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Longford County Council

Roads Department

Public Consultation Report

In Accordance with

Section 38 Road Traffic Act 1994 and

"Guidelines on Traffic Works Procedures"

Issued by the Department of Transport

In October 2023

Proposed Traffic Calming along L-1040-0 at Enybegs Village, Killoe, Co. Longford

November 2026

To: Paul Newell, Acting Director of Services for Physical Development.

Following on from an earlier determination that Section 38 Road Traffic Act 1994 is the appropriate process for the assessment and implementation of the proposed works titled "Proposed Traffic Calming along L-1040-0 at Enybegs Village, Killoe, Co. Longford", a non-statutory public consultation process was undertaken to determine local attitudes and responses to the proposed works. This report outlines this consultation process and the decisions and actions that arise from it.

A copy of this determination report is included as an Appendix (1) to this report.

Being satisfied that the requirements of the Section 38 Guidelines (issued by the Department of Transport in Oct 2023,) have been fully complied with in relation to the above proposed development, I have prepared the following report in accordance with the requirements of Section 8 of the above Guidelines and formally submit same to you for a Traffic Works Order to be signed off.

This report concludes by recommending that the proposed works do not proceed and that further consultation should take place with the local community in order to see if alternative proposals can be developed. To comply with the Section 38 guidance this decision not to proceed needs to be formally recorded by way of a Chief Executive Roadworks Order, which will then be published on the Longford County Council website.



