

# Submission Details

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## Submitter

Name	Colm Ryder
Address	C/o 47 Synge Street Dublin 8 D08 E7P8 D08 E7P8
Note	see attached PDF

## In relation to application

Application Number	PT8TT136
Applicant Name	Tipperary County Council
Development Address	Garryvicleheen and Townspark Co. Tipperary

<p><b>Irish Cycling Campaign</b> Formerly Cyclist.ie. The Irish Cycling Advocacy Network</p> <hr/> <p>The Member for Ireland of:</p> 	<p>Irish Cycling Campaign 5 Foster Place Dublin 2 D02 V0P9</p> <p><a href="http://www.irishcyclingcampaign.ie">www.irishcyclingcampaign.ie</a></p> <p>RCN 20102029</p>
<p>Addressee: Donegal County Council</p>	
<p>Date: 30th August 2024</p>	
<p>Re: <b>Special Speed Limit Bye Laws 2024</b></p>	

## 1 Introduction

The Irish Cycling Campaign (formerly [Cyclist.ie](http://Cyclist.ie), the Irish Cycling Advocacy Network-ICAN), is the national cycling advocacy body with membership from cycling advocacy groups, greenway groups and bike festivals on the island of Ireland. We are the Irish member of the [European Cyclists' Federation](http://European Cyclists' Federation). Our vision is for an Ireland with a cycle and pedestrian friendly culture, where everyone has a real choice to cycle and move about safely, and is encouraged to experience the joy, convenience, health and environmental benefits of cycling and walking.

The Irish Cycling Campaign congratulates Donegal County Council for being one of the first Local Authorities to exhibit their speed limit revisions under the new national regulations. We commend the clarity of the exhibited consultation, and the ease of understanding the proposed changes. The implementation of lower speed limits on rural roads has been shown to bring numerous benefits, including enhanced safety, environmental sustainability, and improved overall quality of life for residents.

We also note that this consultation been posted on [www.speedlimits.ie](http://www.speedlimits.ie), as required by the Guidelines for Setting and Managing Speed Limits in Ireland.

However we have some issues with the proposals and we make some brief comments below

## 2 General Comments

In general the Irish Cycling Campaign supports the uniform application of the new lower speed limits across the county, as this sends out a clear message to drivers on the application of the limits across particular road designations. It also gives clarity to all road users and avoids unnecessary extra signage, for deviations from the standard. In addition the administration element of the overall process can be reduced for the Local Authority, by reason of no necessity to publish long lists of road name sections and townlands, where particular naming or numbering details might be challenged,

We note that Donegal County Council has chosen 4 proposed route exceptions to remain at an 80kph speed limit, as opposed to accepting a standard blanket application of the new regulations across the myriad of L routes in the county, and reducing speed limit to 60kph. It is not clear exactly why these various limited L Route sections have been chosen over others, and no particular justification has been provided. When comparing the 4 chosen route sections with the many L routes across the county, it is difficult to understand the rationale behind this decision.

Irish Cycling Campaign recommends that the 4 exceptions proposed to the application of 60kph speed limits be revoked, and all L routes across the county be given the same 60kph speed limit.

If this recommendation is refused we wish to see the full justification for these proposed changes published openly.

## 3 Summary/Conclusion

The Irish Cycling Campaign commends Donegal County Council, on the clarity of their consultation presentation for the new proposed speed limits. However we can see no clear justification for the 4 proposed route section exceptions, and would recommend a blanket application of the new 60kph limit across all L roads in the county.

**Colm Ryder**

**Infrastructure Coordinator**

**Irish Cycling Campaign**

[colmryder@gmail.com](mailto:colmryder@gmail.com)

[www.irishcyclingcampaign.ie](http://www.irishcyclingcampaign.ie)