



**NOTIFICATION TO ATTEND MEETING OF THE TRANSPORTATION SPC
TO BE HELD IN THE COUNCIL CHAMBER, CITY HALL, DAME STREET, DUBLIN 2.
ON WEDNESDAY, 23 NOVEMBER 2016 AT 8.15 AM**

AGENDA

WEDNESDAY, 23 NOVEMBER 2016

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5 Sandymount/Merrion to Blackrock Corridor Study - National Transport Authority public consultation document . (Closing date for receipt of written submissions to the NTA is Friday 16th December, 2016, at 5.00 p.m.). https://www.nationaltransport.ie/consultations/nta-opens-consultation-on-ambitious-proposals-to-tackle-merrion-gate-bottleneck/	
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MINUTES OF MEETING OF THE TRANSPORTATION STRATEGIC POLICY COMMITTEE HELD ON 5th OCTOBER, 2016, IN COUNCIL CHAMBER, CITY HALL, DUBLIN 2

ATTENDANCE:

SPC Members:

Cllr Ciarán Cuffe, Chairperson; Cllr Ray McHugh, Cllr Paddy McCartan, Cllr Larry O'Toole, Cllr Jane Horgan-Jones, Cllr Mannix Flynn, Cllr Frank Kennedy, Cllr Teresa Keegan, Cllr Ciarán O'Moore, Cllr Paddy Smyth, Cllr Paul Hand, Cllr Kieran Binchy.

Mr James Leahy, Public Participation Network, Mr Frank Mulligan, Irish Road Haulage Association, Mr Keith Gavin, Irish Parking Association, Ms Fiona Kelty, National Council for the Blind of Ireland, Mr Derek Peppard, Dublin Cycling Campaign, Mr Richard Guiney, Dublin City Business Improvement District.

Non-Members: Cllr Paul McAuliffe, Chairperson, Mr Martin Harte, The Temple Bar Company, Economic Development and Enterprise SPC.
Cllr Nial Ring.

Dublin City Council Staff:

Mr Brendan O'Brien, Acting Executive Manager (Traffic); Mr Andy Walsh, Senior Engineer, Traffic Management and Control; Mr Christopher K. Manzira, a/Senior Engineer, Roads and Traffic Planning; Mr Roy O'Connor, Executive Engineer, Transportation Operations; Mr Frank Lambe, Senior Executive Officer; Mr Derek Dixon, Project Engineer, Luas Cross City; Mr Brian McManus, Head of Traffic, Noise and Air Quality Unit; Ms Sarah Scannell, Cycling and Walking Promotion Officer; Ms Esther Hickey, Administrative Officer; Mr Stephen Hickey, Senior Staff Officer; Mr Fergal McKay, Assistant Staff Officer; Mr Patrick Davis, Clerical Officer.

Ms Mary MacSweeney, Senior Executive Officer, Mr Norman Thompson, Assistant Staff Officer, Economic Development and Local Enterprise Office

Millward Brown: Mr Geoff Tucker, Market Research

National Transport Authority: Mr Hugh Creegan, Director of Transport Investment and Taxi Regulation/Deputy Chief Executive.

The Chairperson welcomed Members of the Economic Development and Enterprise SPC to the meeting.

1. Minutes of meeting held on 29th June, 2016 (**copy attached**)

Minutes agreed. Mr R. Guiney asked that his apologies for that meeting be noted.

2. Letter dated 10th August, 2016, from Minister for Health regarding request for a contribution to the running costs of the Coca Cola Zero dublinbikes Scheme **(copy attached)**

The Chairperson asked that a reminder be sent to the Minister for Health pointing to the items in the Obesity Strategy that refer to an active, healthy lifestyle, that would encourage more cycling.

Letter noted.

3. Letter dated 23rd August, 2016, from Transport Infrastructure Ireland regarding fitting of self-driving software to all new Luas rolling stock **(copy attached)**

Letter noted

4. Dublin City Centre Transport Study – Retail Impact Assessment report final and Consumer Research report final **(reports attached)**

Mr Geoff Tucker, Millward Brown, gave a presentation on the consumer research report. Mr Tucker and Mr Hugh Creegan, National Transport Authority, responded to questions and issues raised. Members expressed concerns about the consumer research report including: that input had not been sought from people with disability; differences between the transport mode percentages stated in the report and those set out in the 2015 City Centre Transport Study consultation document; the methodology used.

Reservations were also expressed about the Economic Impact Assessment report: that the impact on smaller businesses in the city had not been taken into account; that the reduced footfall in Grafton Street from extending the bus gate to 12 hours was not included in the report; the absence of detail on how periods of change were addressed internationally and that the dip in economic activity referred to in the report is not quantified.

Report noted. It was agreed that a further report be submitted to the SPC including details of the impact on people with disabilities.

5. College Green update including Environmental Impact Assessment Screening report and Appropriate Assessment Screening report **(reports attached)**

Mr Brendan O'Brien, Acting Executive Manager (Traffic), gave a presentation on College Green. An Environmental Impact Assessment will have to be carried out which will include the traffic management measures and the architectural design element of College Green. A full briefing session on the reasons and rationale for the EIA and EIS approach will be held for the City Council on 27th October, 2016. It is planned to lodge the Environmental Impact Assessment with An Bord Pleanála by March, 2017. A formal public consultation will commence from that date.

Mr O'Brien replied in detail to the issues raised by Members.

Reports noted. It was agreed to refer the reports to the November 2016 meeting of the City Council. In addition to the briefing session to be held for the City Council on 27th October, 2016, it was agreed also to have a briefing session on 7th November, 2016, prior to the start of the monthly City Council meeting.

6. Liffey Cycle Route – update **(report attached)**

Mr B. O'Brien outlined the proposal for a further Liffey Cycle Route, Option No. 7, which would involve the diversion of general traffic at Blackhall Place, to rejoin the Quays at Church Street. Members expressed concern about the impact on communities of diverted traffic through Stoneybatter, the increased traffic volume around the markets in Smithfield, congestion along the diverted routes, transferring the traffic problems to other residential areas, the issue of accessing car parks in the Docklands and IFSC area through that route and the economic impact of the time involved in the 1km diversion. Support was also expressed for the proposed route. The Chairperson said that he welcomes the latest version of the route. He noted that the same kind of concerns were expressed about the pedestrianisation of Grafton Street 34 years. The full route will be looked at in detail at the November meeting of the SPC.

Report noted.

7. Road Safety Strategy - 2020 **(report attached)**

Mr Roy O'Connor, Executive Engineer, outlined details of the Road Safety Strategy. The actions set out in the report under education, engineering and enforcement, to improve road safety in the city, will be evaluated and reviewed over the next 3 years by the Working Together Group, which involves eight external agencies, the City Council and representative of the SPC.

Road Safety Strategy - 2020 adopted.

8. Cycle Training School **(report attached)**

Report noted.

9. Luas Cross City works **(verbal update)**

Mr Derek Dixon, Project Engineer, gave an update on the Luas Cross City works. The footpath works are behind schedule on Dawson Street. It is anticipated that the Contractor will be off Dawson Street, Nassau Street and Grafton Street by 1st December, 2016, and the footpath works will recommence after Christmas. Mr R. Guiney asked if the works could be concluded by Black Friday, the last Friday in November, as it is one of the busiest shopping days. Mr K. Gavin asked that car park operator concerns about 1/2 days notice of major works and lack of advance signage, alternative routes and consultation, be raised with the Contractor.

Noted.

10. Pay and Display Parking Meter Rental Project **(report attached)**

It was agreed to defer the report to the February, 2017, meeting of the SPC.

11. Illegal removal of clamps **(report attached)**

Report noted.

Motions

12. Motion in the name of Councillor Paddy Smyth:

"This committee calls on the Minister for Transport to ensure that any future increase in the Government subvention to Dublin Bus be used solely to decrease fares which are currently the highest in the EU and are an active discouragement to commuters using public transport."

Cllr P Smyth agreed to amend his Motion by deletion of the word "solely" and addition of "or to expand current services" to read "This committee calls on the Minister for Transport to ensure that any future increase in the Government subvention to Dublin Bus be used to decrease fares which are currently the highest in the EU and are an active discouragement to commuters using public transport or to expand current services."

Revised Motion agreed.

13. Motion referred to the Transportation and Environment SPCs from the July, 2016, meeting of the South Central Area Committee:

"That this Area Committee notes with concern the regular occurrences of flooding between Comeragh Road and Coghlan Roundabout in Drimnagh. Such an instance happened 4 weeks ago during heavy rain there and is an almost yearly occurrence. Many residents on Mourne Road and Donard Road equip themselves with sandbags as a result, even though they are nowhere near any water source. To this end, we request that this motion be forwarded to the Environment SPC and Transportation SPC for consideration and for senior Council staff to consider implementing an engineering decision to solve this matter once and for all."

The Chairperson noted that the Motion was a matter for the Environment Strategic Policy Committee.

14. Motion in the name of Councillor Ciaran O'Moore:

"That a review is carried out on the policy and process by which a survey is carried out to determine the needs for the traffic wardens at primary schools. Currently many schools are being refused, based on a count of how many children try and cross the road. School wardens should be provided where there is a risk from heavy traffic to any child.

Therefore, the count should be based on how heavy the traffic is, not the percentage of children potentially using the service. It makes sense that if traffic wardens were provided, more children could be encouraged to walk to school."

Motion agreed.

15. Motion in the name of Councillor Paul Hand:

“That this SPC gives its continued support to the Dublin City bikes scheme and the original policy document the Dublinbikes Strategic Planning Framework 2011-2016, which outlines the expansion of the scheme throughout the City. This SPC requests that when drafting the new planning framework the 14 stages of expansion remain in their current order and to add new additional stages in the new document as follows.

Stage 15 Ballyfermot
Stage 16 Walkinstown
Stage 17 Chapelizod
Stage 18 Bluebell

The aforementioned stages are ordered by population and would give legal effect to a motion passed at the September meeting of Dublin City Council.”

It was proposed by Cllr Ray McHugh and seconded by Cllr P. Hand to include Crumlin in the stages list above.

Revised Motion agreed.

16. Motion in the name of Councillor Ciarán Cuffe:

“In the light of the recent tragic death of a cyclist at Seville Place in Dublin’s north inner city that the Environment and Transportation Department write to the Minister for Transport requesting that he introduce a mandatory 1.5m passing distance for motorised vehicles overtaking cyclists. In addition this Department shall investigate, with a view to removing pedestrian guardrails at road crossing points given concerns over their effectiveness.”

