristics

Urban dual carriageway from Galway City Boundary to Browne Roundabout (including Coolagh Roundabout, Briarhill / Parkmore signalised junction, Ballybrit Signalised Junction, Tuam Road Signalised Junction, Headford Road Signalised Junction and Galway Shopping Centre Signalised Junction). Carriageways are all greater than 7.0m in width.

3.2 Stage 1 and Stage 2 Assessment

Table 3.1 below combines the Stage 1 and Stage 2 Assessment summaries, and resulting speed limit recommendations.

Drawings 8030_N06_1 to 8030_N06_2 included within Appendix A of this report outlines the existing and proposed speed limit recommendations and are summarised in Table 3.1 below. Appendix A also includes a carriageway width graph which enables a quick reference to carriageway width bands.

Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (m)	Section Type	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Existing SL to be adjusted
S01 Galway City / County Boundary to Coolagh Roundabout	N06D1CM008	1.52	3.25	1.73	Dual Carriageway	Speed Limit = 100km/h	Speed Limit = 100km/h	No
S01a Free Flow Slip Roads Coolagh Roundabout	Slip Roads	-	-	-	Slip Road	Speed Limit = 80km/h	Speed Limit = 100km/h	Yes
S02 Coolagh Roundabout to Ballybane Road Signalised Junction Approach	N06D1CM008	3.25	5.75	2.50	Urban dual c/way	Speed Limit = 100km/h	Speed Limit = 100km/h	Yes
S02A Ballybane Road Signalised Junction Approach (Westbound)	N06D1CM008	5.75	5.85	0.10	Urban dual c/way	Speed Limit = 50km/h	Speed Limit = 60km/h	Yes

Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (m)	Section Type	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Existing SL to be adjusted
Lane)								
S02B Ballybane Road to Tuam Road Signalised Junction	N06D1CM008	5.85	6.49	0.64	Urban multi-lane c/way (not dual)	Speed Limit = 50km/h	Speed Limit = 60km/h	Yes
S03 Tuam Road to Headford Road (Kirwan Roundabout)	N06D1CM009	0.00	1.88	1.88	Urban multi-lane c/way (not dual)	Speed Limit = 50km/h	Speed Limit = 80km/h	Yes
S04A Headford Road (Kirwan Roundabout) to Seán Mulvoy Road	N06D1CM010	0.00	0.46	0.46	Urban multi-lane c/way (not dual)	Speed Limit = 50km/h	Speed Limit = 50km/h	No
S04B Seán Mulvoy Road to Newcastle Road	N06D1CM010	0.46	1.65	1.19	Urban multi-lane c/way (not dual)	Speed Limit = 50km/h	Speed Limit = 60km/h	Yes
S04C Newcastle Road to Browne Roundabout	N06D1CM010	1.65	2.08	0.43	Urban multi-lane c/way (not dual)	Speed Limit = 50km/h	Speed Limit = 60km/h	Yes

Table 3.1: N06 Stage 1 and Stage 2 Assessment Summary

3.3 Overall Route Speed Limits Schematic

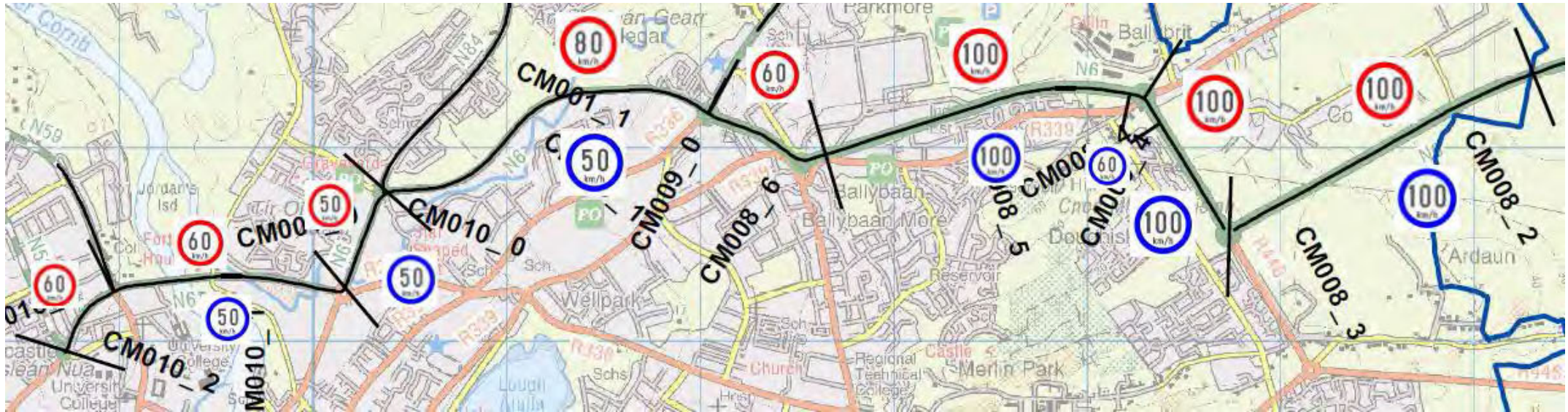


Figure 3-1 N6 Galway City Boundary to Galway City Route Summary

3.4 Speed Limit Alteration Requests

Table 3.2 summarises the speed limit alteration requests and identifies if the request has been accepted in full, accepted in part or rejected.

Speed Limit Alteration Request Summary			
Summary	Request Source	Adopted Y/N	Response
Section 02A – Ballybane Road Junction: Due to a recent collision at the junction, it was requested that a lower speed limit be retained at the Ballybane Road Junction.	Galway City Council	Yes	The existing speed limit at the junction was 50km/h on all routes. It was agreed that a 60km/h speed limit would be implemented, similar to that implemented on Section 02B (Ballybane Road to Tuam Road) on the westbound carriageway, providing a reduction in speed limit approaching the signalised junction.

Table 3.2: N06 Speed Limit Alteration Request Summary

3.5 Observations and Recommendations Arising from the Review

Table 3.3 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.

Summary of Observations / Recommendations		
Section	Observation / Recommendation	Details
Section 01	Yellow Bar Markings	It is recommended not to replace the transverse bar markings on both approaches to the Ballybane / Ballybrit signalised junction, as they are only permitted on the approach to roundabouts.
Section 01A	Warning Signage	Due to the 70km/h design speed on the free flow slip roads, and the ‘stay silent’ approach that is to be taken regarding these, it is recommended to erect W 051L Sharp Bend Left signs with P 011 75km/h Cautionary Speed plates at the start of each free flow slip in accordance with the TII templates.
Section 02	Warning and Regulatory Signage	It is recommended to erect W 030 Merging Traffic from Left with an RUS 013 No Left Turn at Ch. 5.55 on the eastbound lane before the exit from the Topaz / Centra filling station.
Section 02A	Yellow Bar Markings	It is recommended not to replace the transverse bar markings on approaches to the signalised junction, as they are only permitted on the approach to roundabouts.
Section 03	Yellow Bar Markings	It is recommended not to replace the transverse bar markings on approaches to the signalised junction, as they are only permitted on the approach to roundabouts. Road markings worn on the approach to Kirwan Roundabout and require renewal.
Section 04A	Blocked Sign	RUS 017 No U-Turn sign partially hidden by blue roundabout name sign at Ch. 0.1 in the northbound lane. It is recommended that the roundabout name sign is removed so as not to reduce visibility to the

		regulatory sign.
Section 04C	Worn Markings	Markings worn on approach to roundabout junction and require renewal.

Table 3.3: N06 Summary of Observations / Recommendations

The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for repeater speed limit signage to be amended on the adjoining road networks (Regional and Local Roads) and also on exits from roundabout junctions. The Local Authority shall retain the responsibility for the amendments of such speed limit and signage locations as part of the Review Process in accordance with the Guidelines.

4 Route 2 – N83 (Formerly N17 reclassified to N83)

4.1 General Route Characteristics

Single urban carriageway from Galway City /County Boundary to signalised junction with N6 national route. Carriageways is greater than 7.0m in width over entire route.

4.2 Stage 1 and Stage 2 Assessment

Table 4.1 below combines the Stage 1 and Stage 2 Assessment summaries, and resulting speed limit recommendations.

Drawing 8030_N83_16 included within Appendix B of this report outlines the existing and proposed speed limit recommendations and are summarised in Table 4.1 below. Appendix B also includes a carriageway width graph which enables a quick reference to carriageway width bands.

Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (m)	Section Type	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Existing SL to be adjusted
Section 01	N17D1CM008	6.82	7.40	0.58	Transition	50 km/h	50 km/h	No
Section 02	N17D1CM008	6.17	6.82	0.65	Transition	50 km/h	60 km/h	Yes
Section 03	N17D1CM008	5.57	6.17	0.60	Transition	50 km/h	100 km/h	Yes

Table 4.1: N83 (Formerly N17) Stage 1 and Stage 2 Assessment Summary

4.3 Overall Route Speed Limits Schematic

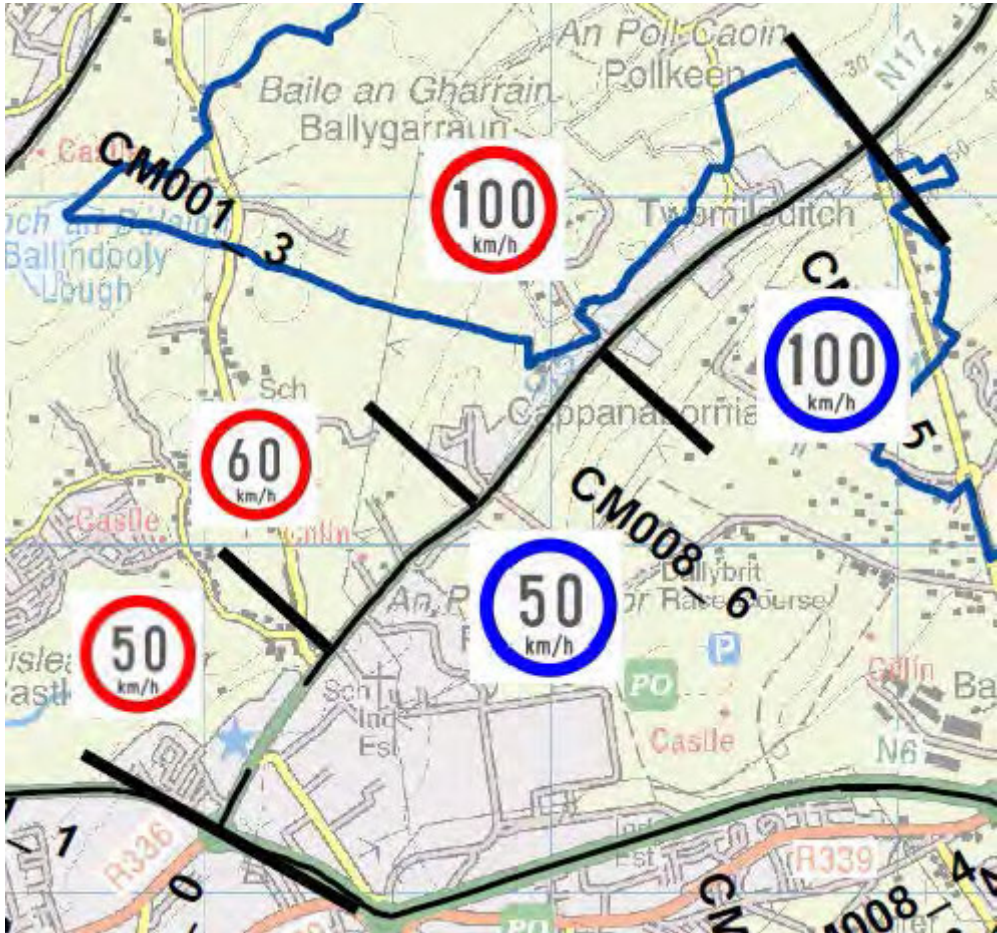


Figure 4-1 N83 (Former N17) Galway City Boundary to Galway City Route Summary

4.4 Speed Limit Alteration Requests

Table 4.2 summarises the speed limit alteration requests and identifies if the request has been accepted in full, accepted in part or rejected.

Speed Limit Alteration Request Summary			
Summary	Request Source	Adopted Y/N	Response
Local Authority advised of proposals for the introduction of cycle lane and bus lane facilities between Galway City and Claregalway.	Local Authority	No	Reclassification of the N17 route as the N83 will result in a National Secondary classification for the existing N17 National Primary Route. The proposals for the provision of dedicated bus, pedestrian and cyclist facilities, including toucan crossings and signalised junctions should be suitably designed to account for the proposed speed limits over the extents of the proposed scheme.

Table 4.2: N83 (Former N17) Speed Limit Alteration Request Summary

4.5 Observations and Recommendations Arising from the Review

Table 4.3 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.

Summary of Observations / Recommendations		
Section	Observation / Recommendation	Details
N/A	N/A	N/A

Table 4.3: N83 (Former N17) Summary of Observations / Recommendations

The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for repeater speed limit signage to be amended on the adjoining road networks (Regional and Local Roads) and also on exits from roundabout junctions. The Local Authority shall retain the responsibility for the amendments of such speed limit and signage locations as part of the Review Process in accordance with the Guidelines.

5 Route 3 – N59

5.1 General Route Characteristics

Rural Single Carriageway from Galway City Boundary to Brown Roundabout and Newcastle Road/N6 Traffic signal junction, followed by 60 km/h transition to urban single carriageway. Carriageway width greater than 7.0m.

5.2 Stage 1 and Stage 2 Assessment

Table 5.1 below combines the Stage 1 and Stage 2 Assessment summaries, and resulting speed limit recommendations.

Drawing 8030_N59_37 included within Appendix C of this report outlines the existing and proposed speed limit recommendations and are summarised in Table 5.1 below. Appendix C also includes a carriageway width graph which enables a quick reference to carriageway width bands.

Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (m)	Section Type	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Existing SL to be adjusted
S02A Galway City / County Boundary to L1020 (Circular Road)	N59D1CM015	22.30	23.78	1.48	Transition	50km/h	60km/h	Yes
S02B L1020 Circular Road to Hynes Road	N59D1CM015	23.78	24.30	0.52	Urban Single Carriageway	50km/h	50km/h	Yes
S03 Upper Newcastle	N59D1CM016	0.00	1.01	1.01	Urban Single Carriageway	50km/h	50km/h	No
S04 Hynes Road	N/A	-	-	-	Urban Single Carriageway	50km/h	50km/h	No

Table 5.1: N59 Stage 1 and Stage 2 Assessment Summary

5.3 Overall Route Speed Limits Schematic

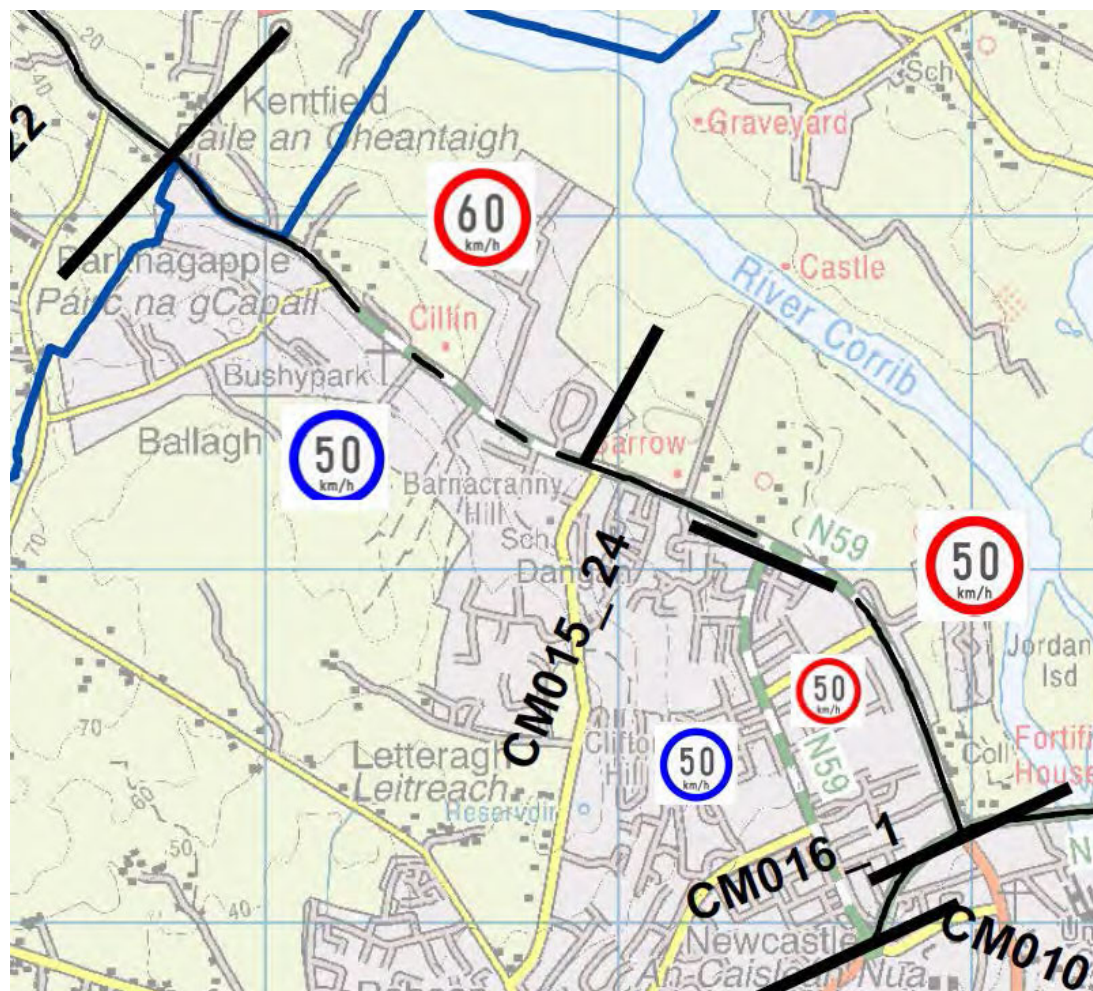


Figure 5-1 N59 Galway City Boundary to Galway City Route Summary

Table 5.2 summarises the speed limit alteration requests and identifies if the request has been accepted in full, accepted in part or rejected.

Speed Limit Alteration Request Summary			
Summary	Request Source	Adopted Y/N	Response
None	N/A	N/A	N/A

Table 5.2: N59 Speed Limit Alteration Request Summary

5.4 Observations and Recommendations Arising from the Review

Table 5.3 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.

Summary of Observations / Recommendations		
Section	Observation / Recommendation	Details
S02	Road Markings	Road markings are worn and require renewal.
S02	Road Markings	Road markings are worn and require renewal.
S03	Road Markings	Road markings are worn and require renewal.
S03	Warning Signage	Potential for improved pedestrian warning signage on approaches to junctions and university.
S04	Warning Signage	Potential for improved pedestrian warning signage on approaches to junctions and university.

