

**NOTIFICATION TO ATTEND MEETING OF THE TRAFFIC AND TRANSPORT SPC**  
**BY REMOTE VIDEO CONFERENCE**  
**ON WEDNESDAY 2 SEPTEMBER 2020 AT 3.00 PM**

**WEBCASTING NOTICE**

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**AGENDA**

**WEDNESDAY 2 SEPTEMBER 2020**

**PAGE**

1	Minutes of the Meeting of the Traffic and Transport SPC, 3rd June 2020	<b>3 - 4</b>
2	Luas Finglas - Presentation on the Extension of the Luas Green Line - Transport Infrastructure Ireland	
3	Update on COVID Mobility Measures - Brendan O'Brien, Acting Executive Manager (Traffic)	
4	Dublin City Council Special Speed Limit Bye-Laws 2020 (COVID 19) - Report on Public Consultation and Draft Bye-Laws	<b>5 - 26</b>
5	Mobility Education Presentation - Helen Smirnova, Senior Executive Engineer	
6	Traffic and Transport SPC Sub-Committees - Next steps <ul style="list-style-type: none"><li>• Walking and Cycling Sub-Committee</li><li>• Public Transport Sub-Committee</li></ul>	
7	Motion in the name of Councillor Jane Horgan-Jones	

The Traffic and Transport SPC request an assessment of the advantages and the disadvantages of running bus routes against the flow of traffic on the

quays in the City Centre to be undertaken by Dublin City Council, with a view to the findings being presented to Dublin Bus and the NTA.

For example, buses heading to Heuston station would no longer run on the south side of the river, they would run on the north side on the river side of the road, adjacent to the boardwalk. The potential advantages of this are as follows:

- Make better use of footpaths on the riverside
- Increased use of riverside footpaths can reduce antisocial behaviour on the boardwalks
- Reduce conflict between bus passengers and cyclists at bus stops on the business/shop side of the road and so allow the bike lane to revert to the left side of the road, from the current riverside bike lane. This is a more suitable side of the road for cyclists.
- Reduce bus passengers clogging up footpaths on the building-side of the quays.
- Makes it easier for restaurants and cafés to open out on to the footpaths, as there would no longer be bus stops. This would be more beneficial to the sunnier north-side of the quays
- If cyclists could use the contraflow bus routes, it would allow cyclists cycle in either direction on both sides of the river. This could potentially reduce the amount of space needed for the bike lane

## 8 Motion in the name of Councillor Janet Horner

"That the Traffic and Transport SPC call the appropriate representatives from An Garda Síochána and Dublin City Council Parking Enforcement services to the next SPC to discuss improvement to policing of illegal and irresponsible parking in the Dublin City Council area with a view to improved safety for vulnerable road users."

**MINUTES OF MEETING OF THE TRAFFIC and TRANSPORT STRATEGIC POLICY  
COMMITTEE held on 3<sup>rd</sup> JUNE 2020 at 15:00hrs  
Via Remote Video Conference Microsoft TEAMS**

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**ATTENDANCE:**

**SPC Members:**

Cllr Christy Burke, Chairperson; Cllr Keith Connolly, Cllr Daniel Céitinn, Cllr. Caroline Conroy, Cllr Anne Feeney, Cllr. Mannix Flynn, Cllr. Janet Horner, Cllr Janet Horner, Cllr. Caroline Moore, Cllr. Paddy McCartan, Cllr Deirdre Conroy, Cllr. Larry O'Toole, Cllr. Jane Horgan Jones, Mr Martin Hoey, Public Participation Network; Mr Colm Ryder, Dublin Cycling Campaign; Mr Keith Gavin, Irish Parking Association; Mr. Gary Kearney Public Participation Network.

**Non-Members**

Cllr Donna Cooney, Cllr. Mary Fitzpatrick, Cllr. Pidgeon

**Dublin City Council Staff:**

Brendan O'Brien, a/Executive Manager Traffic, Maggie O'Donnell, Senior Executive ITS Officer, Bernard Lester, Senior Engineer, Patricia Reidy, Acting Senior Engineer, Antonia Martin Administrative Officer, Mobility and Projects Office, Deirdre Kelly, Walking and Cycling Officer, Mobility and Projects Office, Martina Halpin Senior Staff Officer; Mary Boyle, Staff Officer; Michael Mann, Staff Officer; Fergal McKay, Assistant Staff Officer.

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**Item No.**

1. Minutes of previous meeting held on 22<sup>nd</sup> January 2020

**Agreed.**

2. Minutes of previous Special SPC Meeting held 11<sup>th</sup> March 2020

**Agreed.**

3. Covid 19 Mobility Programme for Dublin

**Noted.**

**4. Canal Cordon Report**

**Noted.**

**5. Dublin City Council Speed Limit Bye-Laws 2020 Report and Bye-Laws**

As agreed with the Chair Cllr Christy Burke, Brendan O'Brien took items 3 – 5 together updating the Cllrs in relation to each individual project and replied to the issues raised by the members.

