



**With reference to proposal to hold statutory public consultation on the proposed Draft
Dublin City Council Special Speed Limit Bye-Laws 2020 (Covid19).**

The following report in relation to the Draft Dublin City Council Special Speed Limit Bye-Laws 2020 (Covid 19) was considered by the Traffic and Transport Strategic Policy Committee at its meeting of 3rd June 2020:

Introduction:

COVID19 has radically changed transport in our City. Dublin City Council and the NTA have had to put a Strategic Programme together to get Dublin ready for when more people are coming back into the City.

Due to COVID19 restrictions reduced traffic levels have resulted in many positive impacts including cleaner air, less noise pollution and an increase in people walking and cycling in their local neighbourhoods. Less people will be able to travel on public transport and more people will need to be accommodated on other modes. Consequently, there will be many more people cycling each day as well as an increase in the numbers walking and, as happens at the moment, people stepping out into the carriageway to socially distance from other pedestrians.

The goal of this programme is to allow the city to function under the new arrangements arising from the COVID19 public health emergency, both in terms of providing space for safe movement plus business activities, and in accommodating the changed transport patterns.

As outlined at the Interim Mobility Intervention Programme for Dublin City, Dublin City Council has committed to a review speed limits in the city.

The measures developed in response to a new and unprecedented emergency caused by the COVID19 pandemic are being implemented on a temporary/emergency basis to respond to the urgent and immediate needs of the city.

In line with other European cities consideration is being given to reducing vehicular speed limits on many of the routes to 30 km/h, in order to protect the larger numbers of pedestrians, cyclists and vulnerable road users moving around in these areas and on the road carriageway. This measure will require the consent of the elected Councillors and a proposal in this regard outlined below.

30 km/h Zone Expansion:

Included in the draft Dublin City Council Special Speed Limit Bye-Laws 2020 (COVID19), copy attached, is the fifth phase of the 30 km/h speed limit roll out which has included a review of the additional areas for inclusion in the 30 km/h zones.

Having reviewed the network around the city, taking factors such as road legibility, road classification, length of road, speed limits of the roads that intersect with the other Local Authorities boundaries (i.e. Fingal, South Dublin and Dun Laoghaire Rathdown County Councils), etc into account, Dublin City Council is proposing a new concept for the speed reduction within this phase.

Concept:

At present all roads in the Dublin City Council area have a default speed limit of 50 kilometres per hour, where the posted speed limit varies from this speed the roads are specifically listed in the Speed Bye Laws, for example roads with 80, 60 and 30 kms/hour are listed individually but not the roads with 50 km/h, as this is the default.

It is now proposed to change the default speed limit from 50 kilometres per hour to thirty kilometres per hour and this would now be the default speed limit on all roads in the Dublin City Council administrative area as specified in the attached map, except roads specifically listed in the bye-laws. This will aid in clarity for all road users as except where specifically signed, all roads should now be assumed to have a 30km/h limit.

This expansion will not only focus on the core reasons for the speed limit but also take cognisance of the many representations received over the course of the pandemic. This measure will build on the 30km/h zones already established, make it safer for more people to walk and cycle and will also assist in making the city a safer place for everyone. It is planned to proceed where possible and grow the zones organically providing consistency throughout various areas as motorists move through them. A revised map is attached to this report outlining the existing and new proposed 30 km/h zones. A pdf version is also attached where areas can be more closely examined by interested parties.

A copy of the existing Dublin City Council Special Speed Limit Bye-Laws January 2020 is available at:

<http://www.dublincity.ie/main-menu-services-roads-and-traffic-general-transport-measures/speed-limits-your-area-2020>

Recommendation:

Following consideration of the report, the Traffic and Transport Strategic Policy Committee recommends the Draft Dublin City Council Special Speed Limit Bye-Laws 2020 (Covid 19) to the City Council for approval to initiate the public consultation process.

A copy of the Draft Dublin City Council Special Speed Limit Bye-Laws 2020 (Covid 19) are attached.

Councillor Christy Burke
Chairperson,
3rd June 2020