Table 5.3: N59 Summary of Observations / Recommendations

The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for repeater speed limit signage to be amended on the adjoining road networks (Regional and Local Roads) and also on exits from roundabout junctions. The Local Authority shall retain the responsibility for the amendments of such speed limit and signage locations as part of the Review Process in accordance with the Guidelines.

6 Route 4 – Proposed N67 (Former R446)

6.1 General Route Characteristics

Reclassified R446 Dual carriageway from City/County Boundary to Coolagh Roundabout.

6.2 Stage 1 and Stage 2 Assessment

Table 6.1 below combines the Stage 1 and Stage 2 Assessment summaries, and resulting speed limit recommendations.

Drawing 8030_N67_18 included within Appendix D of this report outlines the existing and proposed speed limit recommendations and are summarised in Table 6.1 below. Appendix D also includes a carriageway width graph which enables a quick reference to carriageway width bands.

Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (m)	Section Type	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Existing SL to be adjusted
Coolagh Roundabout to Martin Roundabout	N/A	-	-	-	Dual Carriageway	Speed Limit = 100km/h	Speed Limit = 100km/h	No
Martin Roundabout to Galway City / County Boundary	N/A	-	-	-	Dual Carriageway	Speed Limit = 100km/h	Speed Limit = 100km/h	No

Table 6.1: N67 Stage 1 and Stage 2 Assessment Summary

6.3 Overall Route Speed Limits Schematic

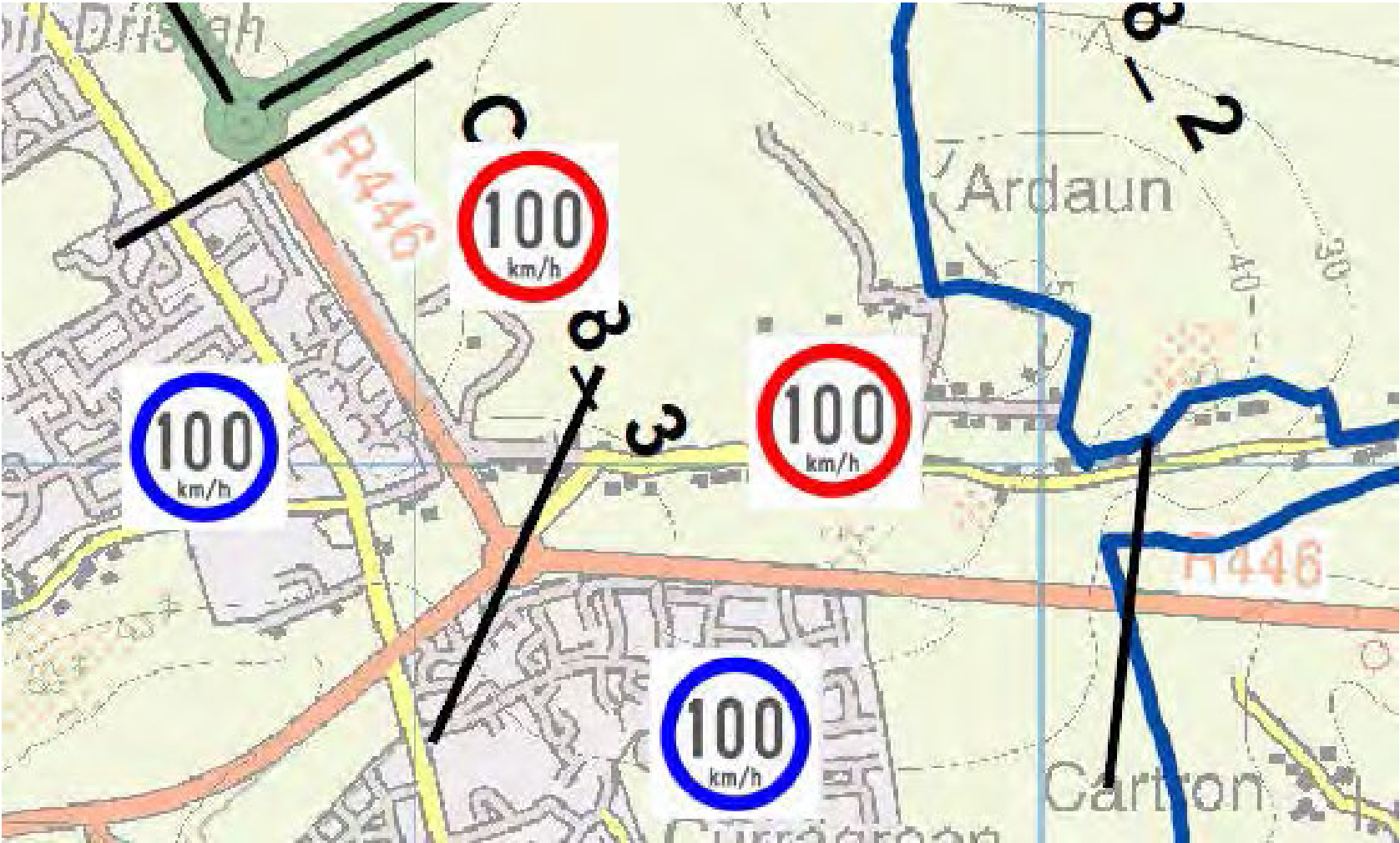


Figure 6-1 N67 Galway City Boundary to Galway City Route Summary

6.4 Speed Limit Alteration Requests

Table 6.2 summarises the speed limit alteration requests and identifies if the request has been accepted in full, accepted in part or rejected.

Speed Limit Alteration Request Summary			
Summary	Request Source	Adopted Y/N	Response
None	N/A	N/A	N/A

Table 6.2: N84 Speed Limit Alteration Request Summary

6.5 Observations and Recommendations Arising from the Review

Table 6.3 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.

Summary of Non-Speed Limit Observations / Recommendations		
Section	Observation / Recommendation	Details
N/A	N/A	N/A

Table 6.3: N84 Summary of Non Speed Limit Observations / Recommendations

The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for repeater speed limit signage to be amended on the adjoining road networks (Regional and Local Roads) and also on exits from roundabout junctions. The Local Authority shall retain the responsibility for the amendments of such speed limit and signage locations as part of the Review Process in accordance with the Guidelines.

7 Route 4 – N84

7.1 General Route Characteristics

Single Urban Carriageway from Galway City boundary to signalised junction with N6 national route. Carriageways all greater than 7.0m in width.

7.2 Stage 1 and Stage 2 Assessment

Table 7.1 below combines the Stage 1 and Stage 2 Assessment summaries, and resulting speed limit recommendations.

Drawing 8030_N84_1 included within Appendix E of this report outlines the existing and proposed speed limit recommendations and are summarised in Table 7.1 below. Appendix E also includes a carriageway width graph which enables a quick reference to carriageway width bands.

Route Assessment Summary								
Section ID	TII Section ID (Related to Pavement Width Survey)	Chainage From (km)	Chainage To (km)	Section Length (m)	Section Type	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)	Existing SL to be adjusted
S01 Kirwan Roundabout to Castlegar	N84D1CM001	0.00	1.40	1.40	Urban Single Carriageway	50km/h	50km/h	No
S02 Castlegar Ballindooley	N84D1CM001	1.40	2.20	0.80	Transition	60km/h	60km/h	Yes
S03 Ballindooley to Galway City / County Boundary	N84D1CM001	2.20	3.44	1.24	Rural single c/way \leq 6.5m	80km/h	80km/h	

Table 7.1: N84 Stage 1 and Stage 2 Assessment Summary

7.3 Overall Route Speed Limits Schematic

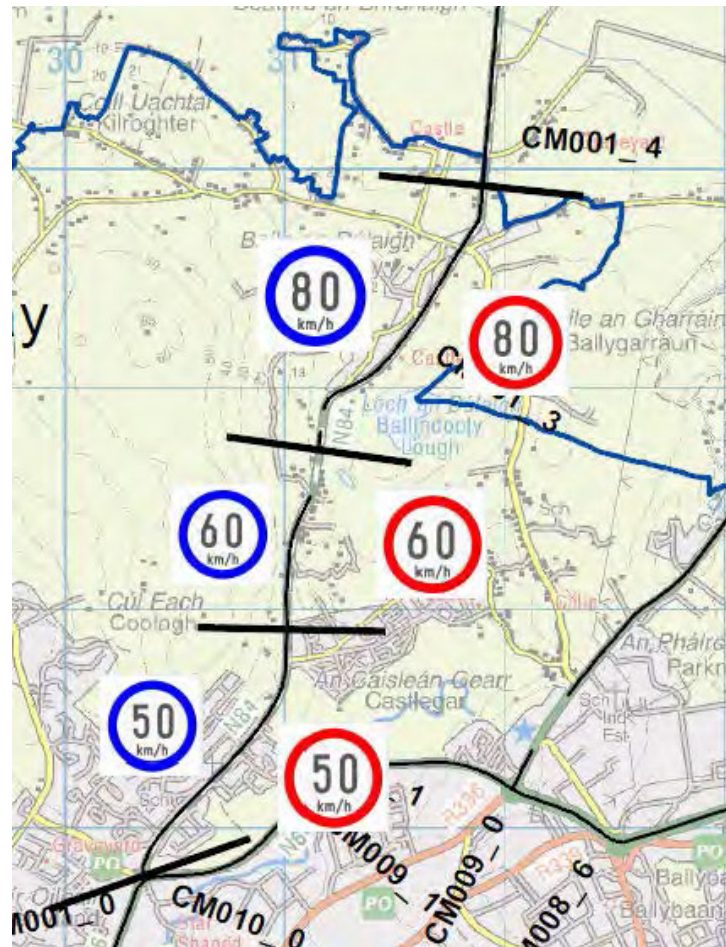


Figure 7-1 N84 Galway City Boundary to Galway City Route Summary

7.4 Speed Limit Alteration Requests

Table 7.2 summarises the speed limit alteration requests and identifies if the request has been accepted in full, accepted in part or rejected.