Motion agreed.

17. Motion in the name of Councillor Ray McHugh:

This SPC agree “With the proposed expansion of the cycle way from Portobello to the Blackhorse Inn, this SPC calls on Dublin City Council Parks Dept. to work with Waterways Ireland to include outdoor gyms alongside the cycle way on sections of this expansion.”

Motion agreed.

18. A.O.B.

Ciarán Cuffe
Chairperson,
5th October, 2016

Item No. 2

Report to the Chairperson and Members of the Transportation Strategic Policy Committee

Liffey Cycle Route: Emerging Preferred Option Update

1. Background

The Liffey Cycle Route project sets out to provide a continuous cycleway connecting the Phoenix Park and Heuston Station along the Liffey to the Tom Clarke Bridge (formerly the East Link Bridge). Work began on the design in 2012 with workshops being held with stakeholders to allow for their input into the design.

Since 2015 discussions on the Liffey Cycle Route have concentrated on the area between Heuston Station and Church Street as Dublin City Council (DCC) has sought to identify an optimal route past the pinch point on the quays between Ellis Quay, east of James Joyce Bridge (Blackhall Place) and Arran Quay, west of Father Matthew Bridge (Church Street). In particular seven options have been considered in detail:

- Option 1: Two Way North Quays with limited boardwalk
- Option 2: Two Way North Quays with buses rerouted via Benburb Street
- Option 3: As per Option 2 with Croppies Acre relocated to the quays.
- Option 4: One way building side on either quay.
- Option 5: Cyclists rerouted north of Croppies Acre and through Smithfield
- Option 6: Buses rerouted via Benburb Street as far as Queen Street
- Option 7: Traffic rerouted via Blackhall Place, North Brunswick Street and Church Street.

At the SPC meeting in May 2016 DCC proposed to develop Option 5. On the basis of concerns that were raised at the May SPC meeting, DCC informed the SPC at the October Meeting that it would be investigating the feasibility of Option 7 in more detail.

The purpose of this report, following on from the request at the last SPC Meeting, is to present the entire Liffey Cycle Route, from Tom Clarke Bridge to Heuston and Phoenix Park to the Members for their consideration. These proposals provide the basis for the high quality segregated cycle route which will meet the current and future needs of cycling along the Quays.

2. Overall Route

The entire Liffey Cycle Route as presented provides for a high quality segregated cycle route connecting Heuston Station and the Phoenix Park with the Tom Clarke Bridge. The overall segregated cycle network length along the route is 6.0 kilometres. It provides a vital spine to the Cycle Network Plan and links with the existing Grand Canal Cycle Route as well as the Royal Canal Cycle Route and the proposed Clontarf to City Centre Cycle Route. There is potential in the future to extend the Liffey Cycle Route to link with Poolbeg SDZ via the proposed Gut bridge and the Tom Clarke Bridge following potential improvements. It will also provide an important commuter link to the Docklands SDZ where cycle parking provision in new developments will be more than three times that of car parking provision.

Currently, more than 800 cyclists travel east and west along the quays during the morning peak hour. The Liffey Cycle Route will not only provide for this volume of cyclists using the quays but will cater for the anticipated growth in cycling numbers, estimated to be at 1,200 cyclists per hour by 2021. This is in line with the growth that has been experienced on the Grand Canal Cycle Route.

Implementing the Liffey Cycle Route will present certain challenges. In order to provide the LCR, approximately 15 of 19 existing trees on the north quays between the Millennium Bridge and O'Connell Street Bridge will need to be removed. Ten of these trees have been identified following a tree survey as being of high quality. Some modifications may be required on the Scherzer Bridge at North Wall Quay which is a protected structure.

The Liffey Cycle Route as presented takes account of the proposals for the Eden Quay bus gate. However the Liffey Cycle Route is not dependent on the Eden Quay Gate for its implementation.

3. Addressing the Pinchpoint at Ellis Quay and Arran Quay

Option 7 maintains bus priority on the north quays. It provides a feasible solution for placing the Liffey Cycle Route on the quays in line with the previously stated preference of the SPC Members. This will require rerouting of traffic from Ellis Quay and Arran Quay. This rerouting will maintain access to all city centre car parks. The junction of North Brunswick Street /North King Street/Church Street junction will be significantly upgraded to improve access through to Bolton Street and the orbital routes around the city centre.

Since the last SPC meeting in October, a detailed constraints analysis has been conducted on Option 7 with the conclusion that there are no physical impediments which would prevent this option from being implemented as presented. DCC has also consulted with the National Transport Authority and they are supportive of Option 7.

4. Next Steps

On the basis of the Liffey Cycle Route as presented, the Environment and Transportation Department will proceed to undertake the following:

1. finalise the scheme preliminary drawings,
2. complete the detailed analysis of the traffic impacts and identify appropriate mitigation measures,
3. complete the air quality and noise impact assessments and,
4. complete a screening process to establish the appropriate public consultation process to follow.

It is intended to present the outcome of the screening process and the time line for the public consultation process to the SPC in Q1 of 2017.

Brendan O'Brien
A/Executive Manager (Traffic)
Environment and Transportation Department

OPTION 7 - TWO WAY NORTH QUAYS - REROUTED TRAFFIC



AECOM
DRAFT

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SCALE 1:1250 @ A1; 1:2500 @ A3

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NOTES:

Rev	Date	Detail	Made	Chk'd	App'd



Project: **LIFFEY CYCLE SCHEME**

Title: **COMPLIMENTARY TRAFFIC MANAGEMENT MEASURES**



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Design: RH	CAD: RH
Chkd:	Appd:
Date: NOVEMBER 2016	Scale: 1:1250 @ A1
Project No: 60278346	Dwg No: SK_016

Item No. 3

Report to the Chairperson and Members of the Transportation Strategic Policy Committee

Report on the Public Consultation on proposed Dublin City Council Special Speed Limit Bye-Laws 2016

**Mr Roy O'Connor,
A/Senior Executive Engineer,
Transportation Projects
November 2016**

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1.0 Executive Summary

The Department of Transport Tourism and Sport issued the Guidelines for Setting and Managing Speed Limits in Ireland in March 2015 (hereafter referred to the 'Guidelines'). Dublin City Council's Environment & Transportation Department is progressing this review in accordance with these Guidelines.

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 2011. 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 is also in place.

The most recent revision of Special Speed Limits Bye-Law (2013) is available at www.dublincity.ie ('Speed Limits in Your Area'). Recently, the Transportation Department of Dublin City Council concluded our Public Consultation on the proposed Special Speed Limit Bye-Laws 2016.

This Public Consultation has two purposes:

- Seek public comment for the introduction of the proposed Special Speed Limits Bye-Laws 2016, which include additional 30km/hr zones in the Dublin City Council administrative area.
- Seek public feedback in relation to identifying additional areas for the introduction of additional Special Speed Limits for a subsequent Public Consultation in 2017.

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 25th May and 13th June 2016, respectively. Approval to proceed to Public Consultation was received from the Elected Representatives at that time.

This report has considered the 550 submissions which were received as part of the public consultation process. The comments received, and the Transportation's clarifications and replies, have been addressed in detail in Section 5.0. One particular item to highlight was that a number of the submissions expressed a view that the widespread application of 30km/h to all roads is not practicable (i.e. should not be applied to main traffic corridors/arterial routes). Therefore approximately 96 submissions contained the misunderstanding that the proposal is for a city wide 'blanket 30km/h zone' on all roads and streets. Please see Table 4.0, Item 3 (page 12) for a detailed reply and clarification that the current default speed limit of 50km/h on main routes into and around the city are to be retained as part of this proposal.

The Public Consultation process identified two amendments which are considered acceptable to being included in the proposed Bye-Laws, namely:

- a. Retain **City Quay** (Dublin 2) at 50km/h as opposed to the proposed 30km/h, and;
- b. **Inchicore Road** (Dublin 8) is to have a 30km/h speed limit put in place, adjacent to the Kilmainham Gaol where the recent public realm work has been completed,

(from the junction with the South Circular Road to the junction with Memorial Road).

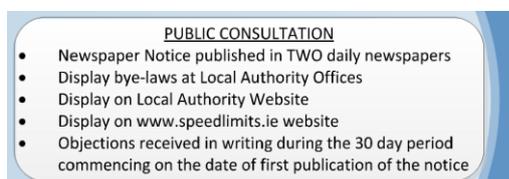
Also the proposed implementation dates for Phase 1 & Phase 2 have been revised to reflect a feasible implementation date of March 31st and May 31st 2017, respectively.

The proposed Special Speed Limit Bye-Laws 2016 have now been revised to reflect the above amendments. The Transportation Department of Dublin City Council recommends to the Strategic Policy Committee for Transportation that the proposed Special Speed Limit Bye-Laws 2016 be submitted to the full Council for their adoption.

2.0 Public Consultation Details

The Public Consultation on the draft Special Speed Limit Be-Laws 2016 was carried out from the **13th July to the 24th August 2016 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 on both the Irish Times and Irish Star on the 13th and 14th July 2016.

The proposed draft Special Speed Limit Bye-Laws were on display in the Dublin City Council offices as listed on the public notice.

Public consultation documents and information were put on the website www.dublincity.ie/speedreview, where they are still accessible for information, (see Appendix A). Submissions were also accepted at this online location.

The public consultation was advertised on www.speedlimits.ie website, with links to our Dublin City Council website and submission options provided also.

The submissions received during the duration of the Public Consultation will be reported on in full in Section 5 of this report.

Please note; a period of 30 days was required for the public consultation, however due to the public consultation falling within the summer months, we decided to provide an extended duration of 6 weeks.