With regard to the Draft Speed limit bye-laws it was agreed by members that they should go forward to the June City Council meeting for approval to go to the public consultation stage. If the draft bye-laws are agreed by the City Council, the Chair requested that the public and communities are made aware that the draft bye-laws are out to public consultation and that they can contact their public representatives and make submissions in relation to the draft bye-laws.

**6. Dodder Bridge update reported deferred to next SPC meeting.**

**Noted.**

**7. Motion submitted by Cllr Deirdre Conroy referred to Traffic & Transport SPC from City Council meeting in February.**

Members agreed that this item be dealt with under item 8. Structure of Sub-Committees.

**8. Structure of Sub-Committees.**

Members discussed options regarding formation of sub-committees. It was agreed that members submit their recommendations in relation to the number of sub-committees, nominations and terms of reference by Friday 5<sup>th</sup> June 2020.



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

# **Report to the Chairperson and Members of the Traffic and Transport Strategic Policy Committee**

*Report on the Public Consultation on  
Dublin City Council's  
Special Speed Limit Bye-Laws 2020 (COVID19)*

Helen Smirnova

Senior Executive Engineer

Road Safety, Policy, Strategy and Innovation

Transportation Department

September 2020

## **Introduction**

Dublin City Council has undertaken a review of speed limits within its' administrative area and has engaged through consultation with members of the public, with particular regard to the extension of the 30km/hr speed limit into further areas of our city. This initiative was linked with other actions of DCC in relation to Covid-19 mobility actions. With promotion of cycling and walking in mind, additional cycle lanes and extension of pedestrianized areas have been introduced in many areas around the city. To facilitate safe movement of cyclists and pedestrians in particular it was proposed to extend 30 km/hr zones to the majority of streets within Dublin City Council's administrative area. With passing of the new proposed bye-laws, 30km/hr would become a default speed limit in Dublin City. Some areas, roads and streets within the DCC boundary are proposed to have special speed limit of 50, 60 and 80 km/hr.

The review of current speed limits was undertaken in accordance with the publication of the 'Guidelines for Setting & Managing Speed Limits in Ireland' (March 2015) published by the Department of Transport Tourism & Sport. The principle objective of assessing the appropriate speed limits for our roads and streets is to ensure that the set speed limits are as safe and appropriate as possible for vulnerable road users, including children.

The Road Traffic Act of 2004 (Section 9) sets out the current legislative basis for the setting of speed limits. The setting of special speed limits is a function of the Elected Members of the council. The current speed limits were last reviewed and updated in 2019. The default speed limit in Dublin City is 50km/hr with a selection of areas, roads and streets where a special speed limit of 30, 60 or 80km/hr are also in place. Please see link below for a map of the current Speed Limits in Dublin City Council area

Link: [https://consultation.dublincity.ie/traffic-and-transport/consultation-proposed-special-speed-limit-020/supporting\\_documents/30KP%20Speed%20Limit%20Review%20201911.12.2019%20Rev%20Edgn.pdf](https://consultation.dublincity.ie/traffic-and-transport/consultation-proposed-special-speed-limit-020/supporting_documents/30KP%20Speed%20Limit%20Review%20201911.12.2019%20Rev%20Edgn.pdf)

This Public Consultation has a purpose to seek public acceptance for the introduction of revised Special Speed Limits Bye-Laws 2020 (Covid-19) which include additional 30km/hr zones in the Dublin City Council administrative area.

The proposed Public Consultation documentation was presented to both the Strategic Policy Committee for Transportation and the full Dublin City Council at their meetings on 3<sup>rd</sup> June and 8<sup>th</sup>

June accordingly. Approval to proceed to Public Consultation was received from the Elected Representatives at that time.

2174 responses were received with 216 respondents wishing to comment on the proposed bye-laws via email and 1 making submission in writing.

### **Public Consultation Details**

The Public Consultation on the draft Speed Limit Bye-Laws 2020 (Covid-19) was carried out from the 2<sup>nd</sup> July until 13<sup>th</sup> August 2020 inclusive.

The Public Consultation was a statutory process carried out in accordance with the stipulations set out by the Department of Transport, Tourism and Sport. The statutory requirements of this public consultation which we complied with were set out in the document 'Guidelines to Setting & Managing Speed Limits in Ireland':

The public notice opposite was published in Irish Daily Star and Irish Independent on Wednesday 1<sup>st</sup> July 2020.

The proposed draft Special Speed Limit Bye-Laws were on display in the Dublin City Council offices and available libraries.

Submissions were accepted online at  
<https://consultation.dublincity.ie/traffic-and-transport/consultation-proposed-special-speed-limit-2020/>

And via email Speed Review [speedreview@dublincity.ie](mailto:speedreview@dublincity.ie)

 Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

**PUBLIC NOTICE**

**Public Consultation on proposed special speed Limit Bye-Laws 2020 (Covid-19).**

Dublin City Council is expanding the 30 km/hr speed limits in its administrative area in accordance with the "Guidelines for Setting and Managing Speed Limits in Ireland". These Guidelines were issued by the Department of Transport, Tourism and Sport in March 2015.