Senior Executive Engineer Granard Municipal District.
Dated 10th Nov 2026

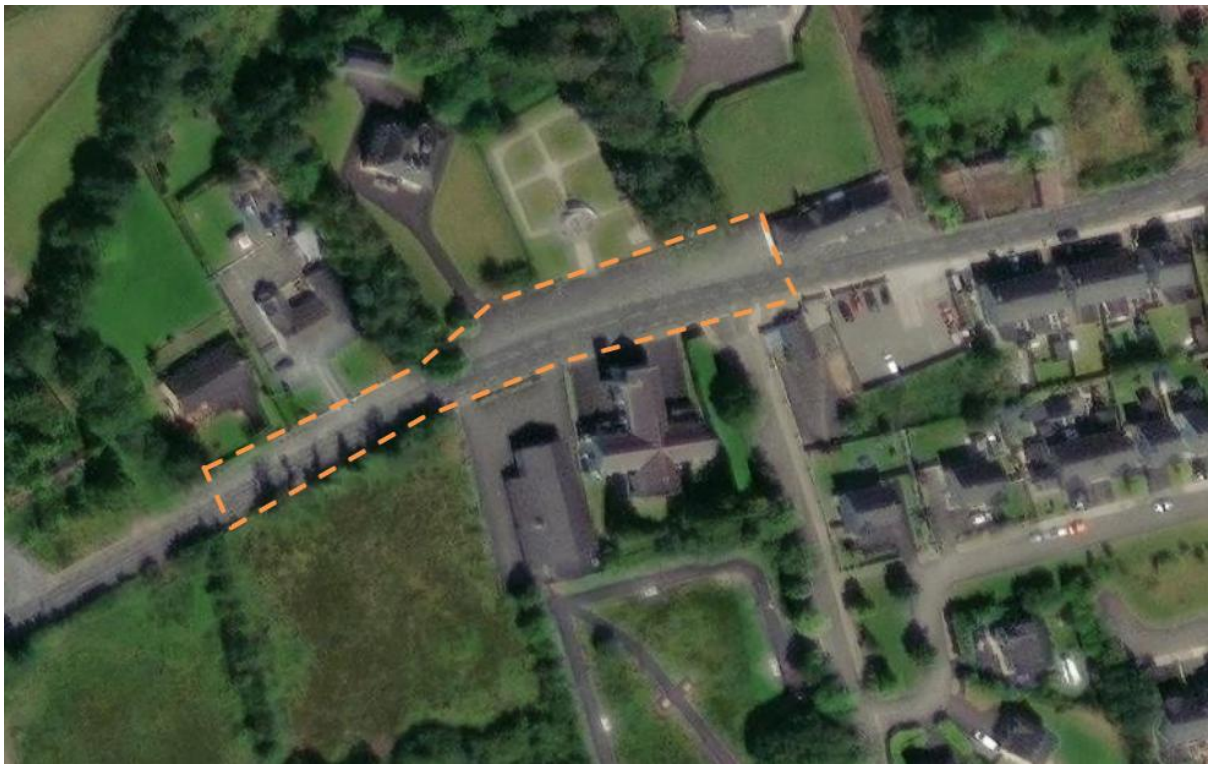
1. INTRODUCTION/ SITE LOCATION

Longford County Council was approached by Killoe Development Group (KDG) in 2019, to progress a scheme with the aim of installing traffic calming measures in the village of Enybegs to reduce traffic speed through the village. Various discussions took place and eventually a final design for the scheme was prepared in August 2026 based on an initial design submitted to the council by Killoe Development Group in September 2025.
The design proposed the installation of new kerbing, footpaths, the regulation of car parking on both sides of the road, improved crossing points, widening of existing footpaths and landscaping to improve safety and reduce speed through the village.

2. NATURE AND EXTENT OF PROPOSED DEVELOMENT

The proposed works as detailed on the attached drawing (Appendix 3), involve reducing the width and reconfiguration of the roadway to encourage a reduction in speed of vehicular traffic through the village whilst improving safety for pedestrians and vulnerable road users. The narrowing of the road on both approaches and landscaping will serve to reduce approach speeds which will improve safety. This will also improve the pedestrian experience crossing the road at or near the Community Centre and local Church. It will also provide an opportunity to improve the bus stop facilities for the local link bus service at this location.

The subject area is outlined by the dashed line on the satellite image below:



The proposed design generally consisted of the following:

- Installation of footpaths along the Northern side (Parochial House/Titanic Memorial Garden) including the installation of "build-outs" to narrow the approach roads and improve pedestrian safety
- Regulating of the existing car parking arrangements by installing car parking markings.
- Widening of the existing and construction of new footpaths and installation of additional car parking spaces to the front of St Mary's Church.
- Installation of Bus Stop kerbing at the existing bus stops at Enybegs Community Centre & across the road.
- Provision of improved pedestrian crossing point from new build out to the front of St Mary's Church / Enybegs Community Centre.
- Provision of new planted areas to improve the visual amenity of the village.

3. IS SECTION 38 OF THE ROAD TRAFFIC ACT 1994 APPROPRIATE

The Guidelines on Traffic Works Procedures, issued by the Department of Transport in October 2023 requires that a separate determination exercise is undertaken to determine the works described herein, which are proposed to be carried out by Longford County Council Roads Section, are appropriate for assessment and implementation in accordance with Section 38 of the Road Traffic Act 1994.
This determination was carried out in August 2026, and the conclusion was that this is indeed the correct procedure. A copy of this Determination Document is included in **Appendix 1.**

4. NON-STATUTORY PUBLIC CONSULTATION, SUBMISSIONS, ETC.

Once it was decided that Section 38 was the appropriate process, Section 8 of the Guidelines Document provided for a Non-Statutory Public Consultation process to be undertaken to get local feedback regarding the proposed works.

A notice of consultation was published on Longford County Council's website under the roads section notifying the public of the Public Consultation on 24 August 2026.

A newspaper notice was published in the Longford Leader newspaper, dated 01 September 2026.

In addition, site notices were installed in Enybegs Village including drawings of the proposed works.
The public were invited to make submissions in writing or via a dedicated email address and the deadline for receipt of submissions was initially set at 5pm on 11 September 2026 and subsequently extended to 5pm on 18 September 2026.

A total of 7 submissions were received concerning various aspects of the proposals. Below is a brief description of the submissions and Longford County Council's proposed response to the submissions.

4.1 **Submission 1: Padraig Doherty on behalf of Enybegs Community Centre**.