A graphic for a public notice from Dublin City Council. It features the council's logo (three crowns) and name: 'Comhairle Cathrach Bhaile Átha Cliath Dublin City Council'. To the right is a silhouette of a person holding a sign that says 'PUBLIC NOTICE'. The main text reads: 'HELP US MAKE DUBLIN'S ROADS SAFER FOR ALL. We're looking for your views on our proposed Special Speed Limit Bye-Laws 2016'. Below this, it states: 'Dublin City Council is reviewing the speed limits in its administrative area, under Section 9 of the Road Traffic Act 2004, and we would love your feedback on our proposed Special Speed Limit Bye-Laws 2016. THE PROPOSALS INCLUDE THE EXPANSION OF THE 30KM/HR SPEED LIMIT ZONES IN CERTAIN RESIDENTIAL AREAS IN THE CITY. This Public Consultation invites you to comment on the proposed adoption of these Bye-Laws. We are also looking for feedback in relation to identifying possible additional roads and streets for the next phases. Proposals can be inspected from Wednesday, 13th July, 2016 to Wednesday, 24th August, 2016 during normal public office hours at: Public Counter at Dublin City Council, Civic Offices, Wood Quay, Dublin 8. Dublin City Public Libraries. Dublin City Council Area Offices. Or on our website at www.dublincity.ie/speedreview which includes graphics, stats and interesting facts and FAQ's. Dublin City Council would really appreciate your views on these proposals as your comments are vital to us. Submissions may be made in writing to: The Executive Manager, Dublin City Council, Environment and Transportation Department, Block 2, Floor 6, Civic Offices Wood Quay, Dublin 8, or by email to speedreview@dublincity.ie, by 17.00hrs on Wednesday, 24th August, 2016. dublincity.ie

DC2276
Irish Times 14x2 (83)
Irish Star 14x2 (74)

3.0 Publicity & Advertising of the Public Consultation

3.1 Pre-Draft Consultation

As part of our Pre-Draft Consultation process, the Transportation Department consulted with prescribed stakeholders between the 7th September 2015 and the 2nd October 2015. On the 7th September 2015 invitations to contribute to the development to the draft Special Speed Limit Bye-Laws 2016 were circulated to Transport Infrastructure Ireland, An Garda Síochána, members of the Transportation Strategic Policy Committee, Dun Laoghaire Rathdown County Council, South Dublin County Council and Fingal County Council.

Four submissions in total were received. These are summarised on Table 1;

Stakeholder	Brief summation of content
The AA, (Submitted via the Department of Transport, Tourism & Sport).	Recommended a revised speed limit on 8 Dublin City roads at various locations across the city, along with their rationale for the changes. The DTTaS requested specific consideration is given to this submission (Addressed in full under Item 4.0).
Dublin Cycling Campaign, (SPC Member).	Expressed support and stated their preference for a default 30km/hr speed limit in all urban areas. Support for 30kmhr was demonstrated through both national and international policies and guidelines.
Transport Infrastructure Ireland.	Outlined their jurisdiction and responsibility, and also clarifications in relation to national roads.
Dun Loaghaire - Rathdown County Council.	Expressed support of proposed actions to improve safer roads and highlighted the need for a working relationship with Dublin City Council in relation to roads and streets across our shared boundary.

Table 1: Pre-Draft Consultation submissions

3.2 Dublin City Council's website

The Dublin City Council website was the principle publication of the proposed Special Speed Limit Bye-Laws 2016. The webpage clearly set out the following information for the public:

- An introduction to the public consultation including a overview of its purpose
- Explanatory note for the proposal
- A map of the existing Dublin City Council Speed Limits
- The proposed DCC Special Speed Limit Bye-Laws 2016
- A map of the proposed Dublin City Council Speed Limits 2016
- A 'Frequently Asked Questions' section (with 15 no. questions and answers).
- Links to thirteen various websites and documents directly related to speed limits in urban areas.

Website address: www.dublincity.ie/speedreview (Appendix A).

3.3 Public Consultation Awareness

As Outlined in section 2.0, the Public Consultation was advertised as required under the statutory process. To promote further awareness of the public consultation and the proposed Special Speed Limit Bye-Laws 2016, the following are some of the noted media outlets which publicised the proposed bye-laws and facilitated public awareness, (this not an exhaustive list):

Print Media: The Business Post; The Herald; Independent; Irish Examiner; Irish Mail on Sunday; Irish Times.

Online media: Boards.ie; CitizensInformation.ie; DublinLive.ie; Irishcycle.ie; Irishhealth.ie; the Journal.ie; Reddit.ie; RTE.ie.

Radio: 98fm; DublinCityFM; Newstalk, RTE Radio 1.

Social media: Dublin City Council Twitter feed.

Jake's Legacy: Roseann Brennan of the Jake's Legacy campaign lent support to the launch of the Public Consultation, through attendance at its launch in Civic Offices on the 13th of July and partaking in interviews on the day (both print & television media).

4.0 Submissions from the AA and Engineers assessments.

The Department of Transport Tourism & Sport issued Dublin City Council with a specific instruction in Circular RSD02-2015 (Dated: 1st July 2015). The Department wrote in reference to correspondence from the AA that “this Department is now requesting that arrangements are made in your Local Authority to ensure that due regard is given to roads, or sections of road, on this list”. The AA made recommendations for a revised speed limit on 8 roads or streets within the Dublin City Council area, namely;

Location	Road Name	Current Speed limit	Recommended Speed Limit from The AA	Rationale presented by the AA for their recommendation
1	Fairview Strand	50kmh	80kmh	6 lanes and not being utilised efficiently - badly signposted - 6 people agreed with this comment.
2	Dublin City City, North & South Quays and Dawson Street	30kmh	60kmh	Ridiculous for a city centre commuter route - adding to congestion - cyclists passing out cars - senseless, bring in law for cyclists to wear high viz jackets and helmets - unnatural to do 17mph in a modern car. Infuriating and a money making scheme. 125 people agreed with this comment.
3	Mourne Road, Drimnagh	50kmh	70kmh	Regularly broken in rush hour which means it is not being put into effect and is pointless.
4	Ballymun Road R108	50kmh	80kmh	DCW - Should be a lot higher, like shooting fish in a barrel. - 11 people agreed with this comment.
5	Cork Street	50kmh	60kmh	Very wide road and very easy to go over this limit without noticing - 2 people agreed with this comment.
6	Claremont Lawns, Glasnevin	50kmh	30kmh	A dangerous residential Cul de Sac.
7	Auburn Avenue, Castleknock	50kmh	70kmh	Not necessary as it's a stretch that's wide and long and has traffic lights, a money making exercise on behalf of the Gardai - 3 people agreed with this comment
8	Conyngham Rd	50kmh	80kmh	Far too low with no reasoning - 4 people agreed with this comment.

Table 2: Pre-Draft submission from The AA

Each of these locations was individually assessed by Dublin City Council Engineers to determine the acceptability of the AA's recommendations. Assessment summary per location is set out on Table 3:

Table 3: Engineering Assessment of the submission made by The AA

Location	Road Name	Summation of Engineers assessment	DCC Engineers recommendation
1	Fairview Strand	<ul style="list-style-type: none"> • Current Speed Limit: Default Speed Limit of 50km/h • Total carriageway width is 6.5 meters at the narrower sections. • Road length between Philipsburgh Avenue & Annesley Bridge Road Junctions is approximately 210m. • Road is angled in the middle, i.e. not a straight road for sight lines. • Properties affronting Fairview Strand include; Residential and commercial. 	<p>80km/h speed limit is not recommended.</p> <p>Retain current speed limit, Only consider a downward review of speed limit.</p> <p>(Road is residential/ commercial and amenity destination).</p>
2	Dublin City City, North & South Quays and Dawson Street	<ul style="list-style-type: none"> • Dublin City Centre, including sections of the Quays and including Dawson Street are subject to the Special Speed Limit of 30km/h and 50km/h at various locations since 2011. • Average traffic speeds do vary depending on the time of day. Generally speaking the quay roads accommodate heavy volumes of all modes of transport, particularly vulnerable road users 	<p>60km/h speed limit is not recommended.</p> <p>Retain current speed limits of 30km/h and 50km/h as are in place. Review the engineering design to be conducive to driver behaviour along areas of the Quays where at certain times average traffic speeds are in excess of the speed limit. Introduction of a 60km/h speed limit in the city centre should not be considered further at this time.</p>
3	Mourne Road, Drimnagh	<ul style="list-style-type: none"> • Mourne Road is predominantly a residential street with minimal commercial property and a school affronting the road. • Excluding parking the carriageway is approx. 6.5m in width. • The road is relatively straight for the most part. • Traffic calming (speed ramps) is installed along its length. • The road surface is predominantly reinforced concrete slab. 	<p>70km/h speed limit is not recommended.</p> <p>This residential road is unsuitable for traffic travelling at 70km/h. The road is characteristic of a road which should suit a 30km/h speed limit as proposed in our bye-laws and as described in the Guidelines for Setting and Managing Speed Limits in Ireland.</p>
4	Ballymun Road R108	<ul style="list-style-type: none"> • Ballymun road is an arterial road to the north of Dublin City approximately 2.4km in length in DCC from Griffith Avenue to Santry Avenue. • The road is typically two general traffic lanes in each direction (North & south) also with mandatory cycle lanes and a bus corridor. • The urban default speed limit of 50km/h is applied along its length. • The northern half of the road has 	<p>80km/h speed limit is not recommended.</p> <p>Various traffic calming measures are in situ on this road, as requested by the public to slow traffic speeds. Also this road travels through a significant civic centre. Retain the roads speed limit at the national urban speed limit recommendation of 50km/h.</p>

		<p>traffic calming measures in place.</p> <ul style="list-style-type: none"> The properties affronting the road are residential, amenity, third level, and commercial. 	
5	Cork Street	<ul style="list-style-type: none"> Cork Street is an arterial road to the south west of Dublin City approximately 750m in length. The road is typically two general traffic lanes in each direction (North & south) also with mandatory cycle lanes and a bus corridor. The urban default speed limit of 50km/h is applied along its length. The road is adjoined by St Luke's Avenue and Dolphins Barn Street, both with a default 50km/h speed limit. The properties affronting the road are residential, amenity, public offices (&hospital) and commercial. 	<p>60km/h speed limit is not recommended.</p> <p>This is strategic arterial road situated within the city centre area in an urban environment. A significant number of junctions and commercial premises attracting large volumes of local pedestrian and cyclist movements as well as substantial commuter through traffic. Recommendation is to retain the roads speed limit at the national urban speed limit recommendation of 50km/h. Review with consideration for a 40km/h speed limit in the future.</p>
6	Claremont Lawns, Glasnevin	<ul style="list-style-type: none"> A cul de sac in Glasnevin. Residential area, with a significant park amenity adjacent to sections of the road. 	<p>Recommended.</p> <p>A 30km/h speed limit is recommended to be included as part of a Phase 3 public consultations.</p>
7	Auburn Avenue, Castleknock	<ul style="list-style-type: none"> Auburn Road is a key distributor road, approximately 1 km in length. It substantially comprises of one northbound and one southbound lane. Access roads along Auburn Road lead to substantial residential areas with high volumes of traffic accessing Auburn Road accordingly. 	<p>70km/h speed limit is not recommended.</p> <p>Road is unsuitable for traffic travelling at 70km/h. The road is characteristic of a road which is conducive to a 50km/h speed limit as described in the Guidelines for Setting and Managing Speed Limits in Ireland.</p>
8	Conyngham Rd	<ul style="list-style-type: none"> Conyngham Road is a strategic arterial road to the west of the city centre. It approximately 1 km in length. Various access roads adjoin Conyngham Road, including residential, amenity and commercial premises. 	<p>80km/h speed limit is not recommended.</p> <p>Road is unsuitable for traffic travelling at 80km/h. this road has a high number of different traffic movements as opposed to the existing 60km/h speed limit on Chapelizod Road. The road is characteristic of a road which is conducive to the default 50km/h speed limit as described in the Guidelines for Setting and Managing Speed Limits in Ireland.</p>

5.0 Submissions from the Public Consultation

Four separate sources presented submissions from the public, namely:

Emails were received at speedreview@dublincity.ie.

