

To the Lord Mayor and
Members of Dublin City Council

Report No. 06/2020
Report of the Traffic &
Transportation Strategic Policy
Committee



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

With reference to proposal to adopt Dublin City Council Special Speed Limit Bye-Laws 2020

The following report in relation to the Draft Dublin City Council Parking Control Bye-Laws 2020 was considered by the Transportation Strategic Policy Committee at its meeting of 4th December 2019.

Introduction

Dublin City Council has undertaken a review of speed limits within its' administrative area and has engaged through consultation with members of the public, with particular regard to the extension of the 30km/hr speed limit into further residential areas of our city.

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 2018. The default speed limit in Dublin City is 50km/hr with a selection of areas, roads and streets where a special speed limit of 30, 60 or 80km/hr are also in place.

Please see link below for a map of the current Speed Limits in Dublin City Council area
<http://www.dublincity.ie/main-menu-services-roads-and-traffic-general-traffic-measures/speed-limits-your-area>

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

The proposed Public Consultation documentation was presented to both the Strategic Policy Committee for Transportation and the full Dublin City Council at their meetings on 10th April and 13th May 2019, respectively. Approval to proceed to Public Consultation was received from the Elected Representatives at that time.

In all 911 responses were received with 37 respondents wishing to comment on the proposed bye-laws via email and 15 making formal submissions.

Public Consultation Details

The Public Consultation on the draft Speed Limit Bye-Laws 2020 was carried out from the **12th August to the 22nd of September 2019 inclusive.**

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

The public notice opposite was published in Daily Star on Monday, August 12th 2019.

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

Submissions were accepted online at <https://consultation.dublincity.ie/traffic-and-transport/proposed-special-speed-limits-2019/> And via email Speed Review speedreview@dublincity.ie



**Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council**

PUBLIC NOTICE

**PUBLIC CONSULTATION ON PROPOSED
SPECIAL SPEED LIMIT BYE-LAWS 2019.**

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

The proposed measures set out in the Special Speed Limit Bye-Laws primarily includes Phase 4 of the 30 km/hr speed limit zones in residential areas within our administrative area.

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

Details and drawings are also available for inspection from **Monday 12th August 2019 to Sunday 22nd September 2019 at:**

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

Please view these proposals and let us know your views. Representations in relation to these proposals may be made in writing to: **The Senior Engineer, Dublin City Council, Environment and Transportation Department, Block 2, Floor 7, Civic Offices, Wood Quay, Dublin 8** or via the portal at www.dublincity.ie/speedreview

dublincity.ie

Submissions could have been made online, on or before **5pm on Sunday 22nd September 2019**. Submissions could have also been made in writing marked "Speed Limit Review" to the Senior Engineer, Transport Operations, Environment & Transportation Department, Dublin City Council, Civic Offices, Wood Quay, D08 RF3F, or online at www.dublincity.ie/speedreview.

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

Submissions from the Public Consultation

Two 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

37 Emails were received, including 15 submissions
874 Comments were received via the online survey

The 911 comments conveyed the following general observations		
Item	Comment	No.
1.	Submission was generally supportive of expanding the 30km/h speed limit as per proposal, (no specific additional comment). <i>Response:</i> <i>Noted.</i>	666
2.	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. <i>Response:</i> <i>Noted. Suggested roads and streets have been retained for consideration as part of the Phase 5 review of special speed limit bye laws.</i>	12
3.	Difficulty maintaining 30Km/hr speed whist driving unless in traffic. <i>Response:</i> <i>Noted</i>	6
4.	All areas around Schools should be 30 Km/hr Zones <i>Response:</i> <i>Noted. There is a pilot scheme in place of the periodic speed limit outside schools, this will be monitored and expanded if successful.</i>	5
5.	Support for the expansion with a requirement for further enforcement and / or Engineering interventions <i>Response:</i> <i>Noted</i>	15
6.	Opposition for expansion <i>Response:</i> <i>Noted</i>	207
	Total number of submissions received	911

Questionnaire Responses:

Included in the online public consultation were a number of questions on the expansion of the 30Km/hr zones and driver behaviour & attitudes towards the introduction. Looking at the responses submitted it is clear that there is very strong support for the expansion of the zones.

Project Cost Estimate:

The capital cost to implement this phase 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 work.

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

The following is the cost estimate for the 4th phase of the slow zones to be implemented:
4th Phase: €400,000

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 2020 set out the expansion on the existing 30km/h speed limit zones in predominantly residential areas. Should these new Bye-Laws be adopted, the intention of Dublin City Council's Transportation Department is to roll out of 30km/h speed limits in all residential areas across the local authority as a whole.

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.

Based on the responses and submissions received and the strong support for the new Bye-laws, it is the recommendation of the Transportation Department that the new Speed limit Bye-Laws 2020 be adopted.