Ennybegs Community Centre have the following concerns with regard to the proposed traffic calming/road narrowing in the Village.

• The Plan provides for 27 parking spaces. This is a significant reduction in the parking space presently available. Our weekly Bingo currently brings about 70 cars to the Village.

• Parking is required not just for the Bingo but also Drama Productions, Funerals, Weddings and other ad hoc events that occur from time to time.

• The Village needs a Car Park. At present cars park:-

(1) Along both sides of the road on the Longford side of the Centre.
(2) Down the road to the Crann Íur Housing Estate.
This is causing complaints from the residents and creates a very dangerous situation at the junction with the Main Road.
(3) Begley's Car Park which is privately owned but which has had to deal with the overflow from the Church and Community Centre.

• Our Bingo night is an important social outlet for a lot of elderly people (average age 80). If these proposed works go ahead we would have to close the Bingo on health and safety grounds. Once you close a Bingo the players go elsewhere and this would pose a threat to the future of the Bingo and the financial viability of the Community Centre itself.

While we welcome the developments, we request that it is postponed until such time as there is proper provision for parking in the Village.

Response: The initial approach to Longford County Council by KDG (probably around 2019) highlighted the issues with traffic speeding through the village. Subsequently over a number of years there were various discussions with KDG, regarding what might be done to deal with speeding. Around 2025 KDG submitted

proposals to Longford County Council and following some further minor amendments to those proposals, the Aug 2026 plans were issued for Public Consultation. The proposals do indeed reduce the available parking to some extent but in reality within the specific zone of the works, it really only reduces legal parking spaces by around 8 spaces, leaving approximately 27 legal spaces.

In their submission the Enybegs Community Group refer to parking of over 70 vehicles however it goes on to note that many of these vehicles are parked

1. Along both sides of the road on the Longford side of the Centre.
2. Down the road to the Crann Íur Housing Estate and
3. In Begley's Car Park which is privately owned.

None of these are really desirable but the proposed works do not impact negatively on these three areas.

As noted above the primary focus of the proposed development was speed related and the proposed works as detailed were a reconfiguration of the existing roadway to encourage a reduction in speed of vehicular traffic through the village whilst improving safety for pedestrians and vulnerable road users. As is often the case the achievement of these aims often comes at the expense of parking spaces but the proposals did seek to balance pedestrian/road safety with the need for parking in the vicinity. We note the request to postpone the works until such time as there is proper provision for parking in the Village and while that makes sense, it should be noted that provision of is outside the allowed scope of Community Involvement Funding (which is confined to public roads only) and therefore any costs associated with provision of car parking in the village will have to be funded in some other manner.

Please note the conclusions section of this report which indeed recommends that the current works be postponed and that further consultation within the community take place to find a better solution.

4.2 **Submission 2: Colm O'Donnell**

I cannot believe any Engineer would think of such idiotic idea. In this day and age 1 getting rid of Carparking space. 2 Putting in Two bus stops 3 A. Pedestrian crossing jesus is this is worse than the job in Cullyfad . What a joke

Response: Submission noted and we believe no response is warranted.

4.3 **Submission 3: Noel Conway on behalf of Fr. Tom Murray and the Killoe Parish Pastoral Council**

Fr. Tom Murray and the Killoe Parish Pastoral Council have very serious concerns about the proposed traffic calming scheme for Enybegs Co. Longford.

If the proposed scheme were to go ahead it would have serious and detrimental consequences for Church activities and the whole community of Enybegs.

The proposed scheme envisages a maximum of twenty seven car parking spaces in the general vicinity of St. Marys church and Enybegs Community Centre. This reduces the current car parking area by at least thirty cars which would create an impossible situation for both the Church and the Community Centre.