Speed Limit Alteration Request Summary			
Summary	Request Source	Adopted Y/N	Response
Sections 01, 023 and 03 – Galway City: Following discussions between Galway County Council, Galway City Council, TOBIN and TII, it was requested that the existing speed limits be retained on the N84.	Galway City Council / Galway County Council	Yes	The request to retain the existing speed limit extents has been agreed following consultation with the TII Safety Engineer for this region.

Table 7.2: N84 Speed Limit Alteration Request Summary

7.5 Observations and Recommendations Arising from the Review

Table 7.3 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.

Summary of Non-Speed Limit Observations / Recommendations		
Section	Observation / Recommendation	Details
N/A	N/A	N/A

Table 7.3: N84 Summary of Non Speed Limit Observations / Recommendations

The Local Authority shall note that amendments to speed limits proposed as part of this report may result in the requirement for repeater speed limit signage to be amended on the adjoining road networks (Regional and Local Roads) and also on exits from roundabout junctions. The Local Authority shall retain the responsibility for the amendments of such speed limit and signage locations as part of the Review Process in accordance with the Guidelines.

8 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 assessment has included consultation with Transport Infrastructure Ireland, Galway City Council, and An Garda Síochána. We confirm that we are trained and competent in the use of these Guidelines.

PROJECT MANAGER / TEAM LEADER

Name: [REDACTED]
Position: [REDACTED]
Organisation: TOBIN Consulting Engineers
Address: Market Square,
Castlebar,
Co. Mayo

Signed: [REDACTED]
Date: 13th December 2017

ASSESSMENT TEAM MEMBERS

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Appendix A

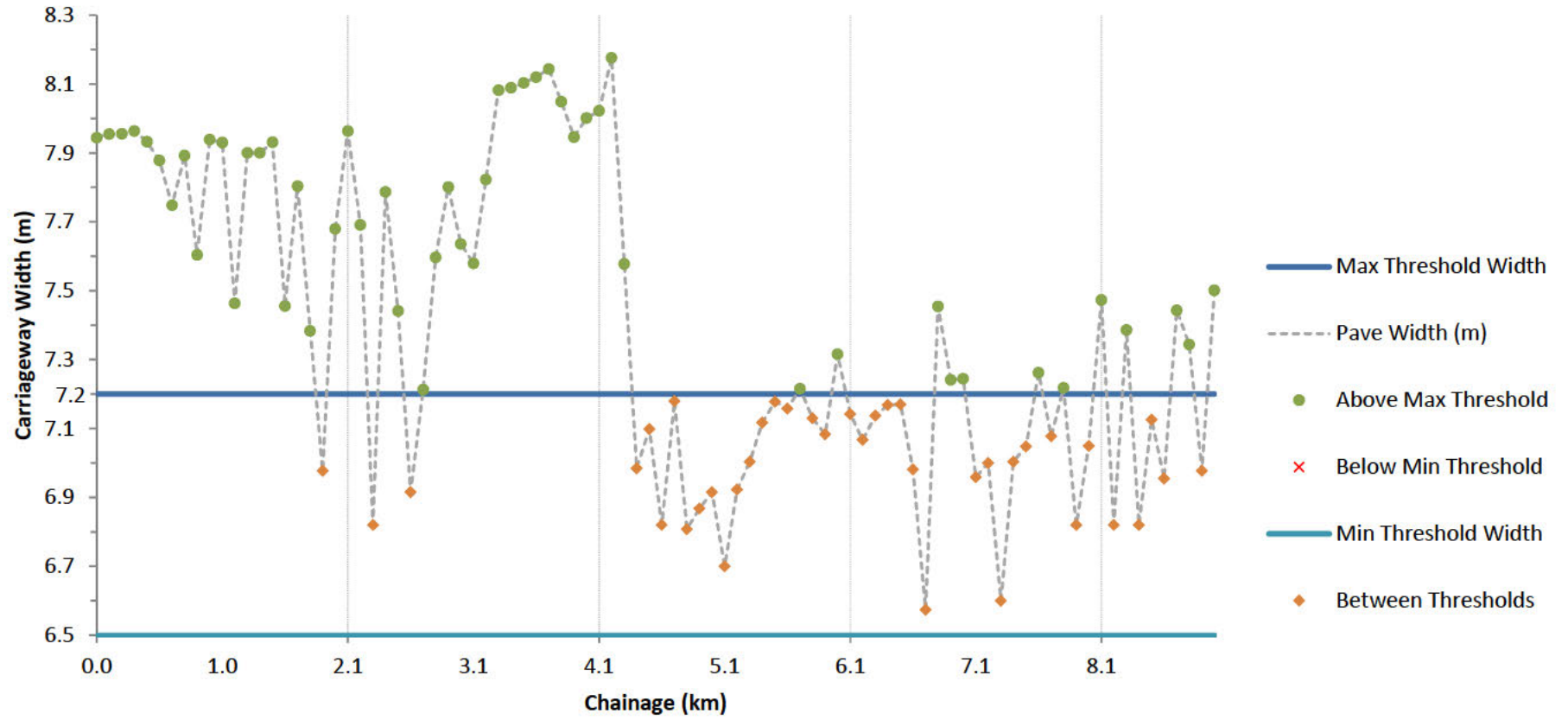
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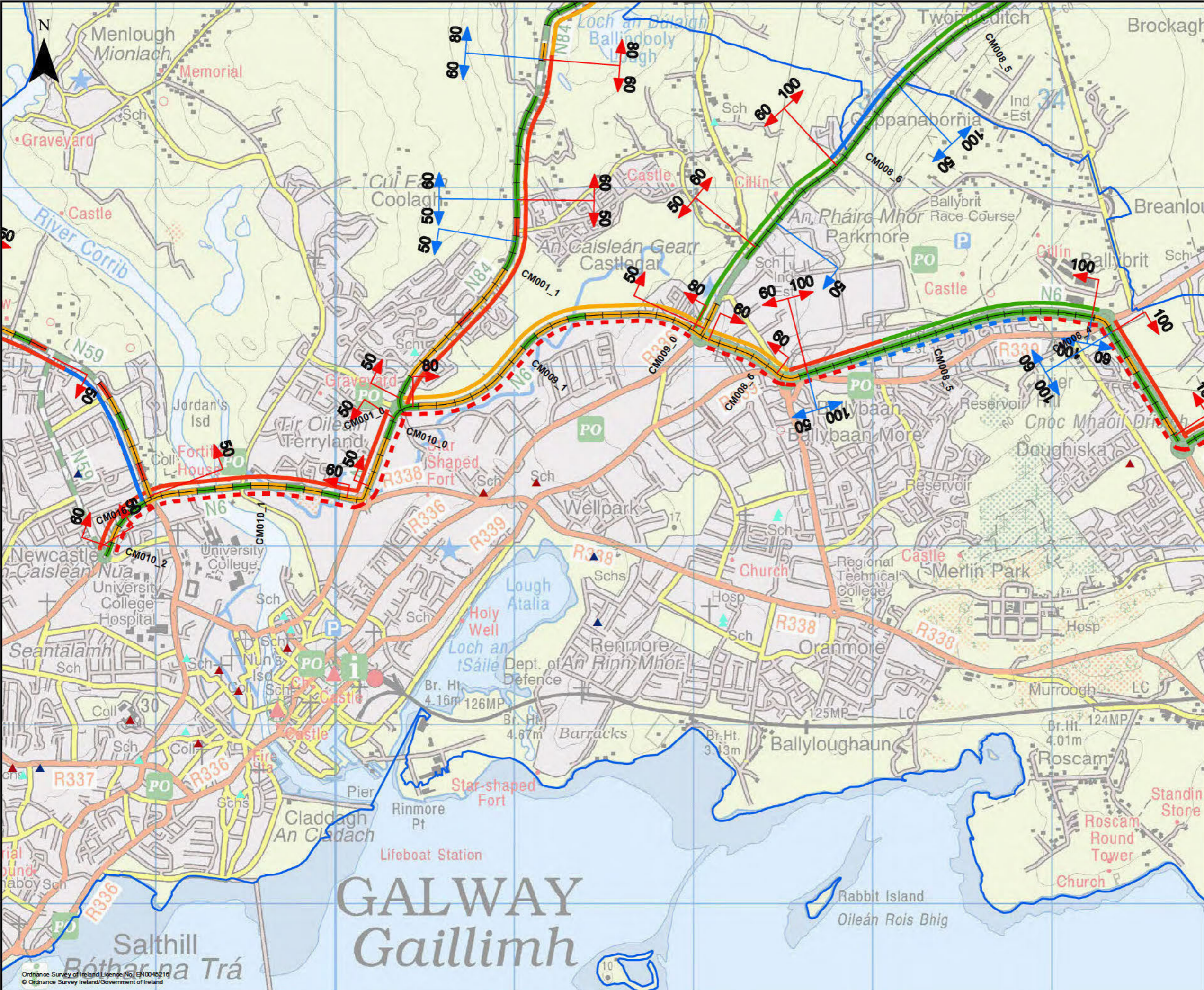


Contents

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

N06 Galway City- N06D1CM008





Legend

- Primary Schools
- Post Primary Schools
- Special Schools
- Legal Urban Boundaries
- Proposed Speed Limit
- Existing Speed Limit
- Proposed F401
- Carriageway Width
 - CW <=6.5
 - CW >6.5&<7.2
 - >=7.2
- Collision Rate
 - Twice Above Average
 - Above Expected Rate
 - Below Expected Rate
 - Twice Below Expected Rate
- Sinuosity
 - High Demand
 - Moderate
 - Low
- By-Passed



