



**Love 30,
the Campaign
for 30 km/h
Speed Limits**

**Mayo County Council
Rural Local Road Default Speed Limits**

Submission by:

Love 30

5 Foster Place

Dublin 2

D02 V0P9

Email: info@love30.ie Web: www.love30.ie

4 September 2024

Love 30, the Campaign for 30 km/h Speed Limits welcomes the general proposed reduction in speed limits brought about by the Road Traffic Act 2024. We understand the council's proposals to maintain a higher speed limit on a small number of roads, but we have specific concerns about a number of locations. See paragraph. 5 below.

Implementing lower speed limits on rural roads will bring numerous benefits to the County, including enhanced safety, environmental sustainability, and overall quality of life.

1. Improved Road Safety

Lowering speed limits on rural roads is a crucial step towards reducing the number and severity of traffic collisions. Rural roads often have sharp bends, narrow lanes, and limited visibility, making them particularly hazardous at higher speeds. RSA collision data shows that between 2018 and 2021, 38% of road fatalities occurred on 80Km/h roads and 30% of serious injuries. By reducing speed limits on these roads, we can significantly decrease the risk of collisions, thereby protecting the lives of drivers, passengers, cyclists, and pedestrians.

2. Environmental Benefits

Reducing speed limits can also contribute to environmental sustainability. Lower speeds typically result in reduced fuel consumption and lower emissions of greenhouse gases and pollutants. This change aligns with Ireland’s target of reducing emissions from the transport sector by between 42% and 50% by 2030.

3. Enhanced Quality of Life

Lower speed limits can improve the quality of life for residents living near rural roads. Reduced traffic noise and vibrations will create a more peaceful and pleasant environment. Additionally, safer roads encourage more walking and cycling, promoting healthier lifestyles and fostering a greater sense of community.

4. Economic Advantages

Safer roads can lead to economic benefits as well. Fewer collisions mean lower costs related to emergency services, medical care, and vehicle repairs. Moreover, a safer and more attractive rural environment can boost local tourism and support small businesses.

5. Specific concerns:

The table below shows the locations where we think an 80 km/h speed limit is not appropriate.

Location	Comments
The L-1127 (old N26) from a point 90m southeast of its junction with the N-26-29 in the townland of Rathaconeen to a point 20m east of its junction with the N-26-30 in the	Parts of this road have substantial residential or commercial elements. A speed limit of 80 km/h seems to be too high for those sections. In particular at Rathaconeen, a lower speed limit should apply at the houses

townland of Drumrevagh.	/ businesses.
The L-1202, from its junction with the R-314 in the townland of Bellagelly South to a point 80m east of its junction with the L-22021 in the townland of Kilcommon/ Pollatomish.	A lower speed limit should apply at Scoil Náisiúnta Pol a 'tSomais.
The L-1204, (Bangor to Bellanaboy Road) from its junction with the R-314 in the townland of Bellanaboy to its junction with the R-313 in the townland of Attavally.	There are some unmitigated sections with quite poor alignments and limited line of sight. An 80 km/h speed limit is too high for these sections.
The L-1206, (Bangor to Gweesalia Road) from a point 184m west of its junction with the R-313 in the townland of Bangor to a point 295m southwest of its junction with the L-1205 in the townland of Gweesalia.	For 1km east of the L1205, the road surface is poor (polished surface, loose gravel, potholes, cracking, and possible subsidence). A lower speed limit is appropriate on this section.

We have provided a detailed list of comments in Appendix A, which we hope will be useful to identify gaps in the bye-laws and remove any inconsistencies.

Yours sincerely

Mairéad Forsythe

Love 30 Campaign

Who We Are

Love 30, the Campaign for 30 km/h Speed Limits, is a national alliance of individuals and organisations who support lower speed limits in urban areas. We are campaigning for the introduction of lower speed limits and more 30 km/h zones in urban areas, but particularly in town centres, residential areas, and near schools and other places of public assembly. The Campaign consists of walking groups, cycling campaigners, health groups, supporters of children's right to walk & play, and others who recognise the benefits of lower speed limits. We are a member group of Cyclist.ie, the Irish Cycling Advocacy Network.

