



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

DRAFT (December 2021)

**Supplementary Report on the Review of Speed Limits on
Arterial Roads in Dublin City Council's Administrative Area**

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1. Introduction

The purpose of this report is to examine the proposal to introduce 30 km/hr speed limits on arterial roads in Dublin City Council's administrative area, with due regard to legal opinion, the relevant legislation and the relevant guidelines.

1.1 Background

At the Traffic and Transport Strategic Policy Committee meeting held on 4th December 2019, the Elected Members requested the Executive to review speed limits on arterial roads. Furthermore, as a consequence of the Covid-19 pandemic Dublin City Council in partnership with the National Transport Authority published the '*Enabling the City Return to Work – Interim Mobility Intervention Programme for Dublin City*', in May 2020. This proposed a number of different types of temporary mobility measures to facilitate increased numbers of pedestrians and cyclists, and the efficient movement of public transport, while managing access for deliveries and private car use during the period of the Covid-19 emergency.

With respect to speed limits this programme noted: *"in line with other European cities consideration is being given to temporarily reducing vehicular speed limits on many of the routes to 30km per hour, in order to protect the larger numbers of pedestrians, cyclists and vulnerable road users moving around in these areas and on the road carriageway due to Covid-19 travel restrictions and social distancing requirements. This measure will require the consent of the elected Councillors and a proposal in this regard will be brought to them shortly."*

At the Traffic and Transport Strategic Policy Committee meeting held on 3rd of June 2020, the Elected Members agreed that the proposed '*Phase 5 of the Dublin City Council Special Speed Limit Bye-Laws, 2020 (Covid-19)*' should go forward to the June City Council meeting for approval to progress to statutory public consultation stage.

At the City Council meeting held on 8th of June 2020, Elected Members gave approval for a statutory public consultation process to commence on '*Phase 5 of the Dublin City Council Special Speed Limit Bye-Laws, 2020 (COVID19)*'. A total of 2,174 submissions were received during this process and it was determined that of these 56% were opposed to the proposed speed limit reduction with 44% in support. Ultimately, the proposal to reduce speed limits on the arterial roads was not approved.

At the City Council meeting held on 14th September 2020, it was agreed that the proposed speed limit on each arterial road was to be agreed in consultation with the relevant Local Area Committees and thereafter a further round of public consultation should commence. Dublin City Council's Road Safety section developed a new set of speed limit reduction proposals on this basis.

A non-statutory public consultation on the proposal to revise speed limits on arterial roads in Dublin City Council's administrative area commenced on the 9th of April 2021 and was concluded on the 23rd of April 2021. The draft report on this consultation was presented to the Chairperson and the Members of the Transportation Strategic Policy Committee in May 2021.

In summary the draft report advised:

- *4,629 submissions on the proposal were received from members of the public via the public consultation hub. Of these 46% were against the principle of expanding the 30km/hr speed limit, 41% were in support, 9% were in support with some exceptions and 4% were unanswered.*
- *Additionally, 137 submissions were received via email and/or hardcopy. Of these 78% were opposed to the proposal, 18% of these were supportive and 4% were neutral.*

Furthermore the draft report concluded:

- *Results from the process show that there is not clear consensus from the public on the merits of extending the 30 km/h to the arterial roads in the city.*
- *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.*

And the draft report recommended:

- *That the members consider the results of the non-statutory public consultation 2021 and decide if they wish us to proceed further with the reviewing the speed limits on arterial roads.*
- *Alternatively do they wish at this stage to leave the speed limits on the arterial roads as they are at present and not conduct any further reviews at this time.*

Concerns were raised by a number of Councillors in relation to this public consultation process. Chief of these concerns was that the information presented was unbalanced i.e. that it was pro 30 km/h and it did not provide sufficient information on the potential risks and disbenefits associated with extending the 30km/hr to arterial roads. Concerns were also raised in relation to the appropriateness of running the 'Love 30' campaign during the process, which it was considered introduced a degree of bias to the process and therefore potentially undermined its integrity. Furthermore concerns were raised about the general suitability and applicability of introducing a 30km/hr speed limits on arterial roads.

These concerns were noted by the Executive and consequently it was agreed that legal advice would be sought by the Executive on whether a 30km/hr special speed limit can be applied to arterial routes within the City, based on Regulations and the Guidance of the Minister of Transport. Furthermore it was confirmed that a '*Supplementary Report*' would be prepared which would examine the proposal to introduce 30 km/hr speed limits on arterial road, with due regard to the legal opinion proffered and the relevant legislation and guidelines.

1.2 Overview of the 'Supplementary Report' (this report)

Section 2 of this report presents the conclusions in respect of the legal advice that was sought by the Executive, on whether a 30km/hr special speed limit can be applied to arterial routes within the City, based on Regulations and the Guidance of the Minister of Transport.

Section 3 presents an overview of the legislation and the '*Guidelines for Setting and Managing Speed Limits in Ireland*'. This includes a summary of the key objectives and principles to be considered when setting speed limits. It also sets out the specific criteria that should be met when proposing to introduce '*special speed limits*' of 30km/hr or 40 km/hr in urban areas.

In *Section 4* a high level assessment of the roads whose speed limits are under review is presented. This is carried with reference to the requirements and criteria to be met, as set out '*Guidelines*', when determining the appropriateness of introducing lower '*special speed limits*' of either 30 km/hr or 40 km/hr. The section also presents conclusions on the appropriateness of reducing the speed limits on these roads at this time.

Section 5 presents an overview of the '*Stockholm Declaration on Road Safety: Achieving Global Goals 2030*' and how the agreed goals can be incorporated into a '*Road Safety Action Plan*'.

Section 6 presents an overview of the public consultation process, the important themes that were raised in the submissions that were received and how these should inform the future road safety measures and speed limits on these roads in the City.

Section 7 presents the conclusions that are reached and *Section 8* sets out the recommendations of this '*Supplementary Report*'.

2. Legal Advice

Concerns were raised by a number of Councillors in relation to the general suitability and applicability of introducing a 30km/hr speed limits on arterial roads. The Executive agreed to seek legal advice, in respect of whether a 30km/hr special speed limit can be applied to arterial routes within the City, based on Regulations and the Guidance of the Minister of Transport. This section presents the conclusions of the legal opinion.

Conclusions:

"The proposal to introduce a 30km/h speed limit on arterial roads is not consistent with the Guidelines for Setting and Managing Speed Limits in Ireland (2015), under Road Traffic Act 2004. In particular it is not consistent with the various criteria which means that such limit should not apply to roads which have a distributor function. This is on the assumption that an arterial road by its various nature has a distributor function. In addition, it may also not be consistent with the criteria that there should not be an unreasonable level of enforcement and also that it is appropriate to introduce where there is concentration of vulnerable road users.

It is within the power of the local authority to introduce such 30km/h even if such speed limit is inconsistent with the Guidelines. However, if the Council were to consider doing so it would have to discharge its obligation of demonstrating that it had appropriate and proper regard to such Guidelines. This includes that it must inform itself fully of and give reasonable consideration to such Guidelines. As part of demonstrating the same, it must have bona fide reasons for not following such guidelines which should be expressly articulated and explained."

3. Legalisation and Guidelines for Setting and Managing Speed Limits in Ireland

This section presents an overview of the legislation and the 'Guidelines for Setting and Managing Speed Limits in Ireland'. This includes a summary of the key objectives and principles to be considered when setting speed limits. It also sets out the specific criteria that should be met when proposing to introduce 'special speed limits' of 30km/hr or 40 km/hr in urban areas.

3.1 Legislation and Guidelines

"The 2004 Road Traffic Act provides the legislative basis for speed limits generally, providing for the application of default speed limits in respect of various road types. The Guidelines for Setting and Managing Speed Limits in Ireland, having regard to Section 9(9) of the 2004 Road Traffic Act, constitute a direction of the Minister for Transport. Their purpose is to provide guidance to Local Authorities, and other practitioners, in making bye-laws in relation to the setting and management of speed limits in Ireland. The use of these Guidelines, a statutory document, is mandatory when setting and managing speed limits.

There will be occasions where it will be necessary, primarily for safety reasons, to review and change speed limits. Default speed limits can only be changed by making Special Speed Limit bye-laws. The power to do so is vested in the Elected Members of Local Authorities. The primary purpose of any such intervention should be to better match the maximum speed allowed to the road conditions, and to improve road safety."¹

3.2 Objectives and principles to be considered when setting speed limits

"The overall objective in setting speed limits is to ensure that safe limits are set for the road in question that appropriately reflect the current network so that roads are self-regulating or self-explaining.

The overriding principle that must inform any decision to change a default speed limit should be road safety. Speed limits are introduced as an aid for road safety, however:

- *The immediate response to road safety issues at particular locations should not be the introduction of a Special Speed Limit that is lower than the Default Speed Limit.²*
- *Engineering measures should be investigated and/or implemented and only supplemented by a Special Speed Limit if necessary.*
- *In addition, to be effective, a speed limit should be self-regulating (self-explaining) and regarded as appropriate by road users and should not be imposed on a road unless there is a clear justification for doing so.*

¹ Guidelines for Managing and Setting Speed Limits in Ireland, Department of Transport, March 2015.