The proposed measures set out in the Special Speed Limit Bye-Laws (Covid-19) primarily include Phase 5 of the 30 km/hr speed limit zones in areas within our administrative area.

The proposals can be viewed on Dublin City Council's website ([www.dublincity.ie/speedreview](http://www.dublincity.ie/speedreview)).

Details and drawings are also available for inspection from 2nd July 2020 to 13th August 2020 at:

- The public counter in the Civic Offices, Wood Quay, Dublin 8;
- Dublin City Council libraries;
- Dublin City Council Area Offices.

**Due to Covid-19 restrictions, please contact your nearest library or Area Office for more instructions before visiting the premises.**

Please make yourself familiar with these proposals and let us know your views. Representations in relation to these proposals may be made in writing to: **The Senior Engineer, Dublin City Council, Environment and Transportation Department, Block 2, Floor 7, Civic Offices, Wood Quay, Dublin 8** or via email: [speedreview@dublincity.ie](mailto:speedreview@dublincity.ie)

dublincity.ie

Submissions could have been made online, on or before 5pm on Thursday 13<sup>th</sup> August 2020.

Submissions could have also been made in writing marked "Speed Limit Review" to the Senior Engineer, Transport Operations, Environment & Transportation Department, Dublin City Council, Civic Offices, Wood Quay, D08 RF3F, or via email to [speedreview@dublincity.ie](mailto:speedreview@dublincity.ie).

A hardcopy of the proposed Special Speed Limit Bye-Laws 2020 (Covid-19) was available for inspection at all opened Dublin City Council Libraries, Civic Offices and Local Area Offices for the duration of the Public Consultation.

## Submissions from the Public Consultation

Dublin City Council received submissions from the public via channels below:

1. Emails to the **speedreview@dublincity.ie**
2. Submissions in writing to the Senior Engineer, Transport Operations, Environment & Transportation Department, Dublin City Council, Civic Offices, Wood Quay, D08 RF3F
3. Comments via the online survey at **www.dublincity.ie/speedreview**

216 emails were received

1 submission was received in writing

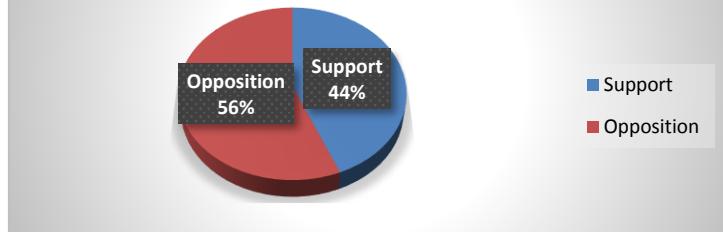
1957 comments were received via the online survey

Total number of submissions received 2174

## Feedback on the Public Consultation

Sources	Support	Opposition
• Emails	88	128
• Submissions in writing	0	1
• Consultation Hub	1429	1819
<b>Total number</b>	<b>1517</b>	<b>1948</b>

Feedback on the Public Consultation



Item	Comments Conveyed The Following General Observations
1.	<b>Road Safety</b> <ul style="list-style-type: none"> <li>• This measure would provide a safer environment for children. Overall speed reduction measures would provide a safe environment for all road users. The 30km/h default speed is a large step towards safer streets for pedestrians, cyclists, children, and the mobility impaired.</li> </ul>
2.	<b>What cyclists are saying?</b> <ul style="list-style-type: none"> <li>• It would make Dublin a better place to walk and cycle. During the lockdown, cycling was easy and safe.</li> <li>• As a cyclist, lower speed limits will make a big difference this would make my journeys around the city much safer and more comfortable.</li> </ul>
3.	<b>What Pedestrians are saying?</b> <ul style="list-style-type: none"> <li>• There is no doubt a need to change the default speed limit on many main and busy roads, particularly now with more pedestrians and cyclists and the fact that many people are stepping out onto the road (since Covid 19 lockdown) where pavements are narrow.</li> <li>• The medical evidence of surviving being hit by a vehicle at lower speeds speaks for itself.</li> </ul>
4.	<b>Enforcement</b> <ul style="list-style-type: none"> <li>• It would be much easier if it is all 30K.</li> </ul>
5.	<b>What drivers are saying?</b> <ul style="list-style-type: none"> <li>• Longer journey times for motorists and additional delays in driving through City cause a lot of frustration, stress and pressure for motorists.</li> <li>• Watching speedometer would take concentration off the road. Cyclists overtaking cars.</li> <li>• Lower speed would be bad for the car engine. Lower income to taxi drivers due to less travels affecting their business model.</li> <li>• The petrol and particularly Diesel engine is at its least efficient at those speeds. They use more fuel and emit far more pollutants than they do at 50 km/h</li> </ul>
5.	<b>Footfall Reduction</b> <ul style="list-style-type: none"> <li>• This appears to be a measure aimed at reducing the quality of life for Dubliners, by discouraging travel within the city and could potentially reduce the footfall in local business at a time, when they are already struggling with a difficult economic</li> <li>• It would reduce the number of customer site visits, and services/repairs performed on a daily basis. Our public transport is not sufficiently funded, or spread to provide alternative modes of transportation.</li> </ul>