Comments were received through the online survey at www.dublincity.ie/speedreview.

- 157** Email submissions were received
- 376** Comments received through our website

Letters were received by the Executive Manager at the Environment & Transportation.

- 12** Letters were received
- 5** Area Committee Questions or Motions were received

The **550 submissions** received were categorised into a range of comments which members of the public (and organisations) wished to put forward for consideration. The submissions were segmented into ten distinct categories of comment as outlined on Table 4.0.

Table 4

The 550 submission conveyed the following general comments		
Item	Comment	No.
1.	<p>Submission was generally supportive of expanding the 30km/h speed limit as per proposal, (no specific additional comment).</p> <p><i>Response:</i> <i>Noted.</i></p>	55
2.	<p>Support for expanding 30km/h speed limits expressed. This was accompanied with additional roads and streets suggested for future considerations for both 30km/h and 40km/h speed limit areas.</p> <p><i>Response:</i> <i>Noted. Suggested roads and streets have been retained for consideration as part of a Phase 3 review of special speed limit bye laws.</i></p>	45
3.	<p>Expressed a view that widespread application of 30km/h to all roads is not practicable (i.e. should not be applied to main traffic corridors/arterial routes). Therefore some of the submissions in this segmentation contained the misunderstanding that the proposal is for a city wide blanket 30km/h zone on all roads and streets.</p> <p><i>Response:</i> <i>As part of the proposed Special Speed Limit Bye-Laws 2016, it is proposed to expand the 30km/h special speed limits on predominantly residential streets (or in the proximity of schools). Residential streets are identified as roads and streets whose function is intended to provide local vehicular access and egress between places of residence and the arterial or link roads nearby.</i></p> <p><i>This proposal is not to introduce a blanket 30km/h speed limit. It is proposed to retain the existing 50km/h default speed limit on all arterial and link routes across the city. This will not affect the speed or commuting times of traffic travelling into or out of the city on a daily basis. Preferably such vehicles should not be travelling across residential areas where the 30km/h speed limit is being proposed.</i></p>	96
4.	<p>Reducing speed limits on its own is not sufficient, additional initiatives such as road user education and engineering of roads must also accompany any speed limit changes. This includes educational actions toward all road users, not just motorists.</p> <p><i>Response:</i> <i>The Transportation Department agrees with this comment. Dublin City Council (DCC) has recently published its Road Safety Strategy 2020. This includes a number of initiatives and actions to promote road safety in Dublin City. This Road</i></p>	

Table 4 (Continued)

4.	<p><i>Safety Strategy sets out a number of actions under the three pillars of Education, Engineering and Enforcement, each which is designed to complement the successful introduction of the proposed Special Speed Limit Bye-Laws 2016.</i></p> <p><i>In particular Dublin City Council's Transportation Department is working with the Road Safety Authority (RSA) to further promote the educational element of road safety awareness for all road users (not just motorists). The RSA is a member of the Working Together Group which oversees the implementation of the Road Safety Strategy 2020 and evaluates its performance.</i></p> <p><i>In addition to this, the Road Safety Strategy 2020 sets out a list of engineering actions also, with the target of achieving safer roads within the Dublin City Council area. These improvements are being progressed successfully in DCC's annual works scheme.</i></p>	100
5.	<p>Expressed concern that the current speed limits are largely ignored and enforcement of existing speed limits is requirement to deliver safer roads.</p> <p><i>Response:</i></p> <p><i>The primary responsibility for enforcement of road traffic legislation rests with An Garda Síochána. In particular, continuous high visibility enforcement will continue to focus on speed limit compliance. Speed limit compliance has been highlighted as a key enforcement action within the Road Safety Plan 2020.</i></p> <p><i>As a local authority, working with An Garda Síochána, Dublin City Council will continue to target resources and engineering interventions at locations where traffic speeds are identified to be in excess of the limits in place. We expect that that engineering interventions will be required to complement the successful introduction of a reduced speed limit and as such this action is included in our Road Safety Strategy 2020 as part of our annual capital investment programme.</i></p>	83
6.	<p>Slower speeds will increase pollution and congestion on the city streets with negative environmental and economic consequences.</p> <p><i>Response:</i></p> <p><u><i>Environmental concerns</i></u></p> <p><i>Generally speaking the slower a vehicle travels the less fuel it consumes in accelerating and maintaining speed. With less fuel consumption comes less emissions. Research in Germany (Newman and Kenworthy 1992, 39 –40) has shown that the greater the speed of vehicles in built-up areas, the higher is the incidence of acceleration, deceleration, and braking, all of which increase air pollution. Other experts argue that a vehicle is operating at its most efficient at approximately 50km/h. Studies have so far not conclusively proven either a positive or negative effect on the air quality due to vehicles travelling at slower speeds: driving at 30 km/h causes some emissions to rise slightly and some to fall, depending on fuel type, engine size and driver behaviour (acceleration and braking etc).</i></p> <p><i>The greatest environmental benefit from the change will come from unlocking the</i></p>	60

Table 4 (Continued)

	<p><i>potential for walking or cycling short distances instead of driving. Adopting a smoother driving style can also achieve lower emissions. When 30km/h (18.6mph) zones were introduced in Germany, car drivers changed gear 12% less often, braked 14% less often and required 12% less fuel, (Source: An illustrated guide to traffic calming. by Dr Carmen Hass-Klaus (1990) & www.20splentyforuk.org.uk). See Appendix C for further findings in relation to 20mph (c.30km/h) speed limits in the UK.</i></p> <p><i>In relation to noise pollution, cities in the UK who have introduced 20m/h (c.30km/h) have recorded a noise reduction of up to 40% as a result of slower speeds on their roads. Less acceleration and braking combined with the slower contact between tyre and carriageway over 30km/h all contribute to less noise pollution as a result of calmer traffic speeds. The UKNA report states, "There is a measurable link between traffic noise and speed. In urban areas with speeds of between 20 and 35 mph, reducing speeds by 6 mph would cut noise levels by up to 40%," adding that "Not only is noise pollution an annoyance, but it can also be a significant short and long-term health hazard."</i></p> <p><i>The Transportation Department does not anticipate an increase in congestion. In fact, research indicates that vehicles flow more smoothly through junctions at this reduced speed. Also this proposal is to reduce traffic speeds on residential streets, the default speed limit of 50km/h is to be retained on the main roads (arterial Routes and local roads) leading into and out of the city centre, not effecting congestion levels.</i></p> <p><u><i>Economic Concerns</i></u></p> <p><i>On any single journey, it has been established that the proposed 30km/h speed limit can add an average of 20 seconds on to a single journey when exiting or entering a residential area where the lower speed limit has been introduced. All main arterial roads leading to commercial centres will continue to have the existing 50km/h speed limit and as such journey times or congestion on these main roads will not change as a result of this proposal.</i></p> <p><i>30km/h speed limits encourage more considerate driving, leading to safer streets for all road users, including motorists, cyclists and pedestrians, (particularly the young, elderly and mobility impaired). Reducing traffic speeds helps make more people feel more confident about being on their local streets and helps children and the elderly to travel independently and safely. Calmer road speeds also help make walking and cycling more attractive options, contributing to less traffic congestion, better health, less noise more social interaction and stronger communities.</i></p> <p><i>Our recent survey of 120 residents within the existing 30km/h residential area of Marino revealed an overwhelming support (90%) for retaining their 30km/h speed limit on their residential street, citing some of the above reasons for their continuing support for the 30km/h speed limit in their residential area.</i></p>	
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Table 4 (Continued)

7.	<p>Submission expressed a primary concern that it would be difficult to travel at 30km/h for an extended period of time, (requirement for gear changing etc). Monitoring speedometer is a distraction as motorists not familiar with travelling at 30km/h.</p> <p><i>Response:</i></p> <p><i>The proposal to introduce 30km/h speed limits in Dublin City’s residential areas will not require a driver to travel at the reduced speed limit for a prolonged period of time. This is not a proposal to introduce a blanket 30km/h speed limit. Arterial roads and link roads will retain the existing default speed limit of 50km/h.</i></p> <p><i>Dublin City Council’s Transportation Department has carried out journey time surveys across all of the proposed residential areas in various vehicles (engine sizes and fuel types) to measure the on impact on journey times. The greatest increase to a driver’s journey time would not exceed 1 minute when travelling across the longest route of the largest proposed 30km/h area (Sandymount). However the substantial majority of motorists would see an increase of less than 20 seconds to their journey time when accessing a location within the proposed 30km/hr speed zones.</i></p> <p><i>In relation to the various concerns that monitoring the speedometer in a vehicle may be a distraction and the implication that it may be a safety risk; being aware of one’s speed (by a driver observing the speedometer) is a legal requirement for a qualified driver as stated in the Rules of the Road – (Road Safety Authority, 2016, Section 8, Rule’s of the Road. Further guidance on the expectations of qualified drivers in Section 8 of the Rules of the Road in relation to observing sped limits is also available.</i></p> <p><i>In our experience from carrying out a numerous speed surveys while preparing this consultation, we know that vehicles can observe the 30km/h speed limit and drive appropriately.</i></p> <p><i>Example 1: A 24hour speed survey of traffic on Haverty Road in Marino, where a 30km/h special speed limit applies, the average speed recorded of all motorised vehicles was 26km/h (12th – 13th April 2016).</i></p>	47
8.	<p>Expression of the view that this proposal is an initiative to target the motorists specifically (predominantly suggested that the proposal is a new revenue stream from speeding fines).</p> <p><i>Response:</i></p> <p><i>The over-riding principle of a Speed Limit Review is clearly stated as a road safety initiative. This proposal to expand the existing 30km/h zones into residential areas of Dublin City is not aimed at stopping people from driving.</i></p>	34