² The Road Traffic Act 2004 sets a 'Default Speed Limit' based on the road's classification, for example Motorway, National, Regional or Local road and the road's function. It sets a 'Default Speed Limit' of 50km/h on Regional and Local roads in 'built-up areas' and a 'Default Speed Limit' of 80km/h on Regional and Local Roads in 'non-built up areas'. Default speed limits can only be changed by making Special Speed Limit bye-laws.

If a speed limit is set in isolation or is set at an unrealistically low level, it is likely to be ineffective and lead to disrespect for the speed limit - drivers will be more inclined to choose their own speed. If limits are perceived as not being credible too often, it will also harm the trust in the speed limit system as a whole (European Transport Safety Council 2010). As well as requiring significant and avoidable enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries.”³

3.3 Determining Appropriate Speed Limits

As advised in the ‘Guidelines’, “a key factor for setting appropriate speed limits in built up or urban areas is that the roads or streets should be ‘self-regulating’ or ‘self-explaining’. As such speed limits should be set appropriately to reflect the mean and 85th percentile speed of traffic with traffic management measures being implemented as appropriate. The determination of speed limits in urban areas can be divided into two parts as follows:

Part 1 Assessment – Speed Limit Matrix

The table below has been extracted from the ‘Guidelines for Managing and Setting Speed limits in Ireland’. The Guidelines advise that “speed limits in urban areas need to be selected to ensure that they are appropriate and consistent with the physical characteristics, function and context of the network. The following table, sets out a speed limit selection matrix that links these as well as having regard to the role for pedestrians and vehicles. This table should be used for the setting of speed limits for urban road networks. This speed limit selection matrix indicates the links between place, movement and speed that needs to be taken into account in order to achieve effective and balanced solutions.”

		□	□	
		Urban Centers / Commercial Centers	Suburban and Housing Areas	Out of Town Business / Industrial Areas
Function	Arterial	40* - 50	40* - 50	50 - 60
	Link	30 - 40*	30 - 50	50 - 60
	Local	30	30	30 - 50
		Context		

Table 1: Recommended Speed Limits for Urban Areas (km/h)

**The use of 40 km/h should only be used in the circumstances as prescribed in section 3.5 of this report*

³ Guidelines for Managing and Setting Speed Limits in Ireland, Department of Transport, March 2015.

“Part 2 Assessment – Other Factors

In using the table there are many other factors that also have an impact and may also need to be considered in determining the appropriate speed limit;

- *Geometry of the road, including;*
 - *width, level of setback for verges, footways and boundaries,*
 - *Amount of development accessing directly onto the road,*
 - *The frequency of junctions and crossing points,*
 - *Forward visibility,*
- *The sense of enclosure created by the built form and/or tree canopy,*
- *The presence of on street parking,*
- *Surface materials,*
- *Collision history,*
- *Level of use by pedestrians/cyclists and vulnerable road users*
- *Annual Average Daily Traffic,*
- *Mean speeds and 85th percentile speeds”⁴.*

3.4 Consideration of Special Speed Limit of 30 km/h

The Guidelines presents circumstances where Local Authorities may consider the introduction of *Special Speed Limits* having regard to the various types of road encountered in urban settings. In the case of the use of the *Special Speed Limits* of 30 km/h and 40 km/h, certain criteria must be in place for any of those speed limits to be applied.

“Central to the consideration for the use of the speed limit is that its success should not be dependent on the use of an unreasonable level of enforcement. A 30 km/h speed limit should be considered on urban roads/streets where the needs of vulnerable road users are deemed to take precedence over those of motorists but where access is allowed for vehicles.

The use of 30 km/h speed limits on a permanent basis is appropriate for locations where there is a current or expected concentration of vulnerable road users. In addition their general application is;

- *Normally applied to a zone or area but may sometimes be applied in respect of a single road,*
- *Roads in urban centres with no strategic or distributor function,*
- *On housing estate roads and local residential roads with no strategic or distributor function;*
- *Ramps to motorways or dual carriageways with low radii curves,*

⁴ Guidelines for Managing and Setting Speed Limits in Ireland, Department of Transport, March 2015 edition. Section 5 states *“the establishment of the mean speed and 85th percentile speeds (the speed at or below which 85% of the traffic is travelling), will also provide a good reference point for the establishment of a speed limit. Local Authorities should routinely collect both however mean speeds should be used as the basis for determining speed limits. For the majority of roads there is a consistent relationship between mean and 85th percentile speeds. Where this is not the case, it usually indicates it is difficult for drivers to decide an appropriate speed for the road, suggesting a better match between road design and speed limit is required”.*

- *With the exception of ramps to motorways or dual carriageways, the area should not include any road that has a distributor function – i.e. all of the roads in the area should have a traffic function that is limited to the area itself.*
- *The 30 km/h speed limit should only be applied to National Roads in exceptional circumstances and with the prior written consent of the National Roads Authority.”⁵*

3.5 Consideration of Special Speed Limit of 40 km/h

“Central to the consideration for the use of a speed limit is that its success should not be dependent on the use of an unreasonable level of enforcement. Therefore the speed limit should be self-enforcing. A 40 km/h speed limit should only be considered on roads/streets where:

- *There is a high concentration of vulnerable road users interacting with the road and their safety is deemed to be compromised.*
- *On ramps to motorways or dual carriageways with low radii curves.*
- *The existing mean speed of vehicles should not exceed 50 km/h. If it exceeds this speed then environmental/engineering measures must be provided to reach this target before the new limit is applied.”⁶*

⁵ Section 7.3.1.2 A, Guidelines for Managing and Setting Speed Limits in Ireland, Department of Transport, March 2015 edition

⁶ Section 7.3.3, Guidelines for Managing and Setting Speed Limits in Ireland, Department of Transport, March 2015 edition

4. Application of the 'Guidelines' to the roads under review

This section presents a **high level assessment** of the roads whose speed limits are under review. This is carried with reference to the requirements and criteria to be met, as set out 'Guidelines', when determining the appropriateness of introducing lower 'special speed limits' of either 30 km/hr or 40 km/hr. The section also presents conclusions on the appropriateness of reducing the speed limits on these roads **at this time and until further assessment is undertaken**. Further details are out in section 8 of this report.

4.1 Schedule of roads under review

The full list of roads, for which it proposed to reduce their speed limit to 30km/hr or 40km/hr, is included in Appendix A of this report. A map illustrating the road network, together with the speed limits that are proposed, can be accessed at on Dublin City Council's website bit.ly/SpeedReview2021. Photographs of a sample of the roads under review are included in Appendix B.

4.2 Note on the 'function' of roads

The 'Traffic Management Guidelines' advises that *"the traffic function of each road and street in the network needs to be identified and agreed. In planning travel and movement management strategies for the future, the definition of a road hierarchy is vitally important. It is not appropriate to assume that all roads should be available for all classes of vehicles and traffic. Traffic should be managed onto appropriate roads. The historical failure to do this has resulted in through traffic using residential streets unsuitable for this purpose. This in turn has led to safety and environmental problems"*.

Furthermore, *"the classification of the existing road network into a hierarchy helps traffic managers to decide the principal role of each road in the network in relation to general traffic. It assists in strategies for determining measures to manage traffic onto more appropriate roads."*

The Roads Act, 1993, designates three classifications for roads:

- *National*
- *Regional*
- *Local*"⁷

It should be noted that *"urban areas feature a range of different road types, some of which have a specific purpose while others service a multiplicity of purposes"*.⁸

⁷ Traffic Management Guidelines, published by the Department of Transport, September 2019

⁸ Section 7.3.1, Guidelines for Managing and Setting Speed Limits in Ireland, Department of Transport, March 2015 edition

4.3 Assessment of the 'function' and the 'characteristics' of the roads under review

In carrying out a **high level assessment** of the roads under review, i.e. those roads for which it is proposed to reduce their speed limit to either 30 km/h or 40 km/h, it is important to note that in most cases these roads serve as distributor roads/ arterial roads, with many of them designated as Regional roads. Their principle function, therefore, is currently to facilitate movement of traffic between urban centres rather than primarily catering for local trips.

Journeys between urban centres, due to the relative distance between them, are in the main currently undertaken on such roads by means of motorised vehicles rather than by walking or cycling. Accordingly these roads have been designed, constructed and assigned the appropriate speed limit to perform the '*function*' that has been assigned to them, which is principally to facilitate the safe and efficient movement of motorised traffic between urban centres.

The roads under review are typically characterised by wide carriageways, wide traffic lanes and/or multiple traffic lanes. In most cases there is an absence of traffic calming measures and/or other engineering initiatives aimed at engendering mean traffic speeds on these roads in the order of 30km/h to 40km/h. Footpaths, where present, are generally wide and separated from the carriageway by means of grass verges.

Furthermore, the amount of development accessing directly onto these roads is generally relatively limited in comparison to roads in housing estates, where 30 km/hr speed limits have already been introduced. The frequency of junctions and crossing points is generally relatively low in comparison to the core city centre, core urban areas and roads in housing estates. There is little sense of enclosure created by the built form and/or tree canopies in contrast to streets in the core city centre.