## **Overall suggestions from the public on this consultation**

### **A. Suggestion from the public on adding extra roads as a 30 km/h.**

The following roads were requested from the public to add them on this proposal of reduction

- Amiens street
- Cork Street
- Drimnagh Road
- Crumlin Road
- Dolphins Barn
- Lucan road
- Martins row
- Sean Moore Road - East Wall Road should be 30kph
- The whole length of the North Circular Road, Drumcondra Road and Ballymun Road

### **B. Time table speed or lower to 40 km/h**

- Support but speed limits should be variable and not applicable to night (1 AM to 5 AM) for example
- Only between 7.00 and 10.00 and 16.00 – 19.00.
- I feel that a 40 km/h here would bring about better compliance
- All 30 speed limits shouldn't apply at night time because when driving at 30 you have rickshaws and people on electric scooters going past you makes no sense

### **C. Enforcement and the needs for mobility education**

- We need automated, blanket enforcement, penalties, as well as structural interventions on wider streets to make this speed limit change effective.
- Greater enforcement of the limits using the Gardaí and driver education.
- More education should be provided to all road users and more safety campaigns.
- Enforcement would be much easier if it is all 30K.
- I feel that a 40 km/h here would bring about better compliance
- The existing speed limits are more than sufficient if they are enforced. The current enforcement is totally inadequate.

### **D. Traffic calming and signage**

- More signage and traffic calming will need to be put in place
- I hope Dublin City Council will secure funding for implementation of traffic-calming measures that will encourage adherence to the 30 km/h limits.
- More segregated cycle lanes, improved signage and better behaviour from drivers needed

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### **Questionnaire Responses:**

Included in the online public consultation were a number of questions on the expansion of the 30Km/hr zones and driver behaviour & attitudes towards the introduction. Looking at the responses submitted we have more opposition than support with 56% against and 44% in favour. We would like to thank everyone who contributed to this consultation.

### **Project Costs**

The capital cost to implement this phase requires the installation of road signs and poles at each point around the city where a speed limit changes as a result of this proposal being implemented.

In preparing the cost estimate, we have endeavoured to ensure existing signage poles are utilised.

If this change in speed limits is passed the costs involved in erection of sign, poles and other activities will be funded via the Government Stimulus package with funding approved via the NTA

### **Conclusion:**

The making of speed limit bye-laws is a reserved function of the Elected Members of Local Authorities the power to make bye-laws for the purpose of applying Special Speed Limits which was established in 1994, is retained in the Road Traffic Act 2004 and introduced fundamental changes to the process of making bye-laws and the range of powers available to Local Authorities.

As originally set out in the Road Traffic Act 1994, bye-laws should generally be made in respect of a Local Authority area as a whole. Dealing with proposals for specific areas or roads on an independent basis should be avoided unless it is deemed necessary or appropriate to do so, particularly on the grounds of safety. Should these new bye-laws be adopted, the intention of Dublin City Council's Transportation Department is to roll out all the changes required across the city area as one project.

The overriding principle that must inform any decision to change a default speed limit should be Road Safety, in particular, the reduction of fatal and serious road collisions. From our examination of international experiences and from an assessment of the existing 30km/h speed limit areas in Dublin City, all have recorded only positive outcomes in terms of this road safety objective. Other environmental benefits have also been recorded, such as positive feedback from residents who live within a designated 30km/h area, and their continued support for 30km/h speed limits post introduction.

In the period of the public consultation, Transport Infrastructure Ireland (TII) requested changes to be made at some of the descriptions for Special Speed Limit Bye-Laws June 2020 (COVID19). These changes were suggested at The Dublin Port Tunnel and the Northbound off-ramp (from the Santry By-

pass to the Coolock Lane Interchange. These changes have been put in place. For more information, please review the bye - laws attached.

During the consultation, we also received numerous requests from the public to add additional streets for Speed Limit reductions and these can all be assessed next year if the speed limit bye-laws as set out already are approved by the elected members.

**Recommendation:**

The original 2019 30km/h rollout had been progressing but concerns had been raised by the public and elected members that many arterial roads passing through the urban villages were still staying at the higher speed of 50km/h even though these roads had residents, shops and schools. We had committed to reviewing these areas and determining if the speed limits in these areas should be lowered.

The Covid pandemic has served to emphasise the value of these urban villages and highlighted to need to reduce speed limits and the increase in people walking and cycling in their local area during lockdown was also notable. The lowering of speed limits and the lowering of the speed differential between the active modes and motorised traffic all will contribute to enhanced safety throughout the city.

Therefore it is still the recommendation of the Executive in the Environment & Transportation department that the speed limit bye-laws as set out during the consultation be approved by the elected members. The concerns regarding increased journey times and difficulties in keeping to the reduced speed limits have to be set against the clear desire of so many residents who want to improve their areas and wish to see reduced speeds in their local areas. The clear intent of these speed limit bye-laws is to have the 30km/h as the default speed limit and that drivers should assume this is the speed limit across the city unless there are specific speed limit signs advising of higher speed limits.