Recommendation:

At its meeting of 4th December, 2019, the Traffic and Transportation Strategic Policy Committee considered the above report and recommended the draft Dublin City Council Special Speed Limit Bye-Laws 2020 be submitted to the City Council for adoption.

Resolution:

That Dublin City Council notes the contents of Report No.06/2020 and hereby resolves to make the Special Speed Limit Bye-Laws 2020 as outlined in the report.

Councillor Christy Burke
Chairperson

Dated: 4th December 2019



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

DUBLIN CITY COUNCIL
SPECIAL SPEED LIMIT BYE-LAWS, 2020

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

DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS, 2020

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

1. These bye-laws may be cited as the Dublin City Council Special Speed Limit Bye-Laws, 2020
2. These bye-laws shall come into operation by below dates:

Part A by March, 31st 2020

Part B by June 30th 2020

Part C by Sept 30th 2020

3. **Eighty** kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map (colour orange) and the appendix 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 attached map (colour green) and the appendix 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 attached map to these bye-laws

Part A – colour yellow

Part B – colour blue

Part C – colour coral

6. Special Periodic Speed Limit 30 km/h in the vicinity of schools. **Thirty** kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map to these bye-laws (colour red) during the dates and times specified. At all other times the speed limit on these roads shall revert to **fifty** kilometres per hour. Thirty kilometres per hour shall be the special periodic speed limit applicable **Monday to Friday** between hours 08.15 to 9.30 and 12.45 to 16.15. The thirty kilometres per hour special periodic speed limit will apply during the official term time that schools are convened (see appendix)

7. Special Speed Limit for Special Circumstances. **Fifty** kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map – (colour navy) , and the appendix to these bye-laws in the event of incident or maintenance works causing an obstruction or when there is a risk of congestion on the roads. This speed limit to be indicated by variable message sign. At all other times the speed limit on these roads shall revert to **eighty** kilometres per hour.
8. Dublin City Special Council Speed Limit Bye-Laws 2018 are hereby revoked.
9. The built up area speed limit of **fifty** kilometres per hour shall apply to all other roads in the Dublin City Council administrative area as specified in the attached map (colour purple).

APPENDIX

- I. Eighty kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified:
 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 135 metres south of the south face of the west abutment of the southern bridge of the Coolock Lane Interchange northwards to the Fingal County Council / Dublin City boundary.
- II. Sixty kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified:
 1. James Larkin Road (from Watermill Road junction to Howth Road junction).
 2. Howth Road between a point 32 metres east of its junction with St. Assam's Road East and its junction with Kilbarrack Road.
 3. 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.
 4. 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.
 5. Finglas By Pass from Finglas Road to North Road.
 6. North Road from the junction of North Road and Finglas By Pass to Fingal County Council / Dublin City boundary.
 7. Kylemore Road between its junction with Naas Road and a point 46 metres south of Kylemore Road Railway Bridge.

8. Walkinstown Avenue between its junction with Naas Road and its junction with Long Mile Road.
9. Long Mile Road between the South Dublin County Council / Dublin City boundary and a point 46 metres west of its junction with Walkinstown Parade.
10. Stillorgan Road between the Dún Laoghaire- Rathdown County Council / Dublin City boundary and a point 180 metres south of its junction with Anglesea Road.,
11. 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.
12. 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.
13. Con Colbert Road, from Con Colbert Road – Chapelizod By Pass junction to a point 150 metres west of its junction with South Circular Road.
14. 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.
15. Northern Cross Extension, from its junction with M1 motorway to a point 50 metres west of its junction with Malahide Road
16. 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.
17. 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.
18. St. John's Road West from its junction with Military Road to its junction with South Circular Road.
19. Naas Road from the South Dublin County Council / Dublin City boundary to its junction with Kylemore Road.

20. Grange Road from a point 57m east of its junction with Clare Hall Avenue to the Fingal County Council / Dublin City boundary.
21. 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.
22. 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.
23. 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.
24. 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.
25. R148 Chapelizod Bypass outbound carriageway, from a point 105m east, of the intersection of the Kylemore Road with the R148 Chapelizod Bypass, westbound to the City/ County Boundary at Palmerstown.

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

1. Santry By-Pass, southbound between Fingal County Council /Dublin City Council boundary and a point 250m south of 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.

IV. Special Periodic Speed Limit 30 km/h in the vicinity of schools.

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
2. Slievebloom Park
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
4. Howth Road from a point at Public Lamp Standard 86 and heading West for 160m and East for 60m
5. Griffith Avenue from a point at Public Lamp Standard 11 and heading West for 373m and East for 67m
6. Seamus Ennis Road from a point at Public Lamp Standard 70 and heading West for 78m and East for 92m
7. Terenure Road East from a point at Public Lamp Standard 16 and heading East for 200m and West for 80m
8. Clareville Road East from a point at Public Lamp Standard 11 and heading East for 79m and West for 100m

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

This day of 2020