The surface of the carriageway of these roads in most cases is asphalt. In general, there is limited parking along these roads which is in contrast to roads in housing estates which typically have high levels of on street parking. Forward visibility on these roads is generally considered good. This allows motorists to see reasonable distances ahead and note any risk residual risks, or indeed the absence of such risks and adjust their speeds accordingly.

Whilst these roads are clearly utilised by pedestrians, cyclists and vulnerable roads users, they are not currently the dominant user of these roads i.e. in most instances they are not present in high concentrations relative to volume of motorised vehicles utilising these routes to travel between urban centres. **Further assessment is required as set out in Section 8.**

4.4 Conclusions

On the basis of the assessment above and with due consideration to the advice and principles set out in the '*Guidelines for Setting and Managing Speed Limits in Ireland*', it is concluded that it would not be appropriate to reduce the speed limits of the roads under review to either 30 km/h or 40 km/hr at this time and without further assessment, for the following reasons:

- The roads under review are distributor roads/ arterial roads.
- The characteristics and geometry of these roads are such that they do not engender, or have the effect of ensuring that, motorists travel at speeds in the order of 30 km/hr or 40 km/hr.
- Further analysis and information gathering is required to determine the mean speeds and the 85th percentile speeds on these roads, the concentration levels of vulnerable road users and the collision history on these roads. **Further detail is provided in section 8 of this report.**

These 'Conclusions' are supported by Guidelines:

The '*Guidelines for Setting and Managing Speed Limits in Ireland*' notes "*Central to the consideration for the use of the speed limit is that its success should not be dependent on the use of an unreasonable level of enforcement. A 30 km/h speed limit should be considered on urban roads/streets where the needs of vulnerable road users are deemed to take precedence over those of motorists but where access is allowed for vehicles". Furthermore "*the general application of 30 km/h is on roads in urban centres with no strategic or distributor function.*"*

The Traffic Management Guidelines notes "*the speed at which a driver or rider chooses to travel along any given section of road is influenced by many factors. The introduction of a speed limit will not necessarily have a significant impact on the speed of vehicles along a particular length of road. The introduction of unrealistic limits also gives An Garda Síochána enforcement problems. Drivers may not accept the need for the reduced speed limit. It is important that speed limits are set in a realistic way and that they can be enforced efficiently and effectively. The ineffectiveness of unrealistic speed limits and their enforcement problems should be communicated more widely so that the expectations of the public and politicians are more realistic.*"⁹

The Design Manual for Urban Roads and Streets notes "*Research has found that the speed at which drivers travel is principally influenced by the characteristics of the street environment. If the design of a street creates the perception that it is safe to travel at higher speeds drivers will do so, even if this conflicts with the posted speed limit.*" Furthermore "*if speed limits are perceived as not being appropriate to the environment, it can undermine the speed limit system as a whole.*"¹⁰

⁹ '*Traffic Management Guidelines*', Department of Transport, September 2019

¹⁰ '*Design Manual for Urban Roads and Streets*', Department of Transport, published April 2013, updated July 2019.

5. Stockholm Declaration Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030 Stockholm, 19–20 February 2020

The Minister for Transport, welcomed the Stockholm Declaration, agreed at the Third Global High Level Conference on Road Safety.¹¹ The theme of the conference was Achieving Global Goals 2030 – road safety issues and possible solutions linked to other sustainability challenges such as climate change. The event was co-sponsored by the World Health Organization (WHO), with minister-led delegations from more than 80 countries in attendance. Representatives from the world of industry and research, international institutions and organizations also participated.

5.1 The Declaration's commitment, goals and targets

The Declaration committed the participants to the full implementation of the 2030 Agenda for Sustainable Development and to contribute to reducing road traffic fatalities by at least half from 2020 to 2030.

To achieve this target the Declaration identified a number of goals and targets. In summary this included the need to:

- establish regional strategies and action plans for road safety;
- promote an integrated approach to road safety such as a 'safe system' approach;
- recognize the shared responsibility between system designers and road users to move towards a world free from road traffic fatalities and serious injuries;
- a commitment to ensuring that legislation and standards for road design and construction, vehicles, and road use are consistent with safe system principles and are enforced;
- include road safety and a safe system approach as an integral element of land use, street design, transport system planning and governance, especially for vulnerable road users and in urban areas, by strengthening institutional capacity with regard to road safety laws and law enforcement, vehicle safety, infrastructure improvements, public transport, post-crash care, and data;
- promote higher levels of physical activity such as walking and cycling as well as integrating these modes with the use of public transport to achieve sustainability;
- Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a

¹¹ Press Release, <https://www.gov.ie/en/press-release/dcf050-minister-welcomes-stockholm-declaration/>, Department of Transport, 19th February 2020

beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries;

- Ensure that an integrated road safety approach and minimum safety performance standards for all road users are a key requirement in road infrastructure improvements and investments; and
- Encourage increased investment in road safety, recognizing the high rates of return of road injury prevention projects and programs and the necessity of scaling up activities to meet the road safety related SDGs.

5.2 Applicability of Declaration to Dublin City Council

It is recommended that Dublin City Council commit to the goals and targets of the Stockholm Declaration and in so doing develop a '**Road Safety Action Plan**', the focus of which should be on improving the safety of the City's road network for all road users, with a particular focus on vulnerable road users such as pedestrians, cyclists, school children and people with mobility impairments. Further details are set out in section 8 of this report.

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6. Public Consultation

A non-statutory public consultation on the proposal to revise speed limits on arterial roads in Dublin City Council's administrative area commenced on the 9th of April 2021 and was concluded on the 23rd of April 2021. The draft report on this consultation was presented to the Chairperson and the Members of the Transportation Strategic Policy Committee in May 2021.

6.1 Report on Public Consultation

In summary the draft report advised:

- *4,629 submissions on the proposal were received from members of the public via the public consultation hub. Of these 46% were against the principle of expanding the 30km/hr speed limit, 41% were in support, 9% were in support with some exceptions and 4% were unanswered.*
- *Additionally, 137 submissions were received via email and/or hardcopy. Of these 78% were opposed to the proposal, 18% of these were supportive and 4% were neutral.*

Concerns were raised by a number of the Elected Members in relation to this public consultation process. Chief of these concerns was that the information presented was unbalanced i.e. that it was very much pro 30 km/h and it did not provide sufficient information on the potential risks and disbenefits associated with extending the 30 km/hr to arterial roads.

Concerns were also raised in relation to the appropriateness of running the 'Love 30' campaign during the process, which it was considered introduced a degree of bias to the process and therefore, potentially undermined its integrity. Furthermore concerns were raised about the general suitability and applicability of introducing a 30km/hr speed limits on arterial roads.

These concerns were noted and accepted by the Executive and it was confirmed that a 'Supplementary Report' (this report) would be prepared which would examine the proposal to introduce 30 km/hr speed on limits on arterial road with due regard to the relevant legislation and guidelines.

The themes of those submissions opposed to the 30 km/h speed limit expansion:

- Opposed to a blanket 30 km/h speed limit;
- Wants better enforcement of existing limits and bye laws for all road users (incl. drivers / cyclists / pedestrians / scooter users etc.);
- 30km/h is not practical;
- Adds to journey time;
- Constantly looking at speedometer, risk of loss of concentration; and

- Cars cannot operate efficiently at 30km/h (increase in fuel consumption, pollution, damage to engine).

The themes of those submissions in support may be summarised as follows:

- Suggestions for inclusion of additional roads to have a speed limit of 30 km/h;
- Road speeds near schools and parks should be reduced to 30 km/h;
- Describing benefits of lower speed limits for vulnerable road users;
- General expression of support for the proposals;
- Consider pedestrian and cyclist needs in terms of infrastructure;
- Request for traffic-calming measures / signage in specified area;
- Pointing to implementation of lower speed limits in other jurisdictions; and
- Reference to the Stockholm Declaration on Road Safety / UN Sustainable Development Goals

Additional themes:

- Support for 30km/h in residential and non-main roads;
- Suggestion for 40km/h or higher in named main roads / arteries; and
- Suggestion for time-based variability in speed limits.

6.2 Conclusions and Recommendations from Non-statutory Public Consultation

It is recommended that these themes are considered in detail and particularly in the context of informing the development of a '**Road Safety Action Plan**' for Dublin City Council, as set out in *Section 8* of this report. It should be noted that the decision to introduce a '*special speed limit*' on any road in the City should be based on the principles and criteria set out in the '*Guidelines for Setting and Managing Speed Limits in Ireland*' and that the submissions received during the public consultation process should help inform such decisions.

Furthermore it is recommended that future public consultations, with respect to the setting of '*special speed limits*' on the City's roads, should ensure that all stakeholders, including members of the public and Councillors, are provided with full details on the potential benefits and disbenefits of the proposal, so that all are fully informed and can consider the proposals on such a basis.