If the elected members do not approve these speed limit bye-laws then we will not be able to lower the speed limits within the urban villages but more importantly the default speed limit in the city will stay at 50km/h.

## Appendix A

### PR Campaign for Public Consultation

During the public consultation, to make public aware of the process, Dublin City Council carried out a substantial PR Campaign using the media below:

#### **1. Radio message on the followings stations:**

- 98 FM
- Spin 103.8
- FM 104
- Q102
- Nova
- Nova Bonus
- Sunshine 106.8
- Sunshine 106.8 Bonus

#### **2. Dublin Bus Vehicles**



We promoted campaign for the duration of 2 weeks on the rear of 200 Dublin Buses with the Road Safety 30 km/h images/logos.

### **3. Dublin City Council Solar Bins.**



Road Safety logos were placed on 150 Solar Bins around City for a period of 6 weeks.

### **4. Dublin City Council Parking Meters**



Road Safety logos were also placed on our 1200 Parking Meters.

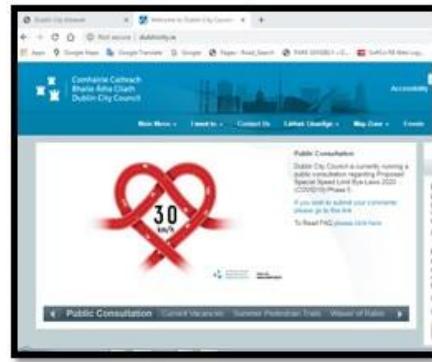
### **5. Social media**

- Facebook/Twitter/Instagram

Please see video link

<https://www.facebook.com/162299714624/videos/599318414087544>

## 6. Dublin City Council Website



## 7. Here are the Road Safety Section branding images/logos we intend to use to build our community to promote Road Safety campaigns.



The Road Safety Section is planning to continue promotion of the 30 km/h campaign during implementation phase (until December 2020) and beyond.





## **DUBLIN CITY COUNCIL**

### **SPECIAL SPEED LIMIT BYE-LAWS, SEPTEMBER, 2020 (COVID19)**

**Environment and Transportation Department Block 2, Floor  
7, Civic Offices Wood Quay, Dublin 8**

**DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS, SEPTEMBER 2020  
(COVID19)**

Dublin City Council in exercise of the powers conferred on it by Section 9 of the Road Traffic Act, 2004, and with the consent of Transport Infrastructure Ireland, hereby makes the following bye-laws in respect of certain public roads within the boundaries of Dublin City Council.

- These bye-laws may be cited as the Dublin City Council Special Speed Limit Bye-Laws, September, 2020 (COVID19)
- These bye-laws shall come into operation by the end of 2020
- **Eighty kilometres per hour** shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map (**colour orange**) and in the Appendix (I)
- **Sixty kilometres per hour** shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map (**colour green**) and in the Appendix (II)
- **Thirty kilometres per hour** shall be the special speed limit for mechanically propelled vehicles applicable to all build up areas except of those roads and sections listed in the Appendix (I, II, III and IV). The areas of **thirty kilometres per hour** speed limit are indicated on the attached map to these bye-laws (**colour white, grey and yellow**)
- Special Speed Limit for Special Circumstances. **Fifty kilometres per hour** shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map – (**colour navy – dotted line**), and in the Appendix (IV) to these bye-laws in the event of incident or maintenance works causing an obstruction or when there is a risk of congestion on the roads for safety and operational reasons. This speed limit is to be indicated by variable message sign. At all other times the speed limit on these roads shall revert to **eighty kilometres per hour**
- **Fifty kilometres per hour** shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map (**colour purple**) and in the Appendix (III)
- **Fifty kilometres** per hour in certain circumstances, **and Eighty kilometres per hour** at all other times shall be the speed limit for mechanically propelled vehicles on the roads specified in the attached map (**colour blue dotted line**) and in the Appendix (IV)
- Dublin City Special Council Speed Limit Bye-Laws January, 2020 are hereby revoked

## APPENDIX

- I. **Eighty kilometres per hour** shall be the speed limit for mechanically propelled vehicles on the roads specified below.
  1. Chapelizod Bypass from the South Dublin County Council / Dublin City Council's boundary to its junction with Con Colbert Road.
  1. Santry Bypass northbound, from a point 135 metres south of the south face of the west abutment of the southern bridge of the Coolock Lane Interchange northwards to the Fingal County Council / Dublin City Council's boundary.
  2. Santry Bypass southbound, between Fingal County Council / Dublin City Council's boundary and a point 250m south of the north face of the east abutment of northern bridge at Coolock Lane Interchange.
  