Table 4 (Continued)

	<p><u><i>Our aim is to balance the needs of all road users and particularly to make residential areas a safer environment for vulnerable road users creating more 'people friendly' spaces.</i></u></p> <p><i>There is also recognition of the wider role of reduced speed limits in improving the urban landscape. It can be more appealing and conducive to safe physical activity for all (active play, walking, cycling and running) as well as community and neighbourhood interaction.</i></p> <p><i>'Research in 2013 from Edinburgh has shown that the proportion of older primary school children allowed to play unsupervised on the street outside their home rose from 31% to 66% following the introduction of 20 mph (c.30km/h) speed limits. A study carried out in Bristol in 2012 showed that walking and cycling rates rose by 23% and 20.5% respectively following the introduction of 20 mph speed limits there', (Keating, IPH, 2014).</i></p> <p><i>As outlined in the Department's Guidelines" a speed limit should be self regulating (self explaining)" i.e. additional enforcement should not be considered as a requirement for the successful introduction of 30km/h speed limits.</i></p>	
9.	<p>Current traffic regulations are appropriate, and the proposal is not warranted.</p> <p><i>Response:</i></p> <p><i>There is convincing evidence that lower speed limits in residential areas result in reductions in frequency of injuries, severity of injuries and fatalities particularly among vulnerable road users such as older people, people with disabilities and young children. Since January 2009 to November 2016, pedestrians account for 56% of the 66 traffic related fatalities on Dublin City's streets.</i></p> <p><i>One of the main reasons for the introduction of 30km/hr speed limits in Dublin City is to make residential streets and areas around schools safer. Evaluations of a number of pilot schemes in the UK and in Marino in Dublin, demonstrated that local residents felt their areas were safer for walking and cycling. The overall level of support for the 20mph speed limits on residential streets in Edinburgh increased from 68%'before' to 79% 'after', while the proportion of respondents strongly supporting the 20mph speed limit increased significantly from 14% 'before' to 37% 'after', (Turley, M. (2013) South Central Edinburgh 20mph Limit Pilot Evaluation [online] Available at: http://nia1.me/1xh).</i></p> <p><i>Generally, the expansion of the 30km/h speed limit areas across Dublin City will help bring us into line with the rest of Europe where 30km/h, (20 mph in the UK) is fast becoming the default urban speed limit.</i></p>	30
TOTAL number of submissions received		550

6.0 Door to Door surveys.

In order to ensure the opinions and attitudes of people whom would be directly affected by an adoption of the Special Speed Limit Bye-Laws 2016, a consultant was appointed by the to undertake a door to door survey, on behalf of Dublin City Council, in parallel to the advertised Public Consultation.

'Delve Research' was appointed to carry out a door to door survey within the areas of Dublin City where we propose to expand the 30km/h speed limit. In addition, we undertook to survey residents of Marino whom already reside within an existing 30km/h special speed limit area.

Delve Research was instructed to interview residents located within the proposed Phase 1 & 2 areas to ascertain their sentiment toward the proposed Special Speed Limit Bye-Laws 2016. The door to door surveys were carried out at randomly selected properties within these areas. The residential areas and the number of surveys completed are outlined below in Table 5;

Table 5 – Number of surveys carried out per location

Proposed Phase	Area	Surveys completed
Phase 1	North City Centre	60
	South City Centre	145
Phase 2	Drimnagh	45
	Crumlin	30
	Phibsborough	30
	Clarehall	25
	Sandymount	25
	Drumcondra	15
	Raheny	15
	Beaumont	15
	Glasnevin North	15
Total		420

Appendix B provides more details report of the various opinions and attitudes of the residents who were interviewed. In response to the proposal to introduce a 30km/h speed limit in their residential area, we recorded an overall **78%** of those surveyed are in favour of having a 30km/h speed limit introduced in their residential areas.

In addition to the above survey we also carried out interviews with 100 residents located in Marino, where there is already a Special Speed Limit of 30km/h in place since 2005. The purpose of these interviews was to gather an opinion of their experience of the 30km/h special speed limits over the last decade. Appendix B outlines the key findings of these interviews where the headline finding was that **87%** of Marino respondents are satisfied with 30km per hour speed limit.

This is consistent with surveys in both the UK and Netherlands whereby support for the introduction of a 30km/h speed limit grew after the implementation of a 30km/h speed limit.

7.0 International Comparisons

A UK study examining the impact on road safety in 20mph (circa 30km/h) speed zones in 200 small residential areas found:

- 61% reduction in total injuries;
- 70% reduction in child pedestrian injuries;
- 48% reduction in child injuries;
- 6.2% reduction in accidents for each 1mph reduction in speed; and
- On average speed reduced from 25 to 16mph

(Source: Webster, D. and Mackie, A. (1996) *A Review of Traffic Calming Schemes in 20mph Zones. TRL Report 215*. Crowthorne: Transport Research Laboratory).

In the UK, "It has been estimated that a reduction of one mile per hour in existing low speed areas resulted in 5% fewer collisions. A recent review of the effects of 20mph zones and limits on health and health inequalities concluded that there was convincing evidence on the effectiveness of these measures in reducing accidents, injuries, traffic speed and volume, as well as improving the perception of safety, (Sources: Taylor, M. C., Lynam, D. A. and Baruya, A. (2000), , and; Cairns, J., Warren, J., Garthwaite, K., Graeme, G. and Bamdra, C. (2014)).

Studies in the Netherlands reported similar effects at 30km/hr:

- 5% reduction in accidents;
- 25% reduction in injuries;
- 85% of traffic travelling at a mean speed of <30km/hr and a 15-30% reduction in traffic volume;
- 25% in injuries over a 15 year period;
- considered to be a cost-effective intervention.

(Source: Janssen, S. (1991) Road safety in urban districts: final results of accident studies in the Dutch demonstration projects of the 1970's. *Traffic Engineering Control* 32 292-296)

A German study found a 25% reduction in accidents in an area where 30km/hr limits were in place. In Denmark, 15-30km/hr speed zones were associated with a 64% reduction in road user injuries; whilst a London based study reported a 45% reduction in injuries in 20mph zones.

(Sources: Brilon, W. and Blanke, H. (1990), and; Engel, U. and Thomsen, L.K. (1992) and; Grundy et al 2009 Grundy C et al. (2009)).

Concerns expressed in relation to the introduction of 30km/h speed limits:

In relation to identifying the arguments against the introduction of 30km/h speed limits from international experiences, there is no evidence available from our online research that records negative outcomes, post implementation of a 30km/h speed limit, (international experiences from Toronto, UK cities, France, Austria & Germany are included in this research, albeit that our research is not exhaustive).

Many of the concerns expressed before the introduction of a 30km/h speed limit in other cities are very similar to those raised through our own Public Consultation. Concerns raised include:

- The current speed limits are appropriate (York University - Toronto)
- Changing the speed limit on its own is not sufficient to reduce speed limits (Toronto - Steve Buckley, head of transportation services), “Just simply changing the speed limit in and of itself is not shown to significantly reduce travel speeds,” he said.
- Additional Enforcement is required to successfully implement a reduced speed limit, (Edinburgh Council).

All the identified concerns raised by international commentators prior to the introduction of 30km/h speed limits were similarly raised through Dublin City Council’s Public Consultation process and our responses are as per Section 5.0.

8.0 Recommended amendments to the proposed Special Speed limit Bye-Laws 2016

It is recommended to include 3 amendments to the proposed Special Speed Limit Bye-Laws 2016 from those published on our consultation, namely:

- c. Retain **City Quay** at 50km/h as opposed to the proposed 30km/h;
- d. **Inchicore Road** is to be have an additional 30km/h speed limit put in place, adjacent to the Kilmainham Gaol where the recent public realm work has been completed, (from the junction with the South Circular Road to the junction with Memorial Road), and;
- e. If the Special Speed Limit Bye-Laws are adopted, the revised proposed dates for their implementation are as follows:
 - i. Phase 1 - March 31st, 2017
 - ii. Phase 2 - May 31st, 2017

9.0 Project Cost Estimate

The capital cost to implement Phase 1 & Phase 2 requires the installation of road signs and poles at each point where a speed limit changes as a result of this proposal being implemented.

The Transportation Department has carried out an assessment of the works required so as to prepare a best estimate for the costs of the work.

In preparing this cost estimate, we have endeavoured to ensure existing signage poles are utilised where appropriately located to minimise the costs.

The following is the cost estimate for each phase to be implemented; it includes acquisition of materials and installation of required signage:

Phase 1: €190,000

Phase 2: €160,000

10.0 Conclusion

The principle of giving the Elected Members of Local Authorities the power to make bye-laws (as a reserved function) 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.

These proposed Special Speed limit Bye-Laws 2016 set out a staged introduction of an expanded 30km/h speed limit in predominantly residential areas and in proximity to schools. Should these Bye-Laws be adopted, the intention of Dublin City Council's Transportation Department is to continue with the roll out of 30km/h speed limits in all residential areas across the local authority as a whole, This would be a phased implementation programme and would be with the required public consultations and in due course complying with the Road Traffic Act 1994.

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.

The predominant perceived negative impact of slower speeds from some submissions, is a substantial additional journey time that motorists will incur. As evidenced by our trials, the additional journey time for any one journey would be at most 1 minute on a single journey through a proposed area; however the average journey time would increase by approximately 30 seconds. This has to be considered against the benefits which have been evidenced as well as the environmental benefits outlined in this report.