Appendix A

General

1. Some of the following comments reference the websites logainm.ie, finder.eircode.ie and Google Maps. That does NOT mean that those websites are correct. However, it does suggest that the draft bye-laws may be lacking.

30 km/h and other Speed Limits

2. Soon, once the relevant provisions are commenced, the Road Traffic Act 2024 will mean that every road in a built-up area (towns, within their boundaries as they stood in 2004) will have a default 30 km/h speed limit, unless special speed limits apply. However, there are many urban places that are outside built-up areas. It may be useful to look at Census 2022 to see what places that the Central Statistics Office considers a settlement to see if they should have low(er) speed limits. Shapefiles or similar are available from the CSO¹. In places, these settlement boundaries might not be perfectly appropriate for speed limit purposes.
3. The Department of Education maintains lists of schools². It may be useful to look at those lists to check locations to see if they should have low periodic speed limits.
4. In certain locations around the country, there are roads that are signed and generally understood to be national roads or regional roads by virtue of section 10(1)(d)³ of the Roads Act, 1993. It may be useful to review the council's records for any alterations to roads (bypasses, realignments, etc.) that might call into question whether any specific section of road is a national, regional or local road, in particular where the current alignment does not correspond with the one in existence at the time of the making of the Roads Act 1993 (Classification of National Roads) Order 2012⁴ and Roads Act 1993 (Classification of Regional Roads) Order 2012⁵ or any amending order.

¹ See <https://www.cso.ie/en/census/census2022/census2022urbanboundariesandbuiltupareas/>

² See <https://www.gov.ie/en/service/find-a-school/>

³ See <https://www.irishstatutebook.ie/eli/1993/act/14/section/10/enacted/en/html#sec10>

⁴ See <https://www.irishstatutebook.ie/eli/2012/si/53/made/en/print>

⁵ See <https://www.irishstatutebook.ie/eli/2012/si/54/made/en/print>

Detailed Comments

Original text			Comments
		Comhairle Contae Mhaigh Eo	
		Mayo County Council	
		Rural Local Road Default Speed Limits	5. I'm not sure that this is an appropriate title.
		Proposed Amendments to the Mayo County Council Road Traffic (Special Speed Limits) Bye-laws 2018	6. That's not the name. Bye-law 1 specifies "Road Traffic (Special Speed Limits) (County of Mayo) Bye-laws 2018". The cover of those bye-laws says something different again.
		In Accordance with the Provisions of The Road Traffic Acts 1961 - 2024	7. That's not the name. Article 2 of the act specifies "Road Traffic Acts 1961 to 2024".
		Schedule of Proposed Amendments and Location Maps	
		July 2024	
		The Proposed Amendments are as follows:	
		Rural Local Roads in County Mayo with current default speed limit of 80 km/h shall have a default Speed Limit of 60 km/h, with the exception of those listed hereunder, which shall have a Special Speed Limit of 80 km/h.	8. Prior to the commencement of the relevant sections of the Road Traffic Act 2024, it is likely not legal to apply an 80 km/h speed limit to a rural local road. The commencement date for these draft bye-laws should be the same as the commencement date for those sections of the Road Traffic Act 2024.