- II. **Sixty kilometres per hour** shall be the speed limit for mechanically propelled vehicles on the roads specified below.
  1. North Road/Finglas Road from the junction of Finglas Road and Ballyboggan Road to Fingal County Council / Dublin City Council's boundary.
  2. Con Colbert Road, from Con Colbert Road – Chapelizod By-Pass junction to a point 150 metres west of its junction with South Circular Road.
  3. Naas Road from the South Dublin County Council / Dublin City Council's boundary to its junction with Walkinstown Avenue.
  4. Long Mile Road from the South Dublin County Council / Dublin City Council's boundary to its junction with Walkinstown Avenue.
  5. Stillorgan Road from the Dún Laoghaire - Rathdown County Council / Dublin City Council's boundary to its junction with Nutley Lane.
  6. Howth Road between Kilbarrack Road (Fingal County Council / Dublin City Council's boundary) to its junction with James Larkin Road.
  7. Grange Road from Fingal County Council / Dublin City Council's boundary to its junction with M1/M50 roundabout.
  8. Santry Bypass Northbound from the north face of the Shantalla Road over bridge to a point approx. 135m south of the south face of the west abutment of the southern bridge of the Coolock Lane Interchange.
  9. Northbound diverging lane (exit ramp) of the Santry By Pass at the Coolock Lane Interchange, from its intersection with the Santry By Pass northbound mainline, to a point 44m from the line of the south face of the west abutment of southern bridge at interchange
  10. Santry Bypass Southbound from a point 127m south of the south face of the east abutment of the southern bridge at interchange to the north face of the east abutment of the Shantalla Road over bridge.
  11. Southbound, converging lane (entry ramp) from Coolock Lane Interchange to junction with Santry bypass.

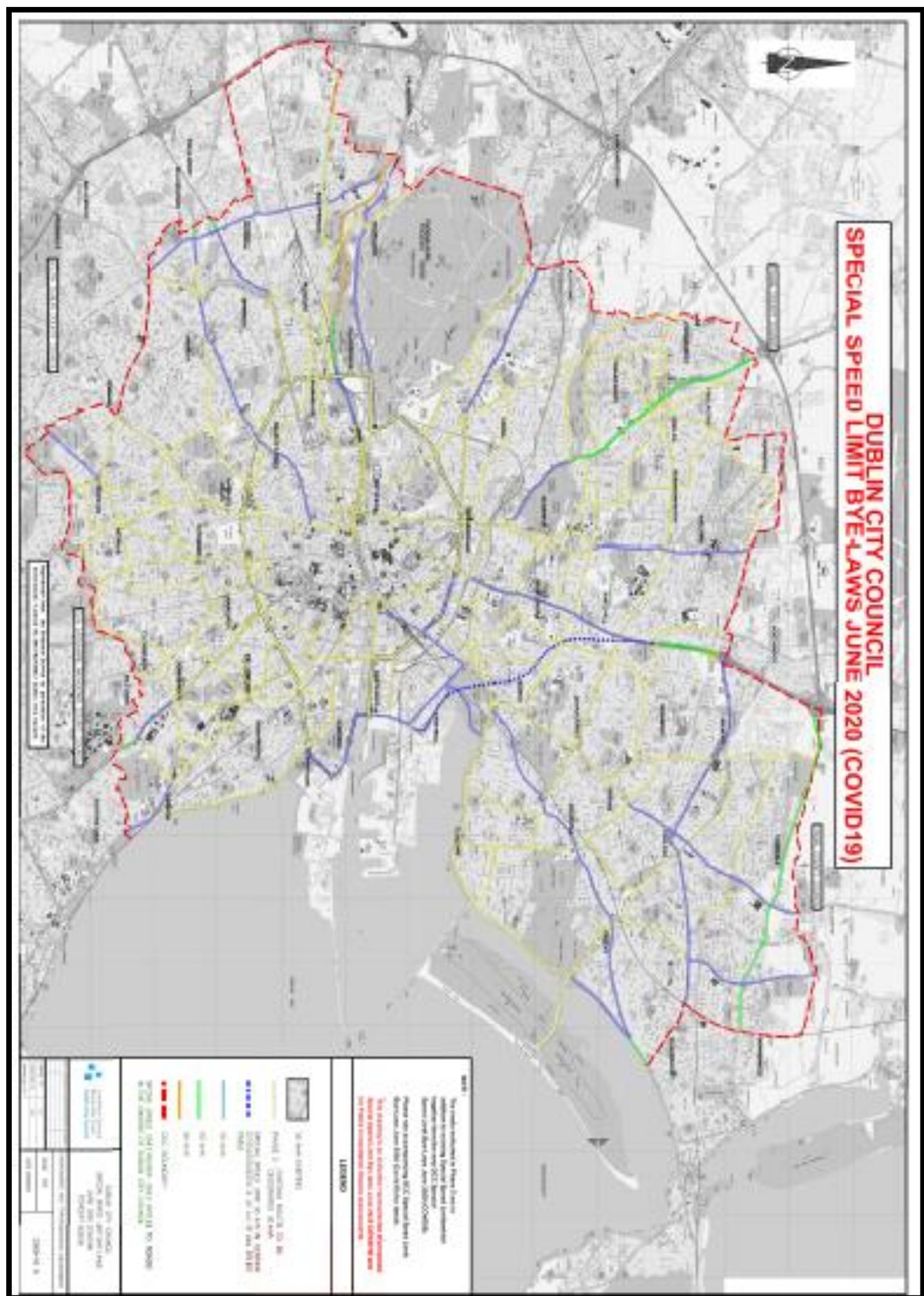
III. **Fifty kilometres per hour** shall be the speed limit for mechanically propelled vehicles on the roads specified below.