NOTES

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- ENGINEER TO BE INFORMED OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES
- ALL LEVELS RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD

Issue	Date	Description	By	Chkd.
D	04.12.17	Speed Signs Updated		
C	12.04.17	Speed Signs Updated		
B	10.10.17	Speed Signs Updated		
A	15.03.16	First Issue		

Client: 

Project: **National Road Speed Limit Review**

Title: **Route N06**

Scale @ A3: **1:20,000**

Prepared by: [Redacted] Checked: [Redacted] Date: **March 2016**

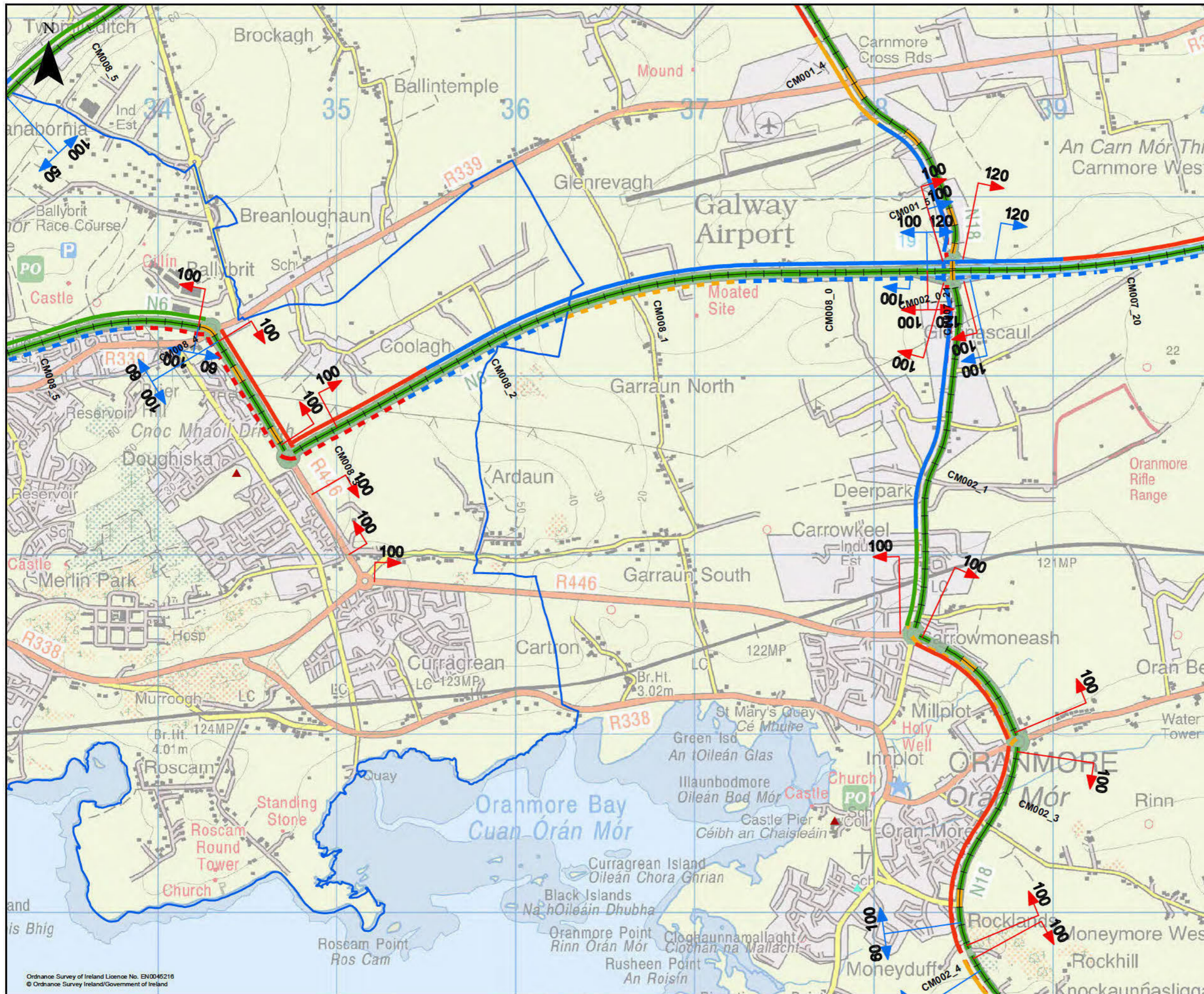
Project Director: [Redacted]



Fairgreen House
Fairgreen Road
Galway
H91 AXK8
tel: +353-(0)91-565211
fax: +353-(0)91-565308
e-mail: galway@tobin.ie
www.tobin.ie

Market Square
Castlebar
Co. Mayo
F23 Y427
tel: +353-(0)94-6021401
fax: +353-(0)94-6021534
e-mail: castlebar@tobin.ie
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Legend

- Primary Schools
- Post Primary Schools
- Special Schools
- Legal Urban Boundaries
- Proposed Speed Limit
- Existing Speed Limit
- Proposed F401
- Carriageway Width
 - CW ≤ 6.5
 - CW > 6.5 & < 7.2
 - ≥ 7.2
- Collision Rate
 - Twice Above Average
 - Above Expected Rate
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Issue	Date	Description	By	Chkd.
C	12.04.17	Speed Signs Updated		
B	10.10.16	Speed Signs Updated		
A	15.03.16	First Issue		

Client: 

Project: **National Road Speed Limit Review**

Title: **Route N06**

Scale @ A3: 1:20,000

Prepared by: [Redacted] Checked: [Redacted] Date: March 2016

Project Director: [Redacted]



Fairgreen House
Fairgreen Road
Galway
H91 AXK8
Tel: +353 (0)91-565211
Fax: +353 (0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

Market Square
Castlebar
Co. Mayo
F23 Y427
Tel: +353 (0)94-6021401
Fax: +353 (0)94-6021534
e-mail: castlebar@tobin.ie
www.tobin.ie

Appendix B

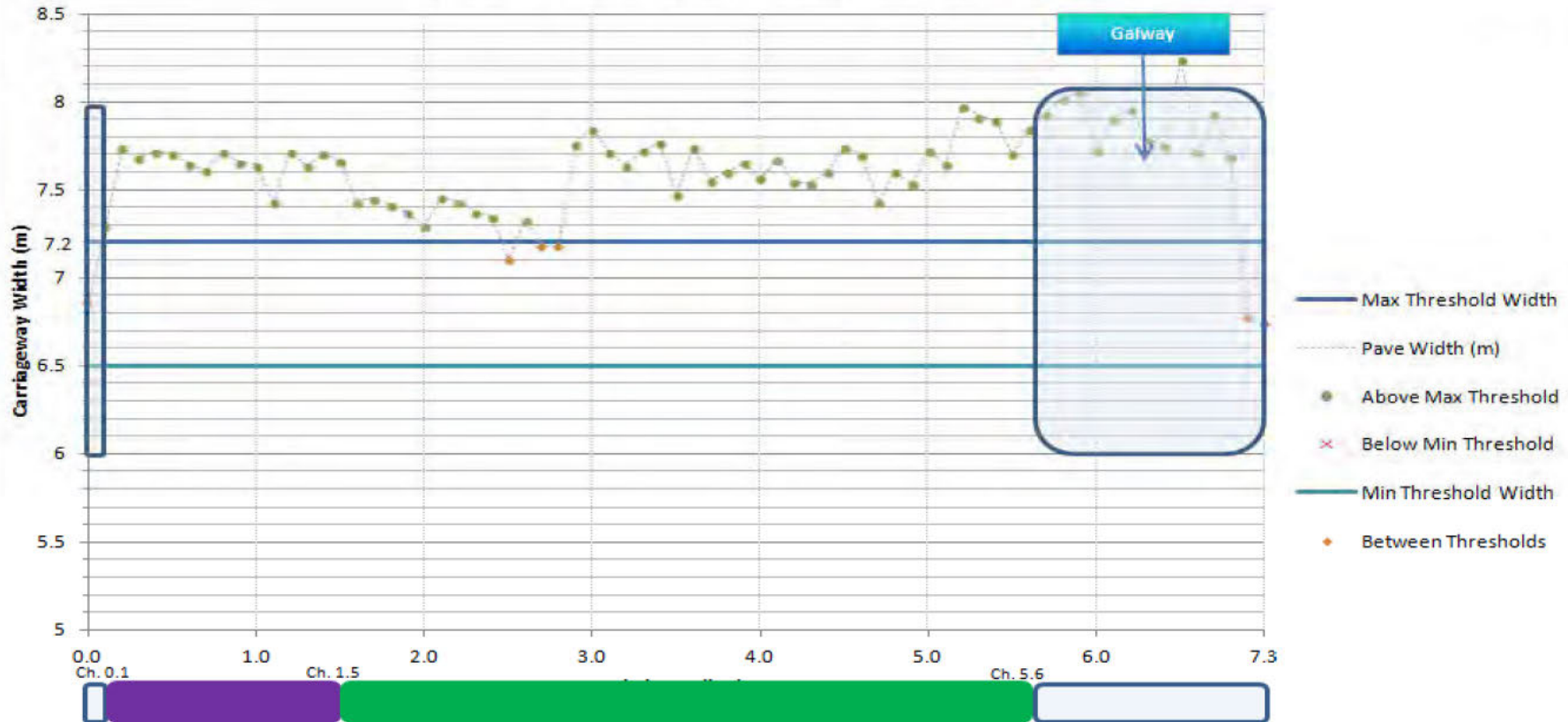
N83 (Former N17)