Original text			Comments	
1	'Ballina Municipal District'	Drawing Ref. BMD-24-001	Description as follows: The L-1127 (old N26) from a point 90m southeast of its junction with the N-26-29 in the townland of Rathaconeen to a point 20m east of its junction with the N-26-30 in the townland of Drumrevagh.	9. The name appears to be "Municipal District of Ballina" ⁶ . Remove the quotation marks. 10. The on-site signage ⁷ at Drumrevagh marks this as the L53592. 11. Use the full word "metres". 12. Spelling "Rathnaconeen" ⁸ . 13. What speed limits will apply to the rest of the road, at either end? And adjacent roads? 14. Parts of this road have substantial residential or commercial elements. A speed limit of 80 km/h seems to be too high for those sections. In particular at Rathnaconeen, a lower speed limit should apply at the houses / businesses.
2	'Castlebar Municipal District'	Drawing Ref. N/A	None proposed	15. The name appears to be "Municipal District of Castlebar" ⁹ . Remove the quotation marks.
3	'Claremorris Swinford Municipal District'	Drawing Ref. N/A	None proposed	16. The name appears to be "Municipal District of Claremorris — Swinford" ¹⁰ . Remove the quotation marks.
4	'Westport/Belmullet Municipal District'	Drawing Ref. WBMD-24-001	Description as follows: The L-1203, (Glenamoy to Carrowteigue Road) from its junction with the R-314 in the townland of Bellagelly North to a point 25m south of its junction with the L-5247 in the townland of Carrownaglogh.	17. The name appears to be "Municipal District of Westport — Belmullet" ¹¹ . Remove the quotation marks. 18. Spelling "Carrowteigue" ¹² . 19. Lower case "road". 20. Use the full word "metres". 21. We have no particular problem with a speed limit of 80 km/h on this road.

⁶ See <https://www.irishstatutebook.ie/eli/2018/si/627/made/en/print>

⁷ See

https://www.google.com/maps/@54.0626751,-9.1524678,3a,48.5y,139.93h,88.65t/data=!3m7!1e1!3m5!1sIEJKDvsq5y7EY-sCxf9bMQ!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fpanoid%3DIEJKDvsq5y7EY-sCxf9bMQ%26cb_client%3Dmaps_sv.share%26w%3D900%26h%3D600%26yaw%3D139.93222202384177%26pitch%3D1.3486258507703042%26thumbfov%3D90!7i16384!8i8192?coh=205410&entry=ttu

⁸ See <https://www.logainm.ie/34189.aspx>

⁹ See <https://www.irishstatutebook.ie/eli/2018/si/627/made/en/print>

¹⁰ See <https://www.irishstatutebook.ie/eli/2018/si/627/made/en/print>

¹¹ See <https://www.irishstatutebook.ie/eli/2018/si/627/made/en/print>

¹² See <https://www.logainm.ie/35402.aspx>

Original text			Comments	
5	'Westport/Belmullet Municipal District'	Drawing Ref. WBMD-24-002	Description as follows: The L-1202, from its junction with the R-314 in the townland of Bellagelley South to a point 80m east of its junction with the L-22021 in the townland of Kilcommon/ Pollatomish.	22. The name appears to be "Municipal District of Westport — Belmullet". Remove the quotation marks. 23. Use the full word "metres". 24. The name of the townland is "Kilcommon or Pollatomish" ¹³ . 25. A lower speed limit should apply at Scoil Náisiúnta Pol a 'tSomais. 26. Except for the previous comment, we have no particular problem with a speed limit of 80 km/h on this road.
6	'Westport/Belmullet Municipal District'	Drawing Ref. WBMD-24-003	Description as follows: The L-1204, (Bangor to Bellanaboy Road) from its junction with the R-314 in the townland of Bellanaboy to its junction with the R-313 in the townland of Attavally.	27. The name appears to be "Municipal District of Westport — Belmullet". Remove the quotation marks. 28. Capitalisation "road". 29. There are some unmitigated sections with quite poor alignments and limited line of sight. 30. Except for the previous comment, we have no particular problem with a speed limit of 80 km/h on this road.
7	'Westport/Belmullet Municipal District'	Drawing Ref. WBMD-24-004	Description as follows: The L-1206, (Bangor to Gweesalia Road) from a point 184m west of its junction with the R-313 in the townland of Bangor to a point 295m southwest of its junction with the L-1205 in the townland of Gweesalia.	31. The name appears to be "Municipal District of Westport — Belmullet". Remove the quotation marks. 32. Capitalisation "road". 33. Use the full word "metres" (x2). 34. West of the L1205, what is the road number? 35. For 1km east of the L1205, the road surface is poor (polished surface, loose gravel, potholes, cracking, and possible subsidence) and a lower speed limit should apply. 36. Except for the previous comment, we have no particular problem with a speed limit of 80 km/h on this road.

¹³ See <https://www.logainm.ie/35418.aspx>