1. N1 between Junction with Swords Road R132 through Swords Road N1, Drumcondra Road Upper N1 and Drumcondra Road Lower N1 to junction with Whitworth Road.
2. Ballymun Road from Dublin City Council /Fingal County Council's boundary to junction with Griffith Avenue encompassing 100m of St Mobhi Road.
3. Finglas Road (N2) from junction with Ballyboggan Road to a point 60m west of junction with Prospect Way.
4. Navan Road between Dublin City Council / Fingal County Council's boundary and junction with Cabra Road / Ratoath Road.
5. Lucan Road between Dublin City Council / Fingal County Council's boundary and junction through Chapelizod to a point approximately 30m east of Maiden's row.
6. Chapelizod Road from point 50m east of junction with Martin's Row to junction with South Circular Road.
7. Kylemore Road from junction with Chapelizod Bypass to Junction with Ballyfermot Road.
8. Kylemore road from junction with Ballyfermot Road through Walkinstown Avenue to junction with Walkinstown Cross (Dublin City Council / South Dublin County Council's boundary).
9. St. John's Road West from its junction with Military Road to a point 150 metres west of its junction with South Circular Road.
10. Naas Road from its junction with Walkinstown Avenue to its junction with Davitt Road.
11. Long Mile Road from its Junction with Walkinstown Avenue to its junction with Walkinstown Parade.
12. Drimnagh Road from its junction with Walkinstown Road, along Crumlin Road, Dolphin's Barn Street, Cork Street, St Luke's Avenue and Dean Street up to junction of Dean Street and Patrick Street.
13. Templeogue Road from Dublin City Council / South Dublin Council's boundary to its junction with Terenure Road West.
14. Stillorgan Road from its junction with R815 Anglesea Road and Beaver Row to its junction with Nutley Lane.
15. Merrion Road from its junction with Nutley Lane to Dún Laoghaire - Rathdown County Council / Dublin City Council's boundary.
16. R131 Sean Moore Road from its junction with Pembroke Street/ Strand Road through Eastlink Bridge and East Wall Road to its junction with North Strand Road.
17. Alfie Byrne Road between East Wall Road and Clontarf Road.
18. North Strand Road from its junction with East Wall Road through Amiens Street up to junction with Custom House Quay.
19. Portland Road from its junction with Summerhill Parade to its junction with Amiens Street and North Strand Road.

20. North Circular Road from its junction with Dorset Street Lower to its junction with Summerhill Parade.
21. Howth Road from its junction with Clontarf Road to its junction with James Larkin Road.
22. James Larkin Road from its junction with Howth Road to its junction with Watermill Road and Causeway Road.
23. Coolock Lane Interchange through Oscar Traynor Road, Tonlegee Road and Kilbarrack Road to Dart underpass - Dublin City Council / Fingal County Council's boundary.
24. Grange Road between Kilbarrack Road and its junction with Hole In The Wall Road.
25. Hole in the Wall Road from its Junction with Grange Road and Dublin City Council / Fingal County Council's boundary.
26. Malahide Road R107 from its Junction with Ardlea Road to Dublin City Council / Fingal County Council's boundary.
27. The northbound diverging lane (exit ramp) of the Santry By Pass at the Coolock Lane Interchange, from a point 120m from the line of the south face of the west abutment of southern bridge at interchange, to its intersection with the Oscar Traynor Road on the Coolock Lane Interchange
28. M50 Dublin Port Tunnel (North Port Access Route), Southbound, from a point 205m north-west from the centre of the Toll Plaza, to its intersection with the R131 East Wall Road."
29. M50 Dublin Port Tunnel (North Port Access Route), Northbound, from its intersection with the R131 East Wall Road, to a point 205m north-west from the centre of the Toll Plaza."

**IV. Fifty kilometres per hour in certain circumstances, and Eighty kilometres per hour at all other times shall be the speed limit for mechanically propelled vehicles on the roads specified below:**

1. M50 Dublin Port Tunnel (North Port Access Route), Southbound, from the Fingal County Council / Dublin City Council's boundary, to a point 205m north-west from the centre of the Toll Plaza.
2. M50 Dublin Port Tunnel (North Port Access Route), Northbound, from a point 205m north-west from the centre of the Toll Plaza, to the Fingal County Council / Dublin City Council's boundary.