It should be recognised both from experience in Dublin City of introducing a 30km/h area and international experiences, that changing signage on its own will not be sufficient. These Bye-Laws propose to lower the speed limit in residential areas which are deemed most compatible to achieve a calmer traffic environment, (i.e. where the average speeds of traffic are recorded to be relatively low and where engineering interventions have already been deployed at many of the locations). It can be expected that continued accompanying measures will be required should we wish to successfully change driving behaviour in terms of slowing traffic speeds. This may include further engineering interventions, educational awareness campaigns in association with other state agencies and continued enforcement of the traffic law.

Our recently published Road Safety Strategy 2020 sets out our objectives in terms of these complimentary actions. Indeed, continued engagement with the public is essential to ensuring the successful delivery of a 30km/h special speed limit.

The door to door surveys which we conducted provided valuable insight into the attitudes of the residents who would reside within the proposed Phase 1 & Phase 2 areas. A significant majority in each area is supportive of the proposed bye-laws, with an average level of support being 78%. When recently surveyed, 98% of residents in Marino said they would oppose the removal of the 30km/h speed limit in their area, such is their satisfaction with the reduced speed limit there.

The backdrop to our city's traffic trends is measured in part by our annual cordon counts, which show a continued rise in the numbers of people accessing our city centre since 2010. In particular, there are increasing numbers of people walking and cycling. The Dublin Cordon traffic counts between 2006 and 2015 record an increase in numbers entering the city on foot (8.3% to 9.4%) and by bicycle (2.3% to 5.4%). Numbers of vehicles crossing back and forth over our canal cordon on a daily basis are in excess of 400,000 vehicles per day. The safe and efficient management of this increasing traffic volumes year on year is also a pertinent to our consideration for how we manage the speed of traffic in the coming years.

Chapter 5 of our Dublin City Development Plan aligns its objectives closely with the expected outcomes of a successfully implemented reduction in traffic speed in residential areas and in the proximity to schools. In particular, objective SIO15 of our Dublin City Development Plan outlines our undertaking "to implement a 30kph speed limit inside the city centre (area between the canals)" while continuing to support the prioritisation of sustainable forms of transport, particularly walking and cycling. In conclusion, this proposal is considered by the Transportation Department of Dublin City Council to meet the requirements of the Department of Transport, Tourism & Sport's 'Guidelines for Setting and Managing Speed Limits in Ireland 2015'.

11.0 Recommendation

The expansion of the 30km/h speed limit areas across Dublin City will help bring us into line with the rest of Europe where 30km/h, (20 mph in the UK) is fast becoming the default urban speed limit and where 'after' studies which we have observed, consistently report significant improvements in road safety records. Notably, our door to door surveys recorded significant support for this proposal among residents within the areas where the 30km/h speed limit is being proposed.

The Transportation Department of Dublin City Council recommends to the Strategic Policy Committee for Transportation that the proposed Special Speed Limit Bye-Laws 2016 (as published for Public Consultation in July and August of this year, with the inclusion of the amendments set out in Section 8.0 of this report) be submitted to the full Council for their adoption.

Public Consultation on proposed Special Speed Limit Bye-Laws 2016

The public consultation has now closed.

Dublin City Council is undertaking a review of speed limits within our administrative area and wish to engage through consultation with members of the public, with particular regard to the extension of the 30km/hr speed limit into further residential areas of our city.

[Appendix E - Map of areas proposed for the introduction of 30km/hr Special Speed Limits.](#)

The review of current speed limits is being 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 2011. 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 map of the existing Speed Limits in Dublin City Council's area - Appendix C](#)).

This Public Consultation has two purposes:

- Seek public acceptance for the introduction of revised Special Speed Limits Bye-Laws 2016 which include additional 30km/hr zones in the Dublin City Council administrative area.
- Seek public feedback in relation to identifying additional areas for the introduction of additional Special Speed Limits for a subsequent Public Consultation in 2017.

Submissions may be made online, on or before 5pm on Wednesday 24th August 2016. Submissions can also be 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. A hardcopy of the proposed Special Speed Limit Bye-Laws 2016 is available for inspection at all Dublin City Council Libraries, Civic Offices and Local Area Offices for the duration of the Public Consultation.

The following publications are pertinent to current speed limits review:

Public Consultation Documents

- [Explanatory note for the proposed DCC Speed Limit Bye-Laws, 2016. This includes Appendices A & B.](#)
- [Appendix C – Existing Dublin City Council Speed Limits \(Since 2011\).](#)
- [Appendix D – The proposed ‘DCC Special Speed Limit Bye-Laws, 2016’, including the ‘Schedule’ of proposed roads and streets for the introduction of additional 30km/hr Special Speed Limits / As Gaeilge](#)
- [Appendix E - Map of areas proposed for the introduction of 30km/hr Special Speed Limits.](#)

Frequently Asked Questions

Links to related documents and websites

- [Take part in our online survey to further understand the opinions of the public](#)
- [Watch the presentation of the proposed Special Speed Limit Bye-laws to the Strategic Policy Committee for Transportation in Dublin City Council \(25th May 2016 – Item 7\)](#)
- [Link to Department Transport Tourism & Sport website to access the ‘Guidelines for Setting & Managing Speed Limits in Ireland’ \(March 2015\)](#)
- [Love 30 Campaign information](#)
- [Fatality numbers in Dublin City Council’s administrative area since January 2009](#)
- [Edinburgh is introducing the reduction of speed limits to 20mph \(approximately 30mph\). Read about their project](#)
- [The UK campaign group "20's Plenty"](#)
- [Publications by the Road Safety Authority in relation to vehicle speed](#)
- This [leaflet](#) from the Road Safety Authority highlights the key statistics in relation to the impact speed has on road safety.
- [Map of existing Speed Limits in Dublin City Council Area](#)
- [Visit the website of the Department of Transport, Tourism & Sport for related and supporting documentation](#)
- [European Network for 30 km/h](#) - making the streets of Europe liveable.
- [Australian Road Safety: Towards Zero – Project Graham](#)

Appendix B - Door to door surveys

In order to ensure the opinions and attitudes of people whom would be directly affected by the adoption of the Special Speed Limit Bye-Laws 2016, a consultant was appointed to undertake a door to door survey on behalf of Dublin City Council in parallel to the advertised public Consultation.

Delve Research provides a full range of marketing research services and research consultancy, including the design, administration and analysis of telephone, paper based, online and face-to-face surveys. Satisfied clients come from a wide range of industries, including financial services, agribusiness, retail, hospitality and the professional services sector, as well as the public sector. Satisfied clients include Dublin City Council, The Office of the Ombudsman of Ireland, AXA Insurance, Enterprise Ireland, URS Ireland, AIG Insurance, the Health and Safety Authority of Ireland, Laya Healthcare (formerly Quinn Healthcare / BUPA Ireland), Smurfit Kappa Ireland and Coillte.

Survey Overview

“For the purposes of this survey we used a team of eight interviewers conducting face-to-face interviews with respondents who were at their places of residence within the defined areas. These interviews were conducted at various times of day between July 18th and August 17th 2016.

Within the areas of proposed roll-out of the 30km per hour speed limit we achieved 420 survey responses. As a representative sample of households in these residential areas this is a good volume, with an overall statistical margin of error of +/-4.8%. We used quotas to ensure good gender representation, and we achieved good representation across age groups and socio-economic backgrounds. This survey showed a high level of support for the proposed introduction of the 30km per hour speed limit, with 78% in favour.

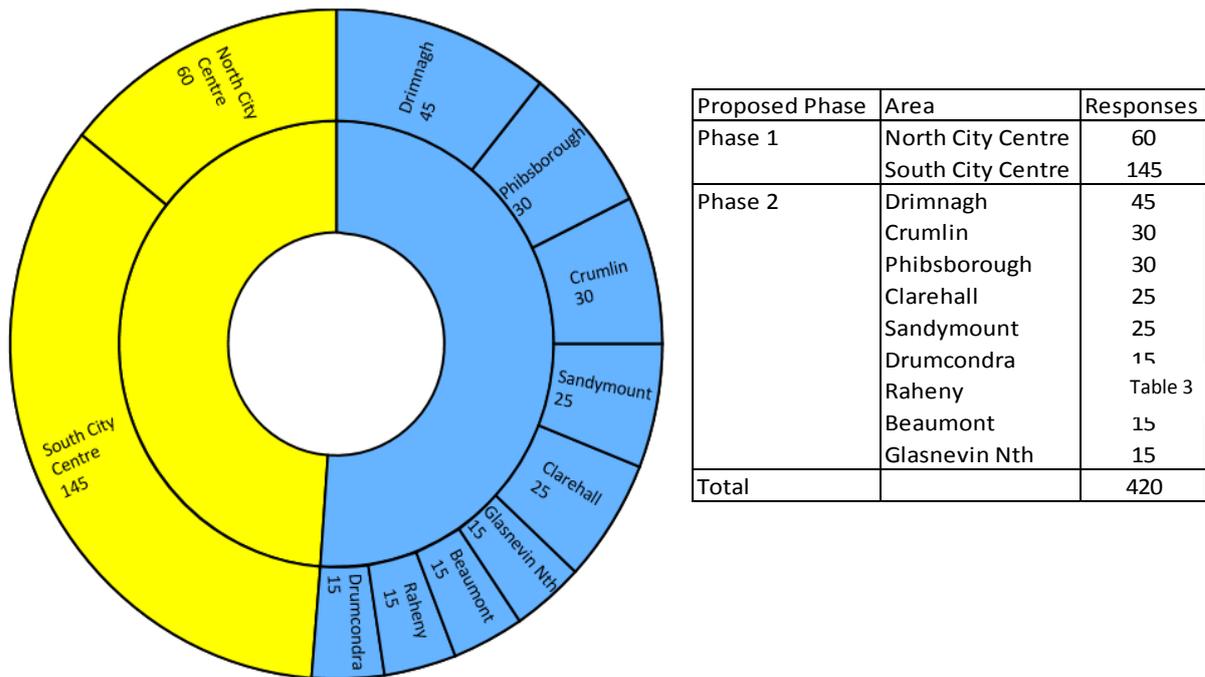
In parallel with this we also surveyed 100 households in the Marino area, where the 30km per speed limit is already in place. Using the same methodology as for the larger survey, we employed gender quotas and achieved good representation across other demographics. 87% of those surveyed in Marino were satisfied with the 30km per hour speed limit, and 82% would support the introduction of the 30km per hour speed limit in other residential areas.” *(Daniel Sheahan 02/09/2016)*

The survey involved meeting and interviewing the residents of 520 residential houses in total.