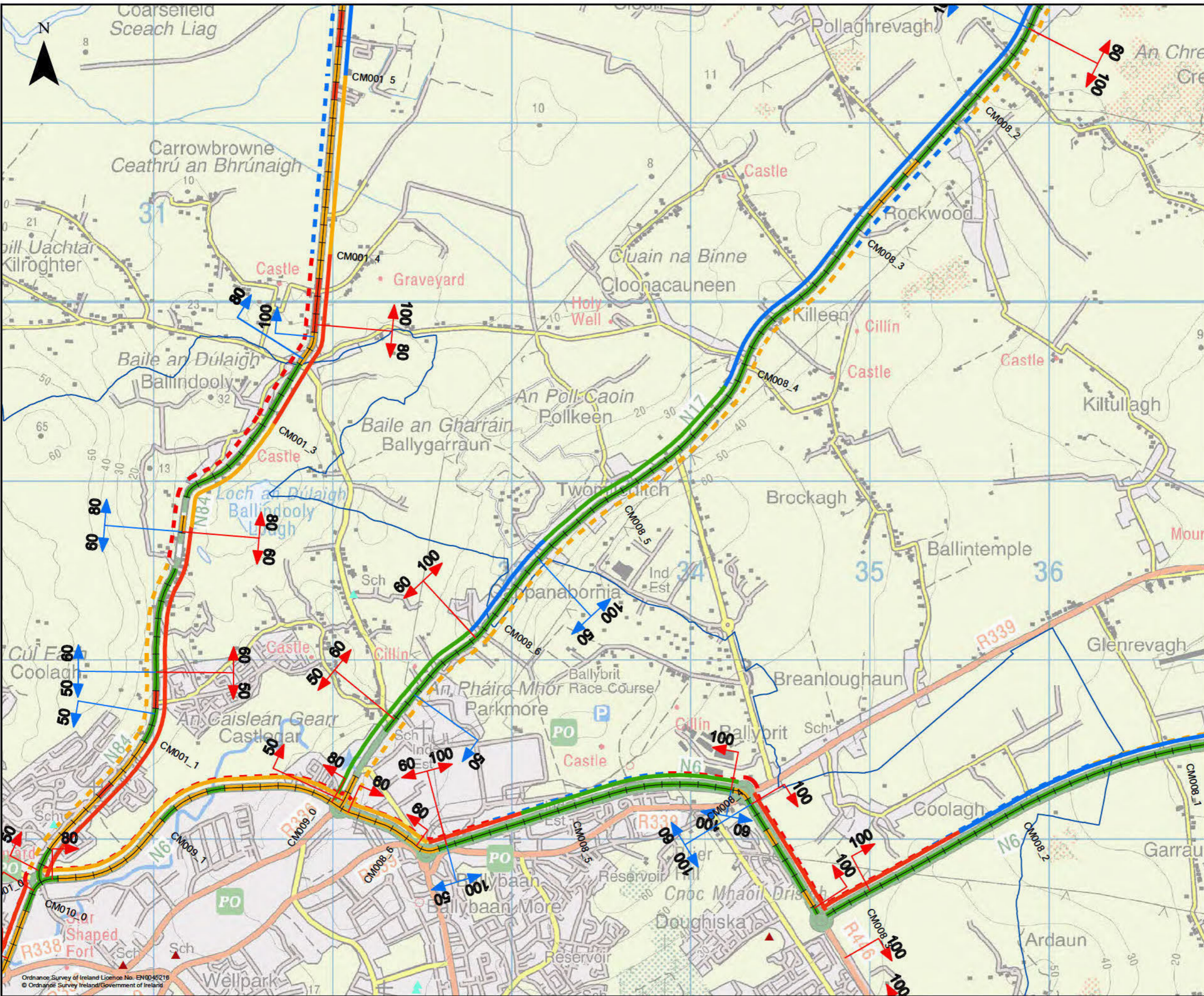


Contents

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

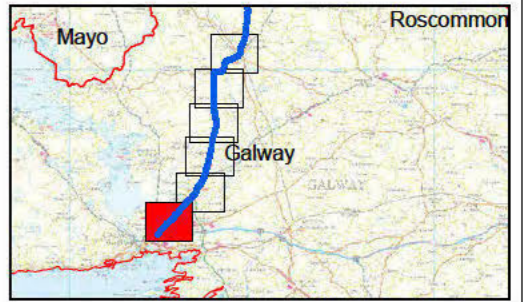
N17 Charlestown to Galway - N17D1CM008





Legend

- Primary Schools
- Post Primary Schools
- Special Schools
- Legal Urban Boundaries
- Proposed Speed Limit
- Existing Speed Limit
- Proposed F401
- Carriageway Width
 - CW ≤ 6.5
 - CW > 6.5 & < 7.2
 - ≥ 7.2
- Collision Rate
 - Twice Above Average
 - Above Expected Rate
 - Below Expected Rate
 - Twice Below Expected Rate
- By-Passed
- Sinuosity
 - High Demand
 - Moderate
 - Low



NOTES

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Issue	Date	Description	By	Chkd.
B	04.12.17	Speed Signs Updated		
A	12.04.17	First Issue		

Client:

Project: National Road Speed Limit Review

Title: Former N17 Reclassified to N83

Scale @ A3: 1:20,000

Prepared by: [Redacted] Checked: [Redacted] Date: March 2016

Project Director: [Redacted]

TOBIN

Fairgreen House
Fairgreen Road
Galway
H91 AXK8
tel: +353 (0)91-565211
fax: +353 (0)91-565308
e-mail: galway@tobin.ie
www.tobin.ie

Market Square
Castlebar
Co. Mayo
F23 Y427
tel: +353 (0)94-6021401
fax: +353 (0)94-6021534
e-mail: castlebar@tobin.ie
www.tobin.ie

Appendix C

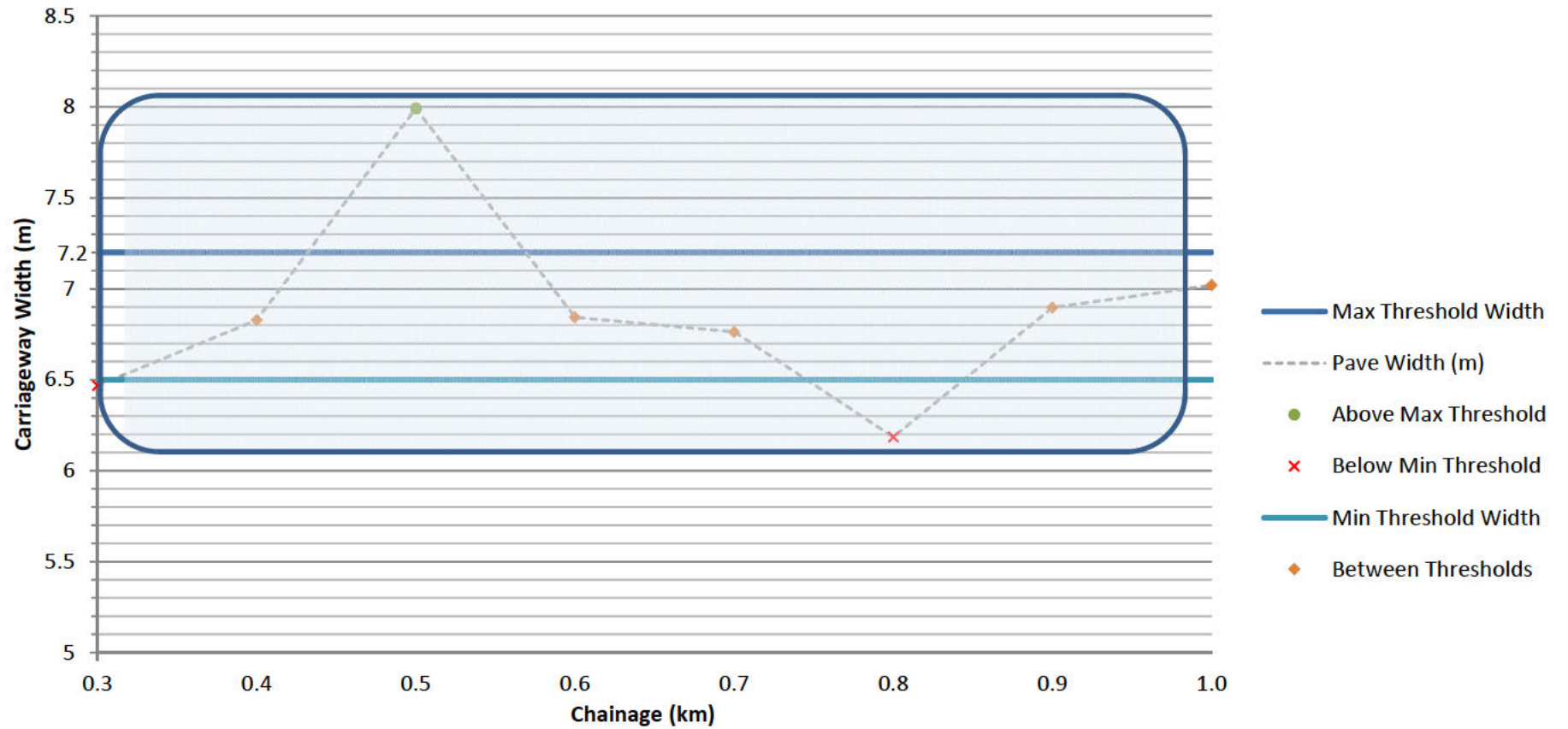
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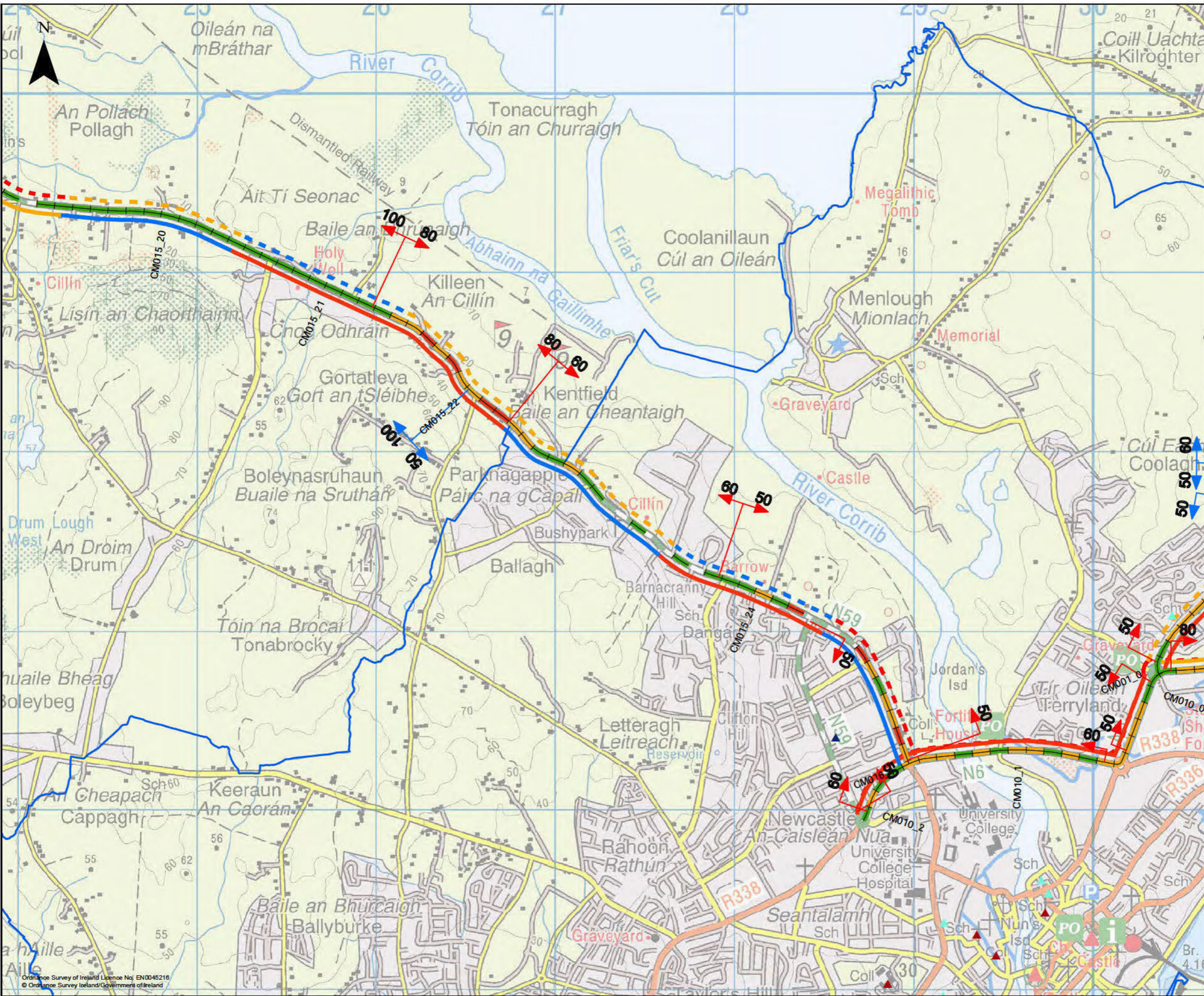