7. Conclusions:

*“The 2004 Road Traffic Act provides the legislative basis for speed limits generally, providing for the application of default speed limits in respect of various road types. The Guidelines for Setting and Managing Speed Limits in Ireland, having regard to Section 9(9) of the 2004 Road Traffic Act, constitute a direction of the Minister for Transport. The use of these Guidelines, a statutory document, is **mandatory** when setting and managing speed limits”.*¹²

The legal opinion solicited by the Executive, on whether a 30km/hr special speed limit can be applied to arterial routes within the City, based on Regulations and the Guidance of the Minister of Transport concludes *“the proposal to introduce a 30 km/h speed limit on arterial roads is not consistent with the Guidelines for Setting and Managing Speed limits in Ireland (2015), under Road Traffic Act 2004. In particular it is not consistent with the various criteria which means that such limit should not apply to roads which have a distributor function”.*

Furthermore the legal opinion concludes *“it is within the power of the local authority to introduce such 30km/h even if such speed limit is inconsistent with the Guidelines. However, if the Council were to consider doing so it would have to discharge its obligation of demonstrating that it had appropriate and proper regard to such Guidelines. This includes that it must inform itself fully of and give reasonable consideration to such Guidelines. As part of demonstrating the same, it must have bona fide reasons for not following such guidelines which should be expressly articulated and explained*

On the basis of the high level assessment carried out as part of the preparation of this report and with due consideration to the legal opinion and the criteria set out in the ‘Guidelines for Setting and Managing Speed Limits in Ireland’, it is concluded that it would not be appropriate to reduce the speed limits of the roads under review to either 30 km/h or 40 km/hr **at this time and until further assessment is undertaken** (as detailed in section 8), for the following reasons:

- The roads under review are distributor roads/arterial roads.
- The characteristics and geometry of these roads are such that they do not engender, or have the effect of ensuring that, motorists travel at speeds in the order of 30 km/hr or 40 km/hr.
- Further analysis and information gathering is required to determine the mean speeds and the 85th percentile speeds on these roads, the concentration levels of vulnerable road users and the collision history on these roads. **Further detail is provided in section 8 of this report.**

¹² Guidelines for Managing and Setting Speed Limits in Ireland, Department of Transport, March 2015 edition.

These conclusions are supported by the relevant Guidelines, for example the '*Guidelines for Setting and Managing Speed Limits in Ireland*' notes "*Central to the consideration for the use of the speed limit is that its success should not be dependent on the use of an unreasonable level of enforcement. A 30 km/h speed limit should be considered on urban roads/streets where the needs of vulnerable road users are deemed to take precedence over those of motorists but where access is allowed for vehicles". Furthermore "*the general application of 30 km/h is on roads in urban centres with no strategic or distributor function.*"*

As set out in section 5, it is concluded that Dublin City Council should commit to the goals and targets of the Stockholm Declaration and in so doing develop a '**Road Safety Action Plan**', the focus of which should be on improving the safety of the City's road network for all road users with a particular focus on vulnerable road users such as pedestrians, cyclists, school children and people with mobility impairments. Further details are set out in *Section 8* of this report.

With respect to the public consultation process that was held in relation to the setting of '*special speed limits*', it was noted that concerns were raised on the appropriateness of running the '*Love 30*' campaign during the process and also that the information presented was unbalanced i.e. that it was pro 30 km/h and it did not provide sufficient information on the potential risks and disbenefits associated with extending the 30 km/hr to arterial roads.

These concerns have been noted by the Executive and it is concluded that future public consultations, with respect to the setting of '*special speed limits*' on the City's roads, should ensure that all stakeholders, including members of the public and Councillors, are provided with full details on the potential benefits and disbenefits of the proposal, so that all are fully informed and can consider the proposals on such a basis. It also concluded that the submissions received during the public consultation process should be reviewed to help inform the development of a Dublin City Council '*Road Safety Action Plan*'.

8. Recommendations:

On the basis of the high level analysis that has been completed for the roads whose speed limits are under review and with due consideration to the legal opinion, the relevant legislation, and the principles and criteria set out in the '*Guidelines for Setting and Managing Speed Limits in Ireland*', it is recommended that the following two actions are implemented by Dublin City Council.

Action 1:

The Executive to arrange for the immediate commencement of an examination of the roads whose speed limits are under review. This should include a determination of the mean and 85th percentile traffic speeds on each of these roads, the collision history on each of these roads and the concentration of vulnerable road users on each of these roads. The purpose of this exercise is to identify those roads for which it may be appropriate to recommend to the Councillors, a reduction in the roads' speed limits to either 40 km/hr or 30 km/hr.

Once this exercise is complete, the Executive to arrange for the findings of this examination to be presented to the Councillors, together with any recommendations arising. This exercise will have due regard to the criteria set out in the '*Guidelines for Setting and Managing Speed Limits in Ireland*'.

Should this examination conclude that it would be appropriate to introduce '*special speed limits*' of either 40 km/hr or 30 km/hr on any of the roads under review, then the Executive will recommend to the Councillors that the statutory process to make bye-laws for the adoption of such '*special speed limits*' be commenced and carried out in accordance with the requirements of the Road Traffic Act 2004. This will include a statutory public consultation process. It should be noted that the adoption of '*special speed limit*' bye-laws is a reserved function.

Action 2:

The Executive to arrange for the preparation of a '**Road Safety Action Plan**', in accordance with the Government's commitment to the '*Stockholm Declaration Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030*'.

The focus of this '*Action Plan*' should be on improving the safety of the City's road network for all road users, with particular focus on protecting the City's vulnerable road users such as pedestrians, cyclists, school children and people with mobility impairments.

It is recommended that the '*Action Plan*' includes the following aims, objectives and actions:

- A commitment from Dublin City Council that it will ensure that the planning, design, construction, maintenance and management of the City's road network is carried out in accordance with national and international best practise, adhering to all relevant legislation and guidelines, and with a focus on providing infrastructure that helps ensure the safe and efficient movement of all road users in order to prevent road traffic fatalities and serious injuries.
- A high level review of all roads which currently have speeds limits in excess of 30 km/hr, in order to determine which of these roads may potentially be feasible for the introduction of a '*special speed limit*' of either 30 km/hr or 40km/hr, in conjunction with the implementation of engineering initiatives aimed at reducing speeds on these roads where appropriate.
- Following this high level review, a detailed review of those roads that have which have been deemed '*potentially feasible*' for the introduction of such '*special speed limits*'. This review should be carried out in accordance with the '*Guidelines for Setting and Managing Speed Limits in Ireland*' and it should include:
 - An examination of the function and characteristics of each road;
 - An examination of the level of concentration of vulnerable road users, especially the number of children;
 - Determination of the mean traffic speeds and the 85th percentile speeds; and
 - A review of the evidence of road collisions, particularly those involving vulnerable road users.
- An examination of opportunities for implementation of engineering initiatives aimed at improving safety and reducing speeds on the City's road network, as appropriate. This should include consideration of the introduction of appropriate traffic control measures and infrastructure such as road markings, traffic calming, pedestrian and cycle facilities and other road design measures. This would offer credibility to the speed limit and help improve compliance.
- An examination of roads which are in the vicinity of schools, to determine if further traffic control measures and engineering initiatives can be introduced, in order to reduce traffic speeds and improve safety for school children using these roads.
- Continued consultations with the National Transport Authority (operating under the aegis of the Department of Transport) in order to secure additional investment in the upgrade of the City's road network, including the provision of new and improved cycling and pedestrian infrastructure. As advised in the Guidelines, "*the provision of adequate footway or cycleways (or combination of both) which will usually be a more effective means of ensuring pedestrian and cyclist safety than will a lower speed limit*".¹³
- Promote higher levels of physical activity such as walking and cycling as well as integrating these modes with the use of public transport to achieve sustainability. This will help lead to a modal shift

¹³ Section 6.2, Guidelines for Managing and Setting Speed Limits in Ireland, Department of Transport, March 2015 edition.

from private car use to more sustainable transport modes, which in turn will lead to improvements in safety on the road network.