Church activities that would be affected include;

- Sunday Mass has a congregation of 150 to 200 people every Sunday. This requires parking for 50 to 70 cars. The congregation includes old people and people with mobility issues. It is very important that these people can get appropriate parking close to the Church.
- Annually thirty to thirty five children receive the sacrament of First Holy Communion. Family and friends come from far and wide to be part of the ceremony and as a result there is a parking requirement of between three and five cars per child, i.e. 100 cars approximately.
- The sacrament of Confirmation has a similar car parking requirement.
- There are a number of wedding ceremonies every year in St Mary's Church. These require car parking spaces from 70 to 100 cars
- Currently funerals create major car parking issues.
- The Community Centre has bingo every Friday night and requires parking for at least seventy cars and buses. The bingo is critical to the viability of the Community Centre, and the viability of the Community centre is critical to the Church. It provides for overflow from funeral ceremonies and for catering after funerals and other Church ceremonies.
- The Community centre is fundamental to the parish and is used for many other activities and events. Killoe is a rural parish, and every activity and event is accessed by car.

Currently car parking in the vicinity of both Church and Community Centre is a massive challenge. The reduction of the area available as proposed would create an almost insurmountable challenge and will cause distress and unnecessary hardship to the Enybegs community and parish of Killoe.

The proposed scheme cannot be implemented without the provision of alternative car parking.

Response: The response to this submission is essentially the same as for the first submission on behalf of the Enybegs Community Centre.

4.4 **Submission 4: Robert Smyth**

Dear Sir / Madam,

Having carefully reviewed the pdf layout (and living quite close to it) it indicates quite a reduction in carpark spaces (e.g. the inclusion of green spaces) which is not what is required.

Those who use the area to park always reverse park to the boundary walls (direction as indicated on the pdf) and therefore are keeping their vehicles furthest away from the passing through traffic hence reducing the risk of accidents with same.

When cars are parked there at the moment in those positions it is a much safer situation.

Cars parking opposite the 1st two Bungalows park parallel to their boundary walls anyway so no change in that.

There is no indication of lights associated with the pedestrian crossing.

Traffic calming should be encouraged in some other format e.g. kerb divisions with keep left lit up signs before traffic reach the beginning of road L5059 and similarly before the cemetery on the opposite end of the village.

Considering the above comments, I would not be in agreement with the Traffic Calming Proposals.

Response:. Again, the response to this submission is largely covered in the first response above however as Mr Smyth goes on to note a number of specific matters to do with the arrangement of parking the following additional response is appropriate.

Mr Smyth notes that the current arrangement of reversing to the wall thereby keeping vehicles furthest away from the passing through traffic. Our opinion is that this arrangement actually increases the risk of pedestrian accidents as they are forced to walk along the front of the parked vehicles and are therefore exposed to the passing traffic. Essentially the proposals still provide for this reverse in parking but provide the safety of a pedestrian path along the wall, thereby reducing the risk to pedestrian. This arrangement is considered much safer for vulnerable road users.

He has also mentioned potential works at both the L5059 junction and the cemetery end of the village. Works at both these locations are already being considered under alternative funding schemes. The cemetery end is likely to receive a raise Pedestrian Crossing as part of a housing development which is current going through the planning permission phase. The L5059 junction also has a separately funded proposal to provide safety works but these works have had to be postponed as landowner agreement could not be secured. This scheme may yet progress in 2027. If both of the above works are

ultimately provided, they will impact on what type of crossing will be provided at the church.

Mr Smyth also mentions lights at the pedestrian crossing. The current proposals do not include or exclude a specific type of crossing. As noted above, the type of crossing would be influenced by the other schemes adjacent to the village. However, the works proposed in this scheme would be constructed in such a manner as to facilitate whatever type of crossing might be installed eventually, i.e., ducting, pole sockets etc would be installed now so as to avoid further disruption.

4.5 **Submission 5: Sean Sorohan**

We object to these plans

Response: Submission noted and we believe no response is required.

4.6 **Submission 6: Delores Kiernan**

Re: Proposed installation of traffic calming and footpaths, improve of road and pedestrian safety along the L-1040-0 at Enybegs Village, with the primary objective of traffic calming through the village and improved pedestrian access to the local facilities.

I have looked at the proposed development plan for Ennybegs which I find is a carbon copy of the destruction of Drumlish.