Contents

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

N59 Sligo to Galway - N59D1CM016





Legend

- Primary Schools (Green triangle)
- Post Primary Schools (Red triangle)
- Special Schools (Blue triangle)
- Legal Urban Boundaries (Blue outline)
- Proposed Speed Limit (Red double arrow)
- Existing Speed Limit (Blue double arrow)
- Proposed F401 (Dashed orange line)
- Carriageway Width
 - CW ≤ 6.5 (Red line)
 - CW > 6.5 & < 7.2 (Yellow line)
 - ≥ 7.2 (Green line)
- Collision Rate
 - Twice Above Average (Red line)
 - Above Expected Rate (Yellow line)
 - Below Expected Rate (Green line)
 - Twice Below Expected Rate (Blue line)
- Sinuosity
 - High Demand (Red line)
 - Moderate (Yellow line)
 - Low (Blue line)
- By-Passed (Black line)



- NOTES**
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Issue	Date	Description	By	Chkd.
D	04.12.17	Speed Signs Updated		
C	12.04.17	Speed Signs Updated		
B	10.10.16	Speed Signs Updated		
A	02.03.16	First Issue		

Client: 

Project: National Road Speed Limit Review

Title: Route N59

Scale @ A3: 1:20,000
 Prepared by: [Redacted] Checked: [Redacted] Date: February 2016
 Project Director: [Redacted]



Fairgreen House
 Fairgreen Road
 Galway
 H91 AXK9
 Tel: +353-(0)91-565211
 Fax: +353-(0)91-565308
 e-mail: galway@tobin.ie
 www.tobin.ie

Market Square
 Castlebar
 Co. Mayo
 F23 Y427
 Tel: +353-(0)94-6021401
 Fax: +353-(0)94-6021534
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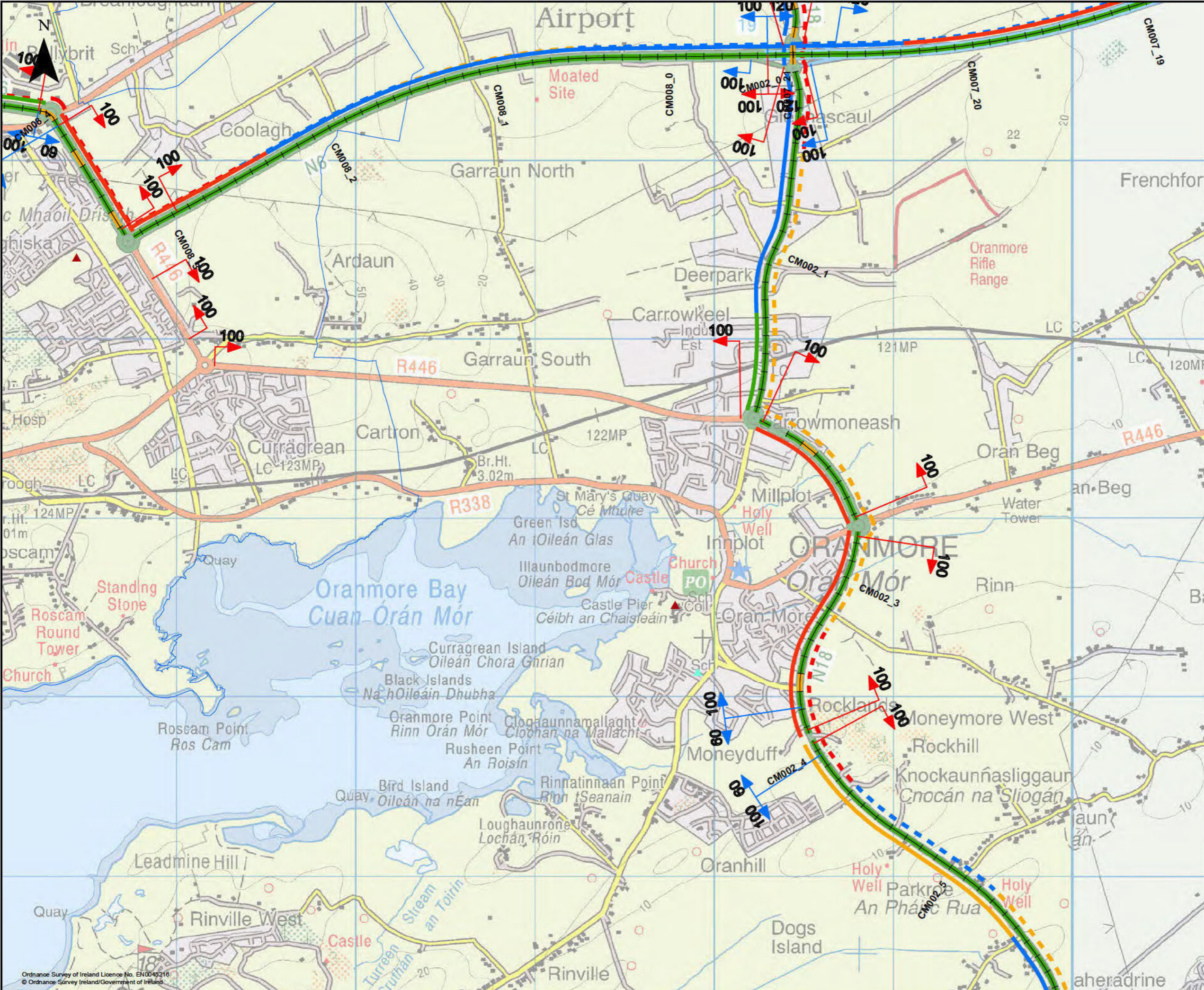
Appendix D

N67



Contents

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



Legend

- Primary Schools (Green triangle)
- Post Primary Schools (Red triangle)
- Special Schools (Blue triangle)
- Legal Urban Boundaries (Blue outline)
- Proposed Speed Limit (Red arrow)
- Existing Speed Limit (Blue arrow)
- Proposed F401 (Yellow arrow)
- Carriageway Width
 - CW ≤ 6.5 (Red line)
 - CW > 6.5 & < 7.2 (Yellow line)
 - CW ≥ 7.2 (Green line)
- Collision Rate
 - Twice Above Average (Red line)
 - Above Expected Rate (Yellow line)
 - Below Expected Rate (Green line)
 - Twice Below Expected Rate (Blue line)
- Sinuosity
 - High Demand (Red line)
 - Moderate (Yellow line)
 - Low (Blue line)
- By-Passed (Black line)