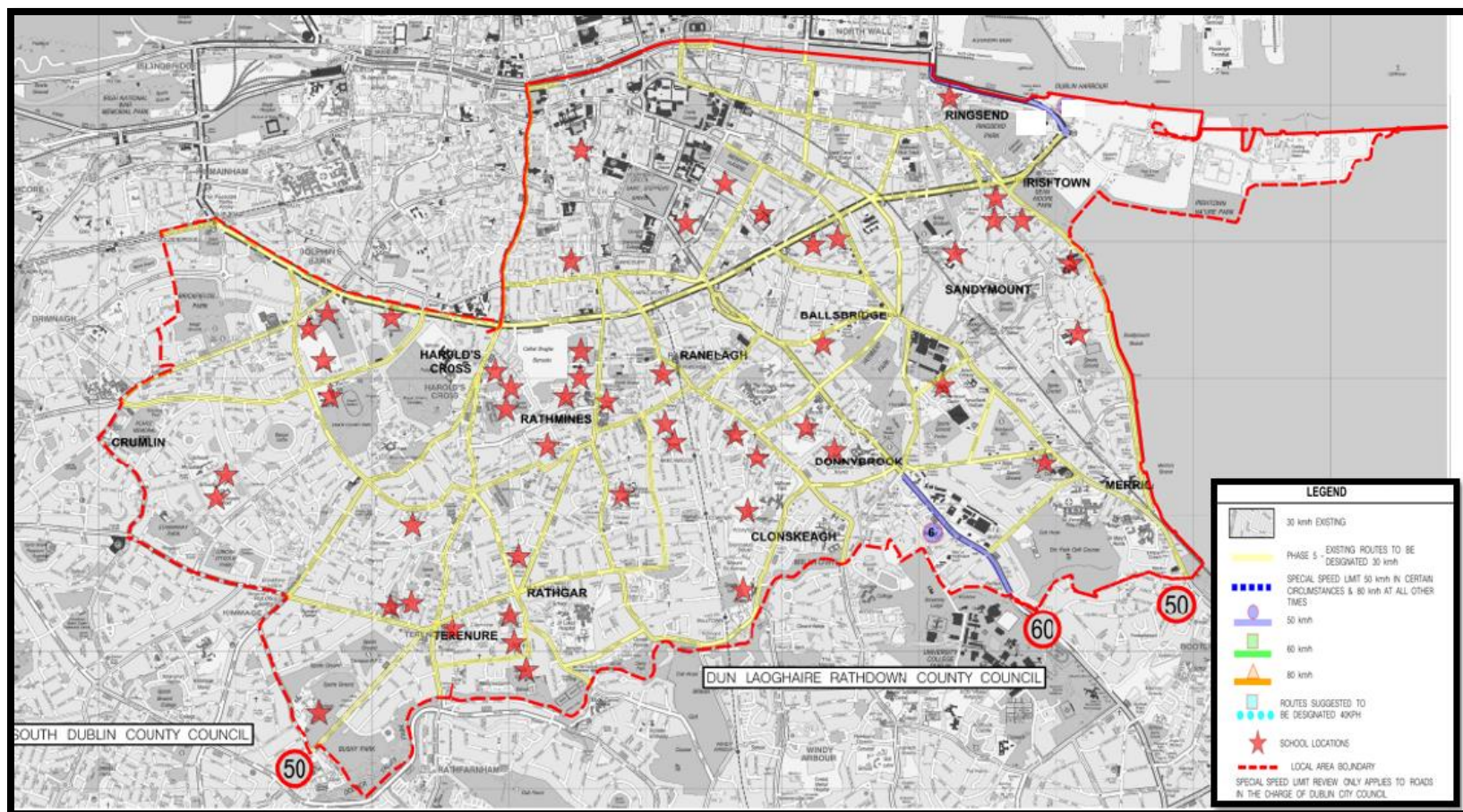
- Ensure that an integrated road safety approach and minimum safety performance standards for all road users are a key requirement in all future road infrastructure improvements and investment programmes.
- Ensure continued focus on speed management, as reduced speeds in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries.
- In drafting this '*Action Plan*', full cognisance should be taken of the submissions that were made by interested parties, members of the public, Councillors, etc. during the public consultation process for the proposed reduction in speed limits on arterial roads (9th to 23rd, April 2021).

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Appendix A
Schedule and Details of Roads whose Speed Limits are under Review

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South East Area



	Road name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Number 6: Stillorgan Road	Regional	Between Dublin City Council/Dun Laoghaire Rathdown County Council boundary to its junction with R815 Anglesea Road and Beaver Row	60 km/h	50 km/h
2.	Number 11: M50 Dublin Port Tunnel (North Port Access Route)	Regional	Southbound from a point 205m north west from centre of Toll plaza, along the R131 East Wall Road to its intersection with the roundabout Sean Moore Road.	50 km/h	50 km/h
3.	Number 12: M50 Dublin Port Tunnel (North Port Access Route)	Regional	Northbound from its intersection with roundabout at Sean Moore Road, along the R131 east Wall, to a point 205m north west from the centre of the Toll Plaza.	50 km/h	50 km/h

N ^o	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Strand Road	Regional	From its junction with Merrion Road to its junction with Beach Road	50 km/h	30 km/h
2.	Beach Road	Regional	From its junction with Strand Road to the junction Church Avenue	50 km/h	30 km/h
3.	Bath Street	Regional	From its junction with Church Avenue to its junction with Irishtown Road	50 km/h	30 km/h
4.	Pembroke Street	Regional	From its junction with Irishtown Road to its junction with Herbert Place/ Bayview	50 km/h	30 km/h
5.	Sean Moore Road	Sean Moore Road	From its junction with Beach Road to its junction with Tom Clarke Bridge.	50 km/h	30 km/h
6.	Irish Town	Local Primary	From its junction with Church Avenue to its junction with Oliver Plunkett Avenue	50 km/h	30 km/h

N ^o	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
		Regional	From its junction with Oliver Plunkett Avenue to its junction with Bridge Street	50 km/h	30 km/h
7.	Bridge Street	Regional	From its junction with Irish Town to its junction with Ringsend Road	50 km/h	30 km/h
8.	Merrion Road	Regional	From its junction with Dun Laoghaire Rathdown County Council boundary with Dublin city Council to its junction with Shelbourne Road	50 km/h	30 km/h
9.	Shelbourne Road	Regional	From its junction with to its junction with Merrion Road to its junction with Grand Canal Street Upper	50 km/h	30 km/h
10.	Grand Canal Street Upper	Regional	From its junction with Grand Canal Street Upper to its junction with Macken Street	50 km/h	30 km/h
11.	Grand Canal Street Lower	Regional	From its junction with Macken Street to its junction with South Lotts Road	50 km/h	30 km/h
12.	Northumberland Road	Regional	From its junction with Pembroke Road to its junction with Mc Kenny Bridge	50 km/h	30 km/h
13.	Wellington Place	Local Primary	From its junction with Morehampton Road to its junction with Clyde Road	50 km/h	30 km/h
14.	Clyde Road	Local Primary	From its junction with Wellington Place to its junction with Elgin Road	50 km/h	30 km/h
15.	Herbert Park	Local Primary	From its junction with Morehampton Road to its junction with Pembroke Road	50 km/h	30 km/h
16.	Anglesea Road	Regional	From its junction with Stillorgan Road to its junction with Merrion Road	50 km/h	30 km/h
17.	Simmons Court Road	Local Primary	From its junction with Anglesea Road to its junction with Merrion Road	50 km/h	30 km/h

N^o	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
18.	Ailesbury Rd	Regional	From its junction with Stillorgan Road to its junction with Merrion Road	50 km/h	30 km/h
19.	Shrewsbury Rd	Local Tertiary	From its junction with Ailesbury Rd to its junction with Merrion Road	50 km/h	30 km/h
20.	Baggot Street Upper	Regional	From its junction with Mespil Road to its junction with Pembroke Road	50 km/h	30 km/h
21.	Pembroke Road	Regional	From its junction with Baggot Street Upper to its junction with Merrion Road	50 km/h	30 km/h
22.	Donnybrook Rd	Regional	From its junction with Beaver Row to its junction with Morehampton Road	50 km/h	30 km/h
23.	Morehampton Road	Regional	From its junction with Donnybrook Rd to its junction with Wellington Place	50 km/h	30 km/h
24.	Lesson Street Upper	Regional	From its junction with Grand Parade to its junction with Morehampton Road	50 km/h	30 km/h
25.	Sussex Street Road	Regional	From its junction with Morehampton Road to its junction with Grand Parade	50 km/h	30 km/h
26.	Sanford Road	Regional	From its junction with Milltown Road to its junction with Ranelagh Road	50 km/h	30 km/h
27.	Ranelagh Road	Regional	From its junction with Sanford Road to its junction with Grand Parade	50 km/h	30 km/h
28.	Marlborough Road	Local Primary	From its junction with Sanford Road to its junction with Morehampton Road	50 km/h	30 km/h
29.	Charlemont Street	Regional	From its junction with Grand Parade to its junction with Harcourt Road	50 km/h	30 km/h
30.	Chelmsford Road	Local Primary	From its junction with Ranelagh Road to its junction with Sallymount Avenue	50 km/h	30 km/h
31.	Appian Way	Local Primary	From its junction with Sallymount Avenue to its junction with Leeson Street Upper	50 km/h	30 km/h

N ^o	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
32.	Eglinton Road	Local Primary	From its junction with Donnybrook Road to its junction with Sandford Road	50 km/h	30 km/h
33.	Milltown Road	Regional	From its junction with Sandford Road to its junction with Dartry Road	50 km/h	30 km/h
34.	Clonskeagh Road	Regional	From its junction with Marlborough Road to its junction with Beech Hill	50 km/h	30 km/h
35.	Dartry Road	Regional	From its junction with Milltown Road to its junction with Highfield Road	50 km/h	30 km/h
36.	Rathmines Road Upper	Regional	From its junction with Highfield Road to its junction with Rathmines Road Lower	50 km/h	30 km/h
37.	Rathmines Road Lower	Regional	From its junction with Rathmines Road Upper to its junction with Cheltenham Place	50 km/h	30 km/h
38.	Rathgar Road	Regional	From its junction with Rathmines Road Lower to its junction with Terenure Road East	50 km/h	30 km/h
39.	North Kenilworth	Local Primary	From its junction with Rathmines Road Lower to its junction with Harold's Cross Road	50 km/h	30 km/h
40.	Grosvenor Road	Local Primary	From its junction with North Kenilworth to its junction with Rathgar Road	50 km/h	30 km/h
41.	Rathgar Ave	Local Primary	From its junction with Harold's Cross Road to its junction with Terenure Road East	50 km/h	30 km/h
42.	Palmerston Road	Local Primary	From its junction with Palmerston Park to its junction with Belgrave Avenue	50 km/h	30 km/h
43.	Palmerston Park	Local Primary	From its junction with Palmerston Road to its junction with Rathmines Road Upper	50 km/h	30 km/h
44.	Belgrave Square	Local Primary	From its junction with Belgrave Avenue to its junction with Charleston Road	50 km/h	30 km/h