I note the proposed pedestrian safety along the L-1040 through Ennybegs Village to access local facilities. How is this safety? As a 69 year old I am not happy having to climb over "safety" paths to go to the church, the community centre or the local pub. Can I ask how the installation of trip hazards, insufficient parking is improving pedestrian access to our church, our community centre and our local pub?

Traffic flying through the village is not a county council problem, it is a Garda Siochana issue, and I feel it is outside of the remit.

Equally the bus travelling nightly/daily is carrying on average of 6 No. people, even on a Saturday evening, so I cannot see why there is no requirement for a bus stop.

I trust my response will be taken into account as a long time resident of Killoe and a daily attendance in Ennybegs.

Response: Submission noted and the response is largely covered by the earlier responses. We would simply add that any works provided will be subject to safety checks to ensure there will be no trip hazards and as regards the bus stop comment, National Policy is to provide bus stops in towns and villages to encourage and promote the use of public transport and the provision of these here is in line with that policy. This is particularly important for use of buses by people with physical disabilities where raised kerbs are required for them to access the bus.

4.7 **Submission 7: Cilleo Yew Tree Players Dramatic Society**
Re: Proposed Ennybegs Village Traffic Calming Plans

Dear Sir/Madam,
Cilleo Yew Tree Players Dramatic Society have concerns regarding the proposed traffic calming plan for the village Of Ennybegs.

The plan will significantly reduce the number of parking spaces available in the village.

This concerns us as we run bi-annual productions in the Spring and Autumn. Our attendance is usually between 180 — 200 audience, excluding the volunteers and actors who produce the plays, thus giving a maximum of approximately 230 people. The reduction in parking near the Community Centre will create traffic problems on entry to the village and possibly endanger patrons as they walk the longer journey from their cars to the Community Centre in the dark.

We agree that reduced parking will cause similar problems at other public events in the Community Centre and St. Mary's Church.

While we welcome the efforts to reduce the speed of vehicles travelling through the village, we propose that the issue be investigated further and alternative parking be found for the village to ensure safety of patrons.

We would like our objection to the current plan to be noted.

We propose that further consultation between Longford County Council and the community take place to find a better solution.

Response: Again, this submission is noted and the response to this submission is largely covered in the first response above. Please note the conclusions section of this report which indeed recommends that the current works be postponed and that further consultation within the community take place to find a better solution.

5. CONCLUSION.

Having regard to the above-mentioned public submissions and observations received, it is considered that the proposed development, in its current design, be postponed until such a time that agreement / compromise may be reached with regards to the impact any traffic calming measures may have on the availability and layout of car parking at this location.

As the works were originally developed and proposed by the local Killoe Development Group, it seems appropriate that we meet with them initially to discuss what other options might be considered and to see if they, working with other local interested parties can develop new proposals that are more likely to receive wider acceptance. They in turn are

advised to consult locally within the village to see how proposals for all of the village residents and users might be developed and funded. The current funding source, the Department of Transport Community Involvement Scheme, can only be used to fund works directly associated with the public road. The provision of Car Parks would require separate funding current not available.

6. RECOMMENDATION

In accordance with Section 38 of the Road Traffic Act (1994) and the associated guidelines issued by the Department of Transport in October 2023, at the end of the consultation period, road authorities should carefully consider any submissions or observations received by the consultation deadline, and should determine whether:

(a) the proposal should proceed without any further modifications,
(b) the proposal should proceed with some modifications, or
(c) the proposal should not proceed

Having considered carefully the submissions and observations received, a decision to not proceed with the proposed works is an Executive decision, which should be recorded by way of a Chief Executive's Order (Traffic Works Order).

I therefore recommend **that the proposals should not proceed in its current form** and that the decision to not proceed be formally recorded as a Chief Executive's Order (Traffic Works Order) and should be published on the local authority's website.



Senior Executive Engineer Granard Municipal District.

APPENDIX 1 **Determination Report August 2026 attached separately.**

APPENDIX 2 **Drawing of the proposed Reconfiguration Works attached separately.**