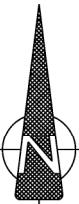
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**Present when the Seal of  
Dublin City Council was  
affixed hereto**

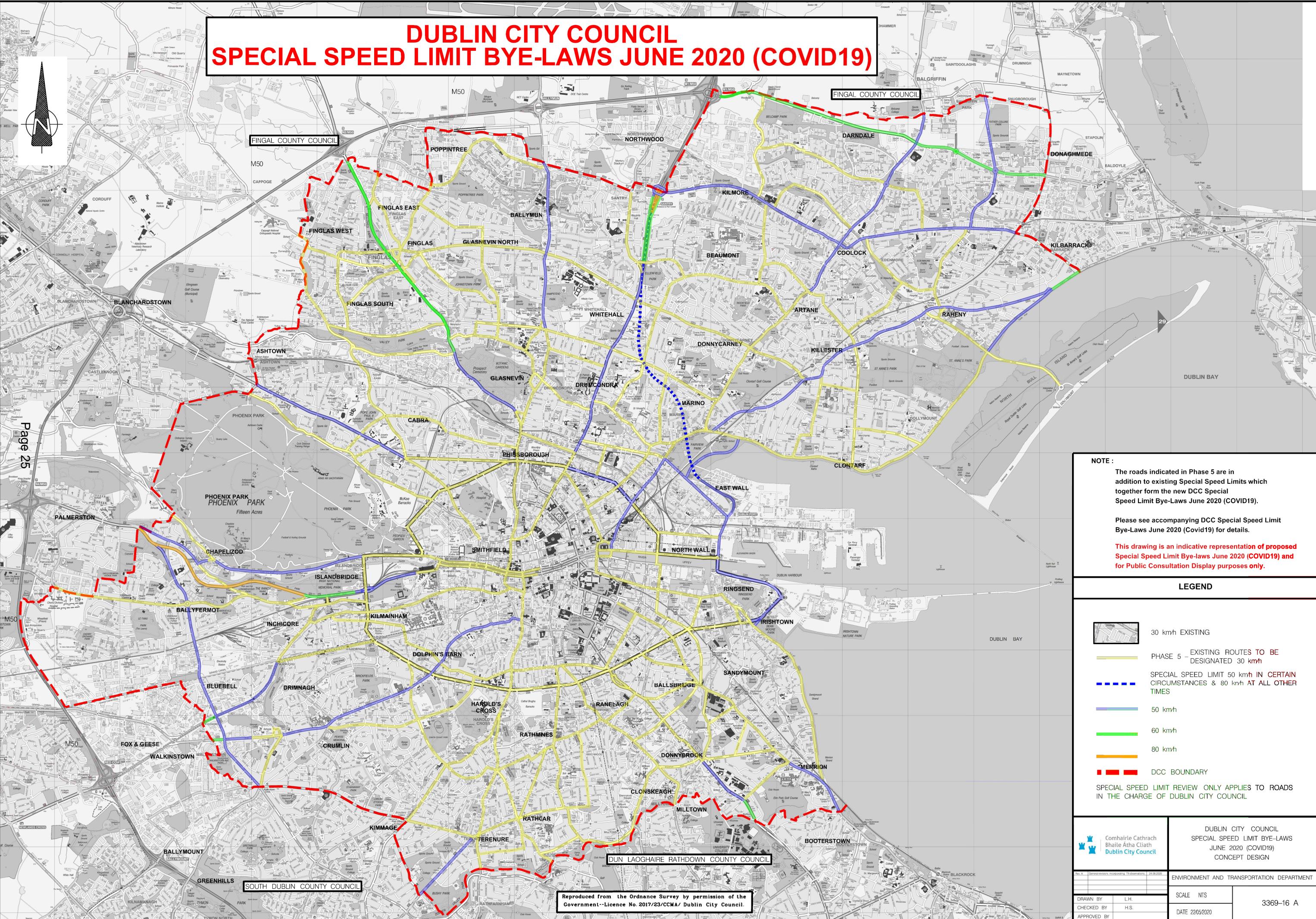
**This            day of                                  2020**



# DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS JUNE 2020 (COVID19)



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**NOTE :**  
The roads indicated in Phase 5 are in addition to existing Special Speed Limits which together form the new DCC Special Speed Limit Bye-Laws June 2020 (COVID19).

Please see accompanying DCC Special Speed Limit Bye-Laws June 2020 (Covid19) for details.

This drawing is an indicative representation of proposed Special Speed Limit Bye-laws June 2020 (COVID19) and for Public Consultation Display purposes only.

## LEGEND

- 30 km/h EXISTING
- PHASE 5 – EXISTING ROUTES TO BE DESIGNATED 30 km/h
- SPECIAL SPEED LIMIT 50 km/h IN CERTAIN CIRCUMSTANCES & 80 km/h AT ALL OTHER TIMES
- 50 km/h
- 60 km/h
- 80 km/h
- DCC BOUNDARY

SPECIAL SPEED LIMIT REVIEW ONLY APPLIES TO ROADS IN THE CHARGE OF DUBLIN CITY COUNCIL



DUBLIN CITY COUNCIL  
SPECIAL SPEED LIMIT BYE-LAWS  
JUNE 2020 (COVID19)  
CONCEPT DESIGN

Rev A General revision incorporating 11 observations, 24/08/2020	ENVIRONMENT AND TRANSPORTATION DEPARTMENT
DRAWN BY L.H. CHECKED BY H.S. APPROVED BY	SCALE 1:25,000 3369-16 A DATE 22/05/2020