N ^o	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
45.	Terenure Road East	Regional	From its junction with Rathgar Road to its junction with Terenure Road North	50 km/h	30 km/h
46.	Highfield Road	Local Primary	From its junction with Dartry Road to its junction with Rathgar Road	50 km/h	30 km/h
47.	Orwell Park	Local Primary	From its junction with Orwell Road to its junction with Dartry Road	50 km/h	30 km/h
48.	Orwell Road	Local Primary	Orwell Road between Dublin City Council/South Dublin County Council boundary to its junction with Terenure Road East	50 km/h	30 km/h
49.	Bushy Park Road	Local Primary	From its junction with Rathfarnham Road to its junction with Zion Road	50 km/h	30 km/h
50.	Zion Road	Local Primary	From its junction with Bushy Park Road to its junction with Orwell Road	50 km/h	30 km/h
51.	Castlewood Ave	Local Primary	From its junction with Rathmines Road Lower to its junction with Charleston Road	50 km/h	30 km/h
52.	Charleston Road	Local Primary	From its junction with Kenilworth Square North to its junction with Cullenswood.	50 km/h	30 km/h
53.	Cullenswood	Local Primary	From its junction with Charleston Road to its junction with Ranelagh Road	50 km/h	30 km/h
54.	Kenilworth Square North	Local Primary	From its junction with Kenilworth Road to its junction with Harold's Cross Road	50 km/h	30 km/h
55.	Rathgar Road	Regional	From its junction with Rathmines Road Lower to its junction with Terenure Road East	50 km/h	30 km/h
56.	Grove Road	Regional	From its junction with Parnell Road to its junction with Canal Road	50 km/h	30 km/h
57.	Grand Parade	Regional	From its junction with Canal Road to its junction with Mespil Road	50 km/h	30 km/h
58.	Canal Road	Regional	From its junction with Grove Road to its junction with Grand Parade	50 km/h	30 km/h
59.	Mespil Road	Regional	From its junction with Grand Parade to its junction with Baggot Street	50 km/h	30 km/h

N ^o	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
60.	Haddington Road	Regional	From its junction with Baggot Street to its junction with Grand Canal Street Upper	50 km/h	30 km/h
61.	Bath Avenue	Regional	From its junction with Shelbourne Road /Grand Canal Street Upper to its junction with London Bridge Road	50 km/h	30 km/h
62.	Londonbridge Road	Regional	From its junction with Bath Avenue to its junction with Church Avenue	50 km/h	30 km/h
63.	South Lotts Road	Local Primary	From its junction with Grand Canal Upper to its junction with Ringsend Road	50 km/h	30 km/h
64.	Grand Canal Street	Regional	From its junction with Hogan Place to its junction with Haddington Road	50 km/h	30 km/h
65.	Macken Street	Local Primary	From its junction with Grand Canal Street to its junction with Pearse Street.	50 km/h	30 km/h
		Regional	From its junction with Pearse Street to its junction with Hanover Street East	50 km/h	30 km/h
66.	Cardiff Lane	Regional	From its junction with Hanover Street East to its junction with Sir John Rogerson's Quay.	50 km/h	30 km/h
67.	Ringsend Road	Regional	From its junction with Pearse Street to its junction with Bridge Street	50 km/h	30 km/h
68.	Pearse Street	Regional	From its junction with Townsend Street to its junction with Ringsend Road	50 km/h	30 km/h
69.	Tara Street	Regional	From its junction with George's Quay. to its junction with Pearse Street	50 km/h	30 km/h
70.	George's Quay	Regional	From its junction with Tara Street to its junction with Moss Street	50 km/h	30 km/h
71.	Mount Street Lower	Regional	From its junction with Merrion Square East to its junction with Northumberland Road	50 km/h	30 km/h
72.	Merrion Square North		From its junction with Clare Street to its junction with Fitzwilliam East	50 km/h	30 km/h

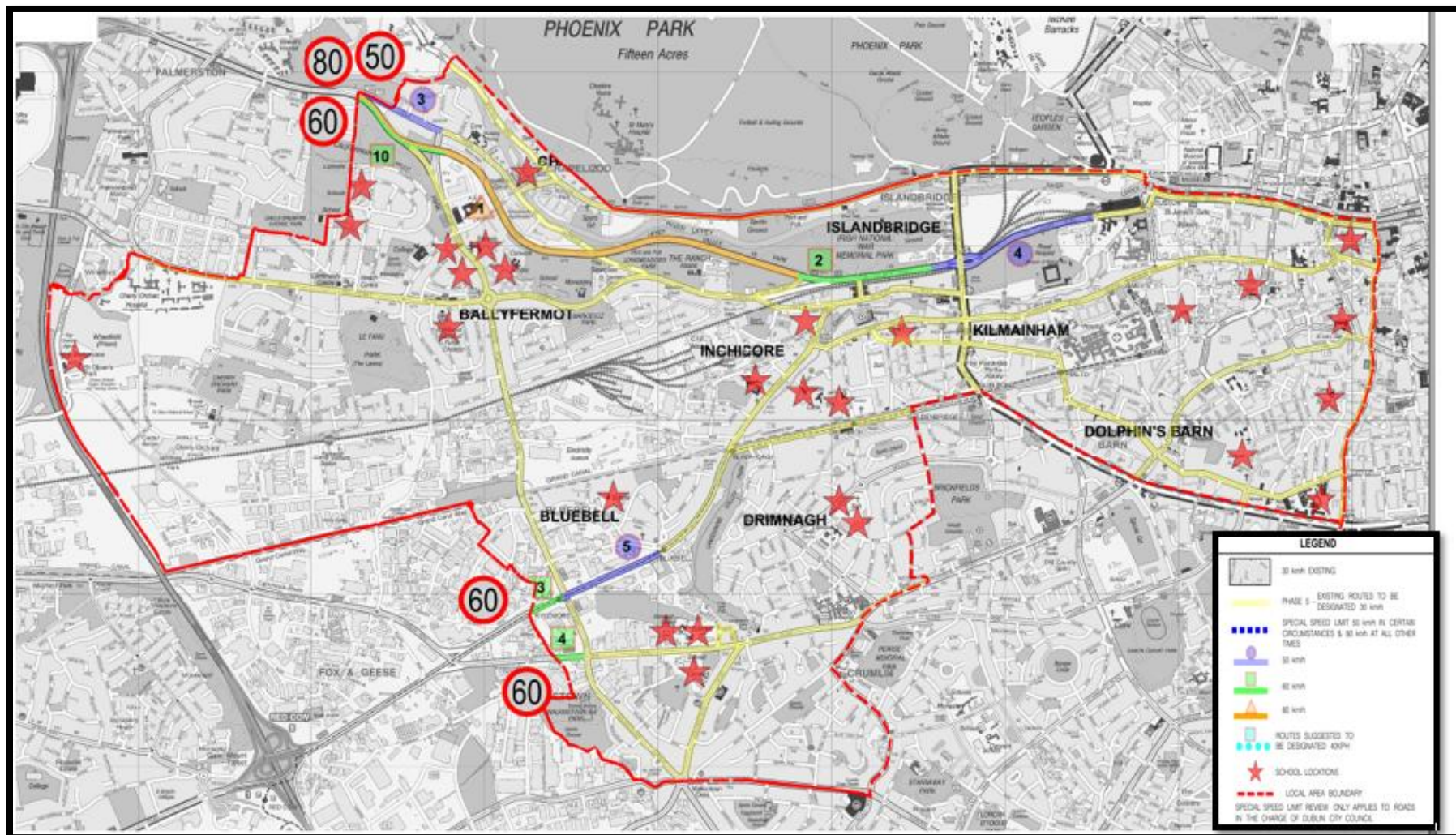
N ^o	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
73.	Fitzwilliam Place / Fitzwilliam Square East/ Fitzwilliam Street Upper/ Fitzwilliam Street Lower	Local Primary	From its junction with to its junction with Adelaide Road Merrion Square East	50 km/h	30 km/h
74.	South Circular Road	Regional	From its junction with Chapelizod Road to its junction with Harrington Street	50 km/h	30 km/h
75.	Richmond Street	Regional	From its junction with Canal Road to its junction with Camden Street	50 km/h	30 km/h
76.	Harrington Street	Regional	From its junction with South Circular Road to its junction with Harcourt Road	50 km/h	30 km/h
77.	Harcourt Road	Regional	From its junction with Camden Street Upper to its junction with Adelaide Road	50 km/h	30 km/h
78.	Adelaide Road	Regional	From its junction with Harcourt Road to its junction with Lesson Street Lower	50 km/h	30 km/h
79.	Rathfarnham Road	Regional	From its junction with Springfield avenue to its junction with Harold's Cross Road	50 km/h	30 km/h
80.	Terenure Road North	Regional	From its junction with Terenure Road East/Place to its junction with Terenure Road East	50 km/h	30 km/h
81.	Terenure Road West	Regional	From its junction with Terenure Road place to its junction with Fortfield Road	50 km/h	30 km/h
82.	Harold's Cross Road	Regional	From its junction with Brighton square to its junction with Parnell Road	50 km/h	30 km/h
83.	Clanbrassil Street Upper	Regional	From its junction with Harold's Cross Road to its junction with South Circular Road	50 km/h	30 km/h
84.	Clanbrassil Street Lower	Regional	From its junction with South Circular Road to its junction with New Street South	50 km/h	30 km/h
85.	New Street	Regional	From its junction with Clanbrassil Street Lower to its junction with Patrick Street/ Kevin Street Upper	50 km/h	30 km/h