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Issue	Date	Description	By	Chkd.
A	12.04.17	First Issue		

Client: 

Project: **National Road Speed Limit Review**

Title: **Former R446 -
Reclassified to N67**

Scale @ A3: **1:20,000**

Prepared by: [Redacted] Checked: [Redacted] Date: **March 2017**

Project Director: [Redacted]

 **TOBIN**

Fairgreen House
Fairgreen Road
Galway
H91 AXK8
Tel: +353 (0)91-565211
Fax: +353 (0)91-565308
e-mail: galway@tobin.ie
www.tobin.ie

Market Square
Castlebar
Co. Mayo
F23 Y427
Tel: +353 (0)94-6021401
Fax: +353 (0)94-6021534
e-mail: castlebar@tobin.ie
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Appendix E

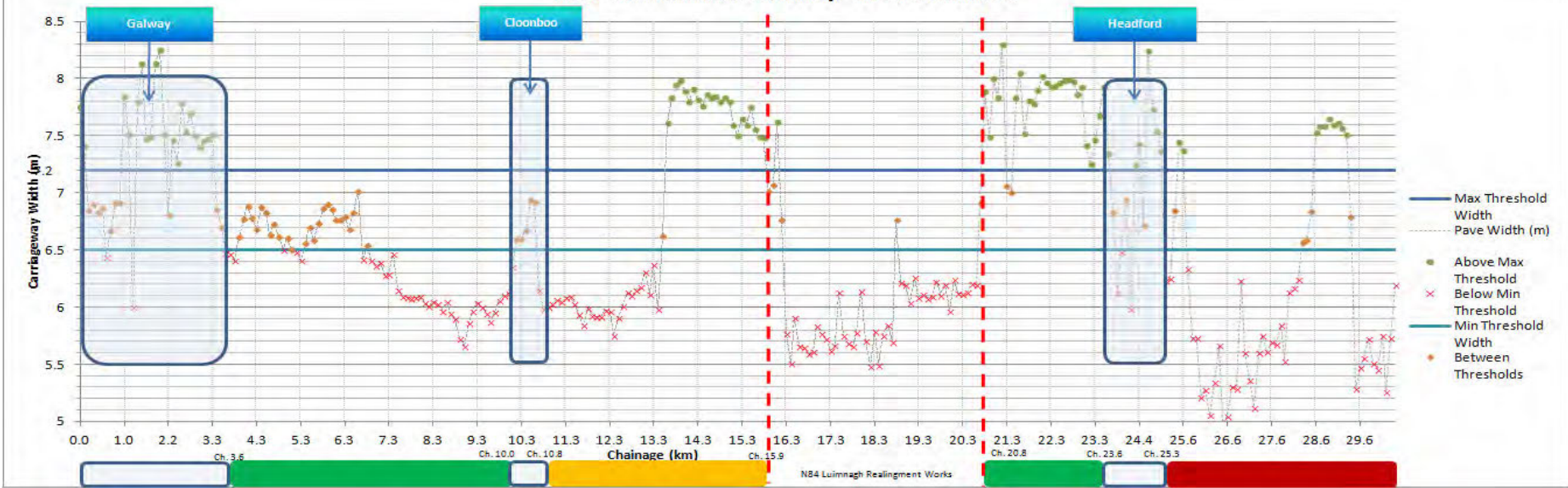
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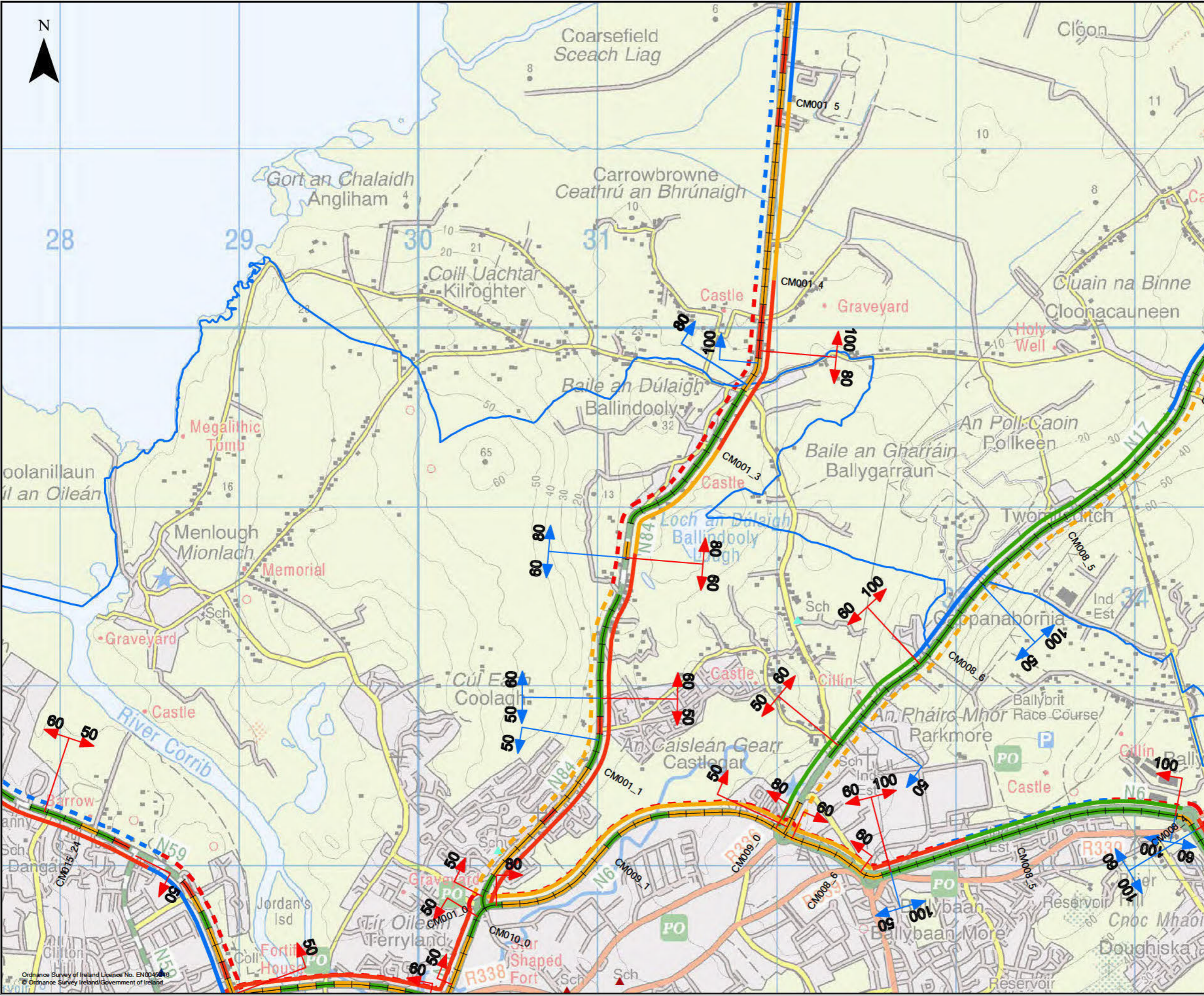


Contents

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

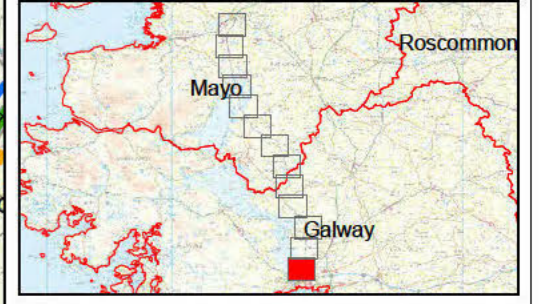
N84 Castlebar to Galway - N84D1CM001





Legend

- Primary Schools
- Post Primary Schools
- Special Schools
- Legal Urban Boundaries
- Proposed Speed Limit
- Existing Speed Limit
- Proposed F401
- Carriageway Width
- CW ≤ 6.5
- CW > 6.5 & < 7.2
- ≥ 7.2
- Collision Rate
- Twice Above Average
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- Below Expected Rate
- Twice Below Expected Rate
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Issue	Date	Description	By	Chkd.
D	04.12.17	Speed Signs Updated		
C	12.04.17	Speed Signs Updated		
B	10.10.16	Speed Signs Updated		
A	17.02.16	First Issue	R.K.	T.C.

Client: 

Project: **National Road Speed Limit Review**

Title: **Route N84**

Scale @ A3: 1:20,000

Prepared by: [Redacted] Checked: [Redacted] Date: February 2016

Project Director: [Redacted]



Fairgreen House
Fairgreen Road
Galway
H91 AXK8
tel: +353 (0)91-565211
fax: +353 (0)91-565308
e-mail: galway@tobin.ie
www.tobin.ie

Market Square
Castlebar
Co. Mayo
F23 Y427
tel: +353 (0)94-6021401
fax: +353 (0)94-6021534
e-mail: castlebar@tobin.ie
www.tobin.ie



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Ionad Ghnó Gheata na Páirce,
Stráid Gheata na Páirce
Baile Átha Cliath 8, Éire



Parkgate Business Centre,
Parkgate Street,
Dublín 8, Ireland



www.tii.ie



info@tii.ie



+353 (01) 646 3600



+353 (01) 646 3601