Part A of the survey included interviews with **420** of the residents located within the proposed areas of Phase 1 (205 interviews) & Phase 2 (215 interviews).

Part B of the survey included interviews with **100** residents located in Marino, where there is already a Special Speed Limit of 30km/h in place since 2005 so as to gather an opinion of their experience of the 30km/h special speed limits over the last decade.

Figure 2: Phase 1 & 2, response rate per area



Phase 1 & 2 – Survey Summary

In response to the proposal to introduce a 30km/h speed limit in their residential area:

- **79%** agree that traffic speeds affect how safe they feel when walking or cycling.
Highest in Crumlin / Drimnagh, lowest in Sandymount;
- **78%** in favour of having a 30km per hour speed limit in residential areas.
Highest in Crumlin / Drimnagh, Clarehall and North City Centre.
Lowest in Sandymount;
- **75%** feel it would be acceptable for the Local Authority to introduce more engineering solutions in their area to calm traffic speeds.
Highest in Crumlin / Drimnagh, lowest in Beaumont / Raheny;
- **41%** say slower traffic speeds would encourage them to walk or cycle more.
Highest in Crumlin, lowest in Sandymount;
- **29%** feel that enough is being done by Dublin City Council to control traffic speeds
Highest in Phibsborough, lowest in North City Centre;
- **Cars speeding** and **risk to children** were the two greatest concerns people had around speed limits.

Marino – Survey Summary

In response an interview about their attitudes toward the existing 30km/h speed limit in their residential area:

- **87%** of Marino respondents satisfied with 30km per hour speed limit
- **91%** report being fully in favour of the 30km per hour speed limit from the start
- **96%** would oppose reverting to a higher speed limit
- **58%** feel that it's safer for children to play outside because of the lower limit
- **55%** feel that people are more likely to walk or cycle in the area because of the lower limit
- **41%** feel that Dublin City Council is doing enough to control traffic speeds
- **82%** would support the introduction of a 30km per hour speed limit in other residential areas

Appendix C - Findings in relation to 20mph (c.30km/h) speed limits in the UK.

20mph limits Improve Air Quality Where People Live

A 20's Plenty for Us Factsheet – Published October 2010

20's Plenty



Where People Live

Many people assume that at lower speeds extra fuel is used and more pollution created. In fact the reverse is true. That's why "Total 20", without traffic calming, is supported by so many environmental organisations. The facts :-

When 30km/h (18.6 mph) zones were introduced in Germany, car drivers changed gear 12% less often, braked 14% less often and required 12% less fuel ² .
Choice of gear and driving style, not the number on the speed limit sign, most affect fuel use ³ . DfT guidance states, "Generally, driving more slowly at a steady pace saves fuel and carbon dioxide emissions, unless an unnecessarily low gear is used".
Most Continental European towns enjoy a 18.6mph limit (30km) which supports road safety and sustainable transport. Stop/go driving is typical in urban areas. Distances drivers could legally and safely go at 30mph is limited by traffic lights, crossings, congestion, junctions and pedestrian and cyclist numbers. 20mph limits cut unnecessary acceleration and braking and improve traffic flow.
A report from Belgium ⁴ concluded "It is unlikely that imposing strict speed limits in urban areas has a significant influence on emissions of NOx or CO ₂ ."
The likelihood of modal shift to non polluting modes due to better safety brings reduced fumes. Each trip transferred from a motorised vehicle has a fuel consumption of 0mpg and less noise. Plus reduced congestion and standing traffic, which pumps out more emissions than moving vehicles.
High vehicle speeds are the greatest deterrent to walking and cycling instead of driving. In Hilden, Germany, the percentage of in-town trips made by bicycle increased to 23% after the introduction of an 18.6 mph residential limit. Britain's default 30 mph limit is 60% higher than most Northern European towns where far more citizens enjoy the opportunity to walk and cycle in greater safety. UK pedestrians form a greater percentage of road fatalities (22.5%) than any other EU country ⁵ .
The AA's report, Fuel For Thought (Jan 2008) "accepts that targeted 20 mph speed limits in residential areas are popular and improve safety. Along shorter roads with junctions and roundabouts, limiting acceleration to up to 20 mph reduces fuel consumption"
Research from the ETA ⁶ found that cyclists and walkers face pollution levels two thirds lower than inside a car. Drivers and their passengers face three times more fumes because they sit in the pollution tunnel in the centre of the road, breathing poisons from vehicles in front.
Road Traffic produces one fifth of carbon dioxide, over half of nitrogen dioxide and over 75% of carbon monoxide emissions in the UK. (DETR Winter smog/summer smog 1998 July)

20's Plenty for Us welcomes comment and feedback, so please contact us if you have or need any further information

¹ Total 20 is the setting of 20mph as the default speed limit across a whole Traffic Authority or community without calming.

² An illustrated guide to traffic calming. by Dr Carmen Hass-Klau (1990)

³ Newman & Kenworthy (1992). http://www.nap.edu/openbook.php?record_id=9676&page=369#p20003296ttt00035

⁴ Luc Int Panis Carolien Beckx and Steven Broekx, Association for European Transport and contributors 2006 Impact of 30 Km/H zone introduction on vehicle exhaust emissions in urban areas -

⁵ European Road Safety Observatory – Traffic Safety Basic Facts 2009 – Pedestrians

⁶ Environmental Transport Association. Road User Exposure To Air Pollution Nov 1997



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Proposed
DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS, 2016

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

DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE- LAWS, 2016 (DRAFT)

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 roads within the area comprising Dublin City.

1. These bye-laws may be cited as the Dublin City Council Special Speed Limit Bye- Laws, 2016.
2. These bye-laws shall come into operation on the 23rd December 2016 for Phase 1. Phase 2 will come into operation on 31st March 2017.
3. Eighty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the First Schedule to these bye-laws.
4. Sixty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the Second Schedule to these bye-laws.
5. Thirty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the Third Schedule to these bye-laws.
6. Eighty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the Fourth Schedule to these bye-laws except when the circumstances set out in Article 7 of these bye-laws apply. This speed limit to be indicated by variable message sign.
7. Fifty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the Fourth Schedule to these bye-laws in the event of an incident or maintenance works causing an obstruction or when there is a risk of congestion on the roads. This speed limit to be indicated by variable message sign.
8. Thirty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the Fifth Schedule during the dates and times specified in the schedule. At all other times the speed limit on these roads shall revert to fifty kilometres per hour.
9. Dublin City Special Council Speed Limit Bye-Laws 2013 are hereby revoked.
10. The built up area speed limit of 50 kilometres per hour shall apply to all roads in the Dublin City Council administrative area except those roads and sections of roads listed in the first, second, third, and fourth schedules and as specified in the fifth schedule, to these bye-laws.

FIRST SCHEDULE

Eighty kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified within this schedule:

1. Chapelizod bypass from the South Dublin County Council / Dublin City boundary to its junction with Con Colbert Road.
2. Santry bypass northbound, from a point 135m 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 boundary.

SECOND SCHEDULE

Sixty kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified within this schedule:

1. James Larkin Road (from Watermill Road junction to Howth Road junction).
2. Howth Road between a point 60 metres east of its junction with Brookwood Avenue and a point 46 metres south-west of its junction with Watermill Road.
3. Howth Road between a point 32 metres east of its junction with St. Assam's Road East and its junction with Kilbarrack Road.
4. Oscar Traynor Road between a point 65 metres west of its junction with Dundaniel Road and a point 74 metres north-west of its junction with the Malahide Road.
5. Finglas Road from a point 90 metres west of junction of Finglas Road and Tower View Cottages (adjacent to Glasnevin Cemetery) to the Finglas By Pass.
6. Finglas By Pass from Finglas Road to North Road.
7. North Road from the junction of North Road and Finglas By Pass to Fingal County Council / Dublin City boundary.
8. Kylemore Road between its junction with Naas Road and a point 46 metres south of Kylemore Road railway bridge.
9. Walkinstown Avenue between its junction with Naas Road and its junction with Long Mile Road.
10. Long Mile Road between the South Dublin County Council / Dublin City boundary and a point 46 metres west of its junction with Walkinstown Parade.
11. Stillorgan Road between the Dún Laoghaire- Rathdown County Council / Dublin City boundary and a point 180 metres south of its junction with Anglesea Road.,
12. Chapelizod Road between a point 100 metres west of its junction with Phoenix Park access at Islandbridge Gate and a point 100 metres east of its junction with Phoenix Park access at Chapelizod Gate.
13. Griffith Avenue between a point 100 metres west of its junction with Ballymun Road and a point 100 metres east of its junction with Ballygall Road East.
14. Con Colbert Road, from Con Colbert Road – Chapelizod By Pass junction to a point 150 metres west of its junction with South Circular Road.
15. Malahide Road between a point 50 metres north-east of its junction with the roundabout at Artane to a point 50 metres south west of its junction with the Northern Cross Extension and Clare Hall Avenue.

16. Northern Cross Extension, from its junction with M1 motorway to a point 50 metres west of its junction with Malahide Road
17. Clare Hall Avenue from a point 50 metres east of its junction with Malahide Road to a point 106m west of its junction with Grange Road.
18. Malahide Road from a point 50 metres north of its junction with N32 and Clare Hall Avenue to the Fingal County Council / Dublin City boundary.
19. St. John's Road West from its junction with Military Road to its junction with South Circular Road.
20. Naas Road from the South Dublin County Council / Dublin City boundary to its junction with Kylemore Road.
21. Grange Road from a point 57m east of its junction with Clare Hall Avenue to the Fingal County Council / Dublin City boundary.
22. Santry By Pass northbound from the north face of the east abutment of the Shantalla Road over bridge to a point 135m south of the south face of the west abutment of the southern bridge of the Coolock Lane Interchange.
23. The northbound diverging lane (exit ramp) of the Santry By Pass at the Coolock Lane Interchange, from a point 165m from the line of the south face of the west abutment of southern bridge at interchange northwards to a point 87m from this line.
24. Santry By Pass 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.
25. Southbound converging lane (entry ramp) at the Coolock Lane Interchange, from a point 5m from the line of the south face of the east abutment of the southern bridge at interchange, to junction with Santry By Pass.

THIRD SCHEDULE

Thirty kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified in this schedule.