N^o	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
86.	Patrick Street	Regional	From its junction with Patrick Street/ Kevin Street Upper to its junction with Nicholas Street	50 km/h	30 km/h
87.	Nicholas Street	Regional	From its junction with Patrick Street to its junction with Christchurch Place	50 km/h	30 km/h
88.	Winetavern Street	Local Primary	From its junction with Christchurch Place to its junction with Merchants Quay	50 km/h	30 km/h
89.	Wood Quay	Regional	From its junction with Merchants Quay to its junction with Essex Quay	50 km/h	30 km/h
90.	Kimmage Road Lower	Regional	From its junction with Fortfield Road to its junction with	50 km/h	30 km/h
91.	Larfield Park	Local Primary	From its junction with Kimmage Road Lower to its junction with Clareville Road	50 km/h	30 km/h
92.	Clareville Road	Local Primary	From its junction with Larfield Park to its junction with Kenilworth Park	50 km/h	30 km/h
93.	Parnell Road	Regional	From its junction with Crumlin Road to its junction with Grove Road	50 km/h	30 km/h
94.	Dolphin Road	Regional	From its junction with Crumlin Road to its junction with Davitt Road	50 km/h	30 km/h
95.	Davitt Road	Regional	From its junction with Dolphin Road to its junction with Naas Road	50 km/h	30 km/h
96.	Herberton Road	Local Primary	From its junction with Dolphin Road to its junction with Sundrive Road	50 km/h	30 km/h
97.	Sundrive Road	Local Primary	From its junction with Crumlin Road to its junction with Kimmage Road Lower	50 km/h	30 km/h
98.	Crumlin Road	Regional	From its junction with Dolphin Road/ Parnell Road to its junction with Drimnagh Road	50 km/h	30 km/h
99.	Kildare Road	Local Primary	From its junction with Drimnagh Road/ Crumlin Road to its junction with Clogher Road/ Sundrive Road	50 km/h	30 km/h
100.	Clogher Road	Local Primary	From its junction with Clogher Road/ Sundrive Road to its junction with Parnell Road	50 km/h	30 km/h

N ^o	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
101.	Templeogue Road	Regional	From its junction with Fortfield Road to its junction with Terenure Road West	50 km/h	30 km/h

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South Central Area



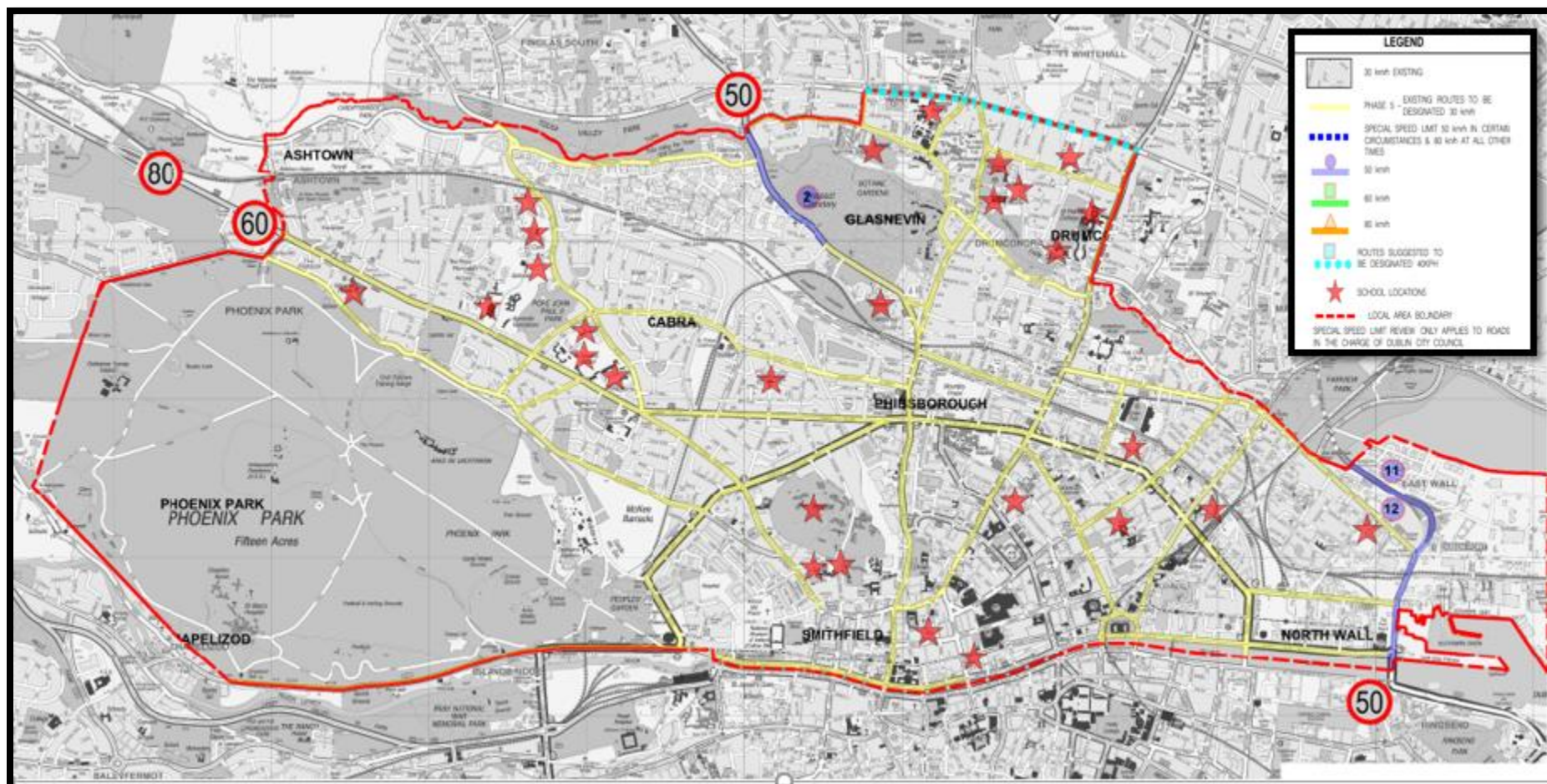
	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed limit
1.	Number 1: Chapelized Bypass	Regional	From the South Dublin County Council / Dublin City Council's boundary to its junction with Con Colbert Road.	80 km/h	80 km/h
2.	Number 2: Con Colbert Road.	Regional	From Con Colbert Road-Chapelized By-Pass junction to a point 150m west of its junction with South Circular Road.	60 km/h	60 km/h
3.	Number 3: Naas Road	Regional	From South Dublin County Council /Dublin City Council's boundary to its junction with Walkinstown Avenue.	60 km/h	60 km/h
4.	Number 4: Long Mile Road	Regional	From South Dublin County Council /Dublin City Council's boundary to its junction with Walkinstown Avenue	60 km/h	60 km/h
5.	Number 10: Westbound Lane of the Chapelized Bypass	Regional	Westbound Lane of the Chapelized Bypass between Dublin City Council /South Dublin County Council's boundary to a point 200m East of the slip road from the Kylemore Road	60 km/h	60 km/h
6.	Number 3: Lucan Road	Local Primary	Between Dublin City Council / South Dublin County Council's boundary to its junction with Kylemore Road Interchange.	50 Km/h	50 km/h
7.	Number 4: St John's Road West	Regional	From its junction with Military Road to a point 150 metres west of its junction with South Circular Road.	50 Km/h	50 km/h
8.	Number 5: Naas Road	Regional	From its junction with Walkinstown Avenue to its junction with Bluebell.	50 Km/h	50 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Martin's Row	Local Secondary	From its junction with Knockmaroon Hill to its junction with Chapelized Road	50 km/h	30 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
2.	St Laurence Road	Local Tertiary	From its junction with to Lucan Road its junction with Ballyfermot Road	50 km/h	30 km/h
3.	Bridge Street	Regional	From its junction with Merchants Quay to its junction with High Street	50 km/h	30 km/h
4.	Emmet Road	Regional	From its junction with Tyrconnell Road to its junction with South Circular Road	50 km/h	30 km/h
5.	Old Kilmainham	Regional	From its junction with Emmet Road to its junction with Mount Brown James	50 km/h	30 km/h
6.	Mount Brown	Regional	From its junction with Old Kilmainham to its junction with James's Street	50 km/h	30 km/h
7.	James's Street	Regional	From its junction with Mount Brown to its junction with Thomas Street	50 km/h	30 km/h
8.	Thomas Street	Regional	From its junction with James's Street to its junction with Cornmarket/ Francis Street	50 km/h	30 km/h
9.	Cornmarket	Regional	From its junction with Thomas Street to its junction with Bridge Street	50 km/h	30 km/h
10.	High Street	Regional	From its junction with Cornmarket to its junction with Christchurch Place	50 km/h	30 km/h
11.	Bulfin Road	Local Tertiary	From its junction with Emmet Road to its junction with South Circular Road	50 km/h	30 km/h
12.	South Circular Road	Regional	from the junction of Chapelizod Road with Conyngham Road to its junction with Suir Road	50 km/h	30 km/h
13.	Suir Road	Regional	From its junction with SCR to its junction with Davitt Road	50 km/h	30 km/h
14.	South Circular Road	Regional	From its junction with Bulfin Road to its junction with Clanbrassil Street	50 km/h	30 km/h
15.	Davit Road	Regional	From its junction with Nass Road to its junction with South Circular Road	50 km/h	30 km/h
16.	Ballyfermot Road	Regional	From its junction with Kennelsfort Road to its junction with Laurence Road	50 km/h	30 km/h
17.	Sarsfield Road	Regional	From its junction with Ballyfermot Road to its junction with Con Colbert Road	50 km/h	30 km/h
18.	Con Colbert Road	Regional	From its junction with Sarsfield Road to its junction with South Circular Road	50 km/h	30 km/h
19.	St Johns Road	Regional	From its junction with Military Road to its junction with Victoria Quay	50 km/h	30 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
20.	Inchicore Road	Regional	From its junction with Con Colbert Road to its junction with South Circular Road	50 km/h	30 km/h
21.	Kylemore Road	Regional	From the junction of Chapelizod Road to its junction with Ballyfermot Road	50 km/h	30 km/h
22.	Nass Road	Regional	From Bluebell junction its junction with Tyrconnell Road	50 km/h	30 km/h
23.	Long Mile Road	Regional	From its junction with Walkinstown Avenue to its junction with Drimnagh Road	50 km/h	30 km/h
24.	Tyrconnell Road	Regional	From its junction with Nass Road to its junction with Grattan Crescent	50 km/h	30 km/h
25.	Grattan Crescent	Regional	From its junction with Emmet Road to its junction with Inchicore Road	50 km/h	30 km/h
26.	Drimnagh Road	Regional	From its junction with Long Mile Road/ Walkinstown Road to its junction with Crumlin Road	50 km/h	30 km/h
27.	Walkinstown Road	Regional	From its junction with Walkinstown Roundabout to its junction with Drimnagh Road	50 km/h	30 km/h
28.	Walkinstown Avenue	Regional	From its junction with Walkinstown Roundabout to its junction with Long Mile Road	50 km/h	30 km/h
29.	Dolphin's Barn	Regional	From its junction with Crumlin Road to its junction with Cork Street	50 km/h	30 km/h
30.	Cork Street	Regional	From its junction with Dolphin's Barn to its junction with St Luke's Avenue	50 km/h	30 km/h
31.	St Luke's Avenue	Local Primary	From its junction with Cork Street to its junction with Dean Street	50 km/h	30 km/h
32.	Dean Street	Regional	From its junction with The Coombe to its junction with Kevin Street Upper	50 km/h	30 km/h
33.	Victoria Quay	Regional	From its junction with St John's Road to its junction with Victoria Quay	50 km/h	30 km/h
34.	User's island	Regional	From its junction with Victoria Quay to its junction with Merchant's Quay	50 km/h	30 km/h
35.	Merchant's Quay	Regional	From its junction with User's island to its junction with Wood Quay Essex Quay	50 km/h	30 km/h