Roads in a city centre zone – Bounded by the Grand Canal, Suir Road, South Circular Road (North of Suir Road junction), Conyngham Road, Parkgate Street, Infirmary Road, North Circular Road (west of its junction with Dorset Road Lower), Dorset Street Lower and the Royal Canal (east of the junction with the Dorset Road Lower) excluding these boundary roads, and with the exception of:

Church Street Upper, Constitution Hill, Phisborough Road, Prussia Street, Manor Street, Wolfe Tone Quay, Ellis Quay, Arran Quay, Inns Quay, Ormond Quay Upper, Wood Quay, Essex Quay, Merchants Quay, Usher's Quay, Usher's Island, Victoria Quay, O'Donovan Rossa Bridge, Father Mathew Bridge, Liam Mellow's Bridge, James Joyce Bridge, Rory O'Moore Bridge, Frank Sherwin Bridge, St John's Road West (east of its junction with Military Road), Old Kilmainham, Mount Browne, James's Street, Thomas Street, Thomas Street West, Cornmarket, Bridge Street, High Street, Dean Street, The Coombe (East of St Luke's Avenue), St Luke's Avenue, Cork Street, Dolphins Barn Street, Dolphin's Barn, South Circular Road (from Suir Road eastward), Harrington Street, Donore Avenue (south of the South Circular Road), Clanbrassil Street Upper, Clanbrassil Street Lower, New Street South, Patrick Street, Nicholas Street, Winetavern Street, Richmond Street South, Charlemont Street, Harcourt Road, Adelaide Road, Leeson Street Lower (From the Grand Canal to the Junction with Fitzwilliam Place), Fitzwilliam Place, Fitzwilliam Square East, Fitzwilliam Street Upper, Fitzwilliam Street Lower, Merrion Square North, Pearse Street (from its junction with Tara Street to the Grand Canal), Tara Street, George's Quay, Sir John Rogerson's Quay (between the junctions with Cardiff Lane and the Samuel Beckett bridge), Samuel Beckett Bridge, Cardiff Lane, Macken Street, Grand Canal Street Lower (between Macken Street and the Grand Canal), City Quay, North Wall Quay, Custom House Quay, Talbot Memorial Bridge, Butt Bridge, Beresford Place, Memorial Road, Amiens Street, North Strand Road, Guild Street, Seville Place, Portland Row, North Circular Road, Russell Street, Gardiner Street Lower, Gardiner Street Middle, Mountjoy Square West, Gardiner Street Upper, Summerhill and Summerhill Parade.

Roads in the South East Area – Bounded by Bath Avenue, Londonbridge Road, Irishtown Road (between Londonbridge Road & Church Avenue), Church Avenue, Beach Road, Strand Road, Merrion Road, Pembroke Road and Shelbourne Road excluding these boundary roads.

Roads in the Ballsbridge Area;

Pembroke Lane, Wellington Lane, Heytesbury Lane, Raglan Lane and Waterloo Lane.

Roads in the Ringsend Area;

Aikenhead Terrace, Celestine Avenue, Dermot O’Hurley Avenue, Doris Street, Fitzwilliam Quay, Gerald Street, Gordon Street, Hastings Street, Hope Street, Howard Street, Joy Street, Magdalen Terrace, Ormeau Street, Oliver Plunkett Avenue, Philomena Terrace, Penrose Street, Somerset Street, South Dock Place, South Dock Street, Rosary Terrace and Veronica Terrace.

Roads in the South Central Area – Bounded by the Naas Road, Walkinstown Avenue, Cromwellsfort Road, Kimmage Road West, Kimmage Road Lower, Sundrive Road, Crumlin Road (Northeast of Sundrive Road), Parnell Road, Dolphin Road and Davitt Road excluding these boundary roads, and with the exception of:

Herberton Road, Crumlin Road, Drimnagh Road, Long Mile Road, Kildare Road, Clogher Road, Kildare Road and Walkinstown Road.

Roads in the South Central Area – Walkinstown Crescent, Walkinstown Park and Inchicore Road (between the junctions of with the South Circular Road and Memorial Road).

Roads in the Central Area – Bounded by Phibsborough Road, Royal Canal, North Circular Road and Dorset Street Lower, excluding these boundary roads.

Roads in the North West Area – Bounded by the Royal Canal, Phibsborough Road, North Circular Road, North Road (Phoenix Park) and the Phoenix Park train line (north from Phoenix Park to the Royal Canal), excluding these boundary roads, and with the exception of:

Connaught Street, Fassagh Road, Blackhorse Avenue, Cabra Road and Old Cabra Road.

Roads in the North West Area – Bounded by Beneavin Drive, Ballygall Road East, Griffith Avenue, Ballymun Road and Glasnevin Avenue, excluding these boundary roads.

Roads in the North West Area – Walsh Road, O’Daly Road, Hardiman Road, Ferguson Road, Joyce Road, Windele Road, O’Brien Place, Fleming Road, O’Neachtain Road, Comyn Place, Barron Place, Millbourne Avenue, Millmount Avenue, Millmount Villas, Millmount Place, Millmount Terrace and College Manor

Roads in the North Central Area – Bounded by Beaumont Road, Skelly’s Lane, Kilmore Road, Malahide Road and Collins Avenue, excluding these boundary roads.

Roads in the North Central Area – Bounded by Howth Road, James Larkin Road, and Watermill Road, excluding these boundary roads.

Roads in the North Central Area – Bounded by Howth Road, Kilbarrack Road, the DART line (Howth Junction Station to Raheny Station) and Station Road, excluding these boundary roads.

Roads in the North Central Area – Bounded by Howth Road, Watermill Road, and All Saints Road, excluding the boundary roads of Howth Road and Watermill Road.

Roads in the North Central Area – Brookwood Glen, Ennafort Road, Ennafort Court, Ennafort Park, Ennafort Drive, Ennafort Avenue, Ennafort Grove, and Cill Eanna.

Roads in the North Central Area – Bounded by Tonlegee Road, Malahide Road, the R139 (between its junction with the Malahide Road and the Hole in The Wall Roundabout, Grange Road (from its junction with the Hole in The Wall Roundabout in an easterly direction), the DART line (Clongriffin Station to Kilbarrack Station line) and the Kilbarrack Road, excluding these boundary roads, and with the exception of:

Grange Road (between its junction with Kilbarrack Road and the Hole in the Wall Roundabout), Blunden Drive and Millbrook Road.

Roads in the Marino Area - Bounded by Malahide Road, Griffith Avenue, Philipsburgh Avenue, Fairview Strand, Fairview and Marino Mart, excluding these boundary roads.

FOURTH SCHEDULE

1. Santry By-Pass, southbound between Fingal County Council /Dublin City Council boundary and a point 250m south or the north face of the east abutment of northern bridge at Coolock Lane Interchange.
2. The Dublin Port Tunnel (North Port Access Route), Southbound.
3. The Dublin Port Tunnel (North Port Access Route), Northbound.

FIFTH SCHEDULE

Special Periodic Speed Limit 30 km/h in the vicinity of schools located adjacent to Long Mile Road and Chapelizod Road.

Thirty kilometres per hour shall be the special periodic speed limit applicable Monday to Friday on those roads specified below during the times and periods specified.

At all other times the speed limit on the public roads specified shall revert to 50km/h.

1. Long Mile Road (both eastbound and westbound carriageways) from a point 10m east of its junction with Walkinstown Parade to a point 60m east of its junction with Slievebloom Park, between the hours 08.15 to 09.30 and 12.45 to 16.15.

2 Slievebloom Park between, the hours 08.15 to 09.30 and 12.45 to 16.15.

3. Chapelizod Road from a point opposite the common boundary of numbers 4 and 5 Mullingar Terrace for a distance of 140m in a westerly direction, between the hours 8.15 to 9.30 and 13.00 to 15.00.

The thirty kilometres per hour special periodic speed limit will apply during the official term time that schools are convened.

S2S JOINT COMMITTEE

MINUTES OF MEETING HELD ON
WEDNESDAY 26TH OCTOBER 2016 AT 18.00
IN CITY HALL, DUBLIN.

The S2S Joint Committee meeting held on 26th October 2016 was attended by:

Councillors

Cllr. Barry Ward (dlr); Cllr. Deirdre Kingston (dlr); Cllr. Melisa Halpin (dlr); Cllr Ossian Smyth (dlr) ;Cllr. Deirdre Donnelly (dlr); Cllr Jane Horgan Jones (DCC); Cllr. Frank Kennedy (DCC); Cllr. Mannix Flynn (DCC)

Apologies: Cllr Kate Feeney; Cllr Claire Byrne

Officials

Frank Austin (dlr); Brendan O Brien (DCC); Mary Boyle (DCC); Austin Baines (dlr)

S2S 1/2016) – NTA Public consultation document on the East Coast trail (S2S)

Frank Austin and Brendan O Brien outlined some of the key points of the NTA public consultation document for the members.

It was noted the closing date for submissions on the public consultation is **16th December 2016.**

Queries were raised and responded to by Frank Austin and Brendan O Brien.

The committee agreed to look at the possibility of preparing a submission from the joint S2S committee to the consultation process.

It was agreed that each committee member would submit their ideas on what should appear in a joint committee submission by **25/11/2016** to Cllr Ossian Smyth.

The Chair Cllr Barry Ward said he would circulate Cllr Smyth's contact details to the committee members.

Cllr Smyth agreed to collate all the responses and bring back a draft submission paper to next S2S committee meeting for the committee's discussion and approval.

Cllr Flynn asked that a presentation be made to the DCC South East area committee meeting on 16/11/2016

S2S 2/2016 - Date of next meeting

Tuesday 6th December 2016 in DLR Council Chamber at 6pm.

Item No. 6

To Chairperson and Members of Transportation Strategic Policy Committee

Transportation SPC Meeting Dates, 2017

The meeting dates of the Transportation Strategic Policy Committee for 2017 are as follows:

In the Council Chamber, City Hall, on:

Wednesday 8th February, 2017 at 3.00 p.m.

Wednesday 19th April, 2017 at 8.15 a.m.

Wednesday 14th June, 2017 at 3.00 p.m.

Wednesday 13th September, 2017 at 8.15 a.m.

Wednesday 22nd November, 2017 at 3.00 p.m.

Vincent Norton,
Executive Manager,
November, 2016