Central Area



	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Number 2: Finglas Road(N2)	Regional	From junction with St. Margaret's Road to its junction with Claremont Court.	50 km/h	50 km/h
2.	Number 11: M50 Dublin Port Tunnel (North Port Access Route), Southbound	-	From a point 205m north west from centre of Toll plaza, along the R131 East Wall Road to its intersection with the roundabout Sean Moore Road.	50 km/h	50 km/h
3.	Number 12: M50 Dublin Port Tunnel (North Port Access Route), Northbound	-	From its intersection with roundabout at Sean Moore Road, along the R131 east Wall, to a point 205m north west from the centre of the Toll Plaza	50 km/h	50 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Griffith Avenue	Regional Road	From its junction with Ballygall Road East to the junction of Swords Road/Drumcondra Road Upper	50 km/h	40 km/h

	Road Name	Road Classification	Road Segment	Current speed limit	Proposed Speed Limit
1.	Navan Road	Regional	From its junction with Dublin City Council boundary /Fingal County Council to its junction with Cabra Road	50 km/h	30 km/h
2.	Old Cabra Road	Regional	From its junction with Navan Road to its junction with Purssia Street	50 km/h	30 km/h

	Road Name	Road Classification	Road Segment	Current speed limit	Proposed Speed Limit
3.	Purssia Street	Regional	From its junction with Old Cabra Road to its junction with Manor Stoney Batteer	50 km/h	30 km/h
4.	Manor Street	Regional	From its junction with Purssia Street to its junction with King Street North	50 km/h	30 km/h
5.	Stoneybatteer	Regional	From its junction with Manor Street to its junction with King Street North	50 km/h	30 km/h
6.	Blackhorse Avenue	Regional	From its junction with Ashtown Road to its junction with Blackhall Place	50 km/h	30 km/h
7.	North Circular Road	Regional	From its junction with Infirmary Road to its junction with Summerhill Parade	50 km/h	30 km/h
8.	Infirmary Road	Regional	From its junction with North Circular Road to its junction with Conyngham Road	50 km/h	30 km/h
9.	Nephin Road	Local Primary	From its junction with Blackhorse Avenue to its junction with Fassaugh Avenue	50 km/h	30 km/h
10.	Skreen Road	Local Primary	From its junction with Blackhorse Avenue to its junction with Navan Road	50 km/h	30 km/h
11.	Ratoath Road	Regional	From its junction with Old Cabra Road / Cabra Road/Navan Road to its junction with Tolka Valley Road	50 km/h	30 km/h
	Ratoath Road	Local Primary	From its junction with Tolka Valley/ Ratoath Road to its junction with Cappagh Road	50 km/h	30 km/h
12.	Chapelizod Road	Regional	From its junction with Martin's Row to its junction with South Circular Road	50 km/h	30 km/h
13.	Conyngham Road	Regional	From its junction with Chapelizod Road to its junction with Parkgate Road	50 km/h	30 km/h
14.	Parkgate Street	Regional	From its junction with Conyngham Road to its junction with Wolfe Tone Quay	50 km/h	30 km/h

	Road Name	Road Classification	Road Segment	Current speed limit	Proposed Speed Limit
15.	Wolfe Tone Quay	Regional	From its junction with Parkgate Road to its junction with Ellis Quay	50 km/h	30 km/h
16.	Ellis Quay	Regional	From its junction with Wolfe Tone Quay to its junction with Arran Quay	50 km/h	30 km/h
17.	Arran Quay	Regional	From its junction with Innis Quay to its junction with Ellis Quay	50 km/h	30 km/h
18.	Innis Quay	Regional	From its junction with Arran Quay to its junction with Ormond Quay Upper	50 km/h	30 km/h
19.	Ormond Quay Upper	Regional	From its junction with Innis Quay to its junction with Ormond Quay Lower	50 km/h	30 km/h
20.	Custom house Quay	Regional	From its junction with Eden Road to its junction with Guild Street	50 km/h	30 km/h
21.	North Wall Quay	Regional	From its junction with Custom house Quay to its junction with East Wall	50 km/h	30 km/h
22.	Church Street	Regional	From its junction with Arran Quay to its junction with Constitution Hill	50 km/h	30 km/h
23.	Constitution Hill	Regional	From its junction with Church Street to its junction with Phibsborough Road	50 km/h	30 km/h
24.	Phibsborough Road	Regional	From its junction with to its junction with Prospect Road	50 km/h	30 km/h
25.	Botanic Road	Regional	From its junction with Prospect Road to its junction with Botanic Avenue	50 km/h	30 km/h
26.	Botanic Avenue	Local Primary	From its junction with Botanic Road to its junction with Drumcondra Road	50 km/h	30 km/h
27.	Finglas Road	Regional	From its junction with Prospect Road to its junction with Claremont Court	50 km/h	30 km/h
28.	Prospect Way	Regional	From its junction with Finglas Road to its junction with Botanic Road	50 km/h	30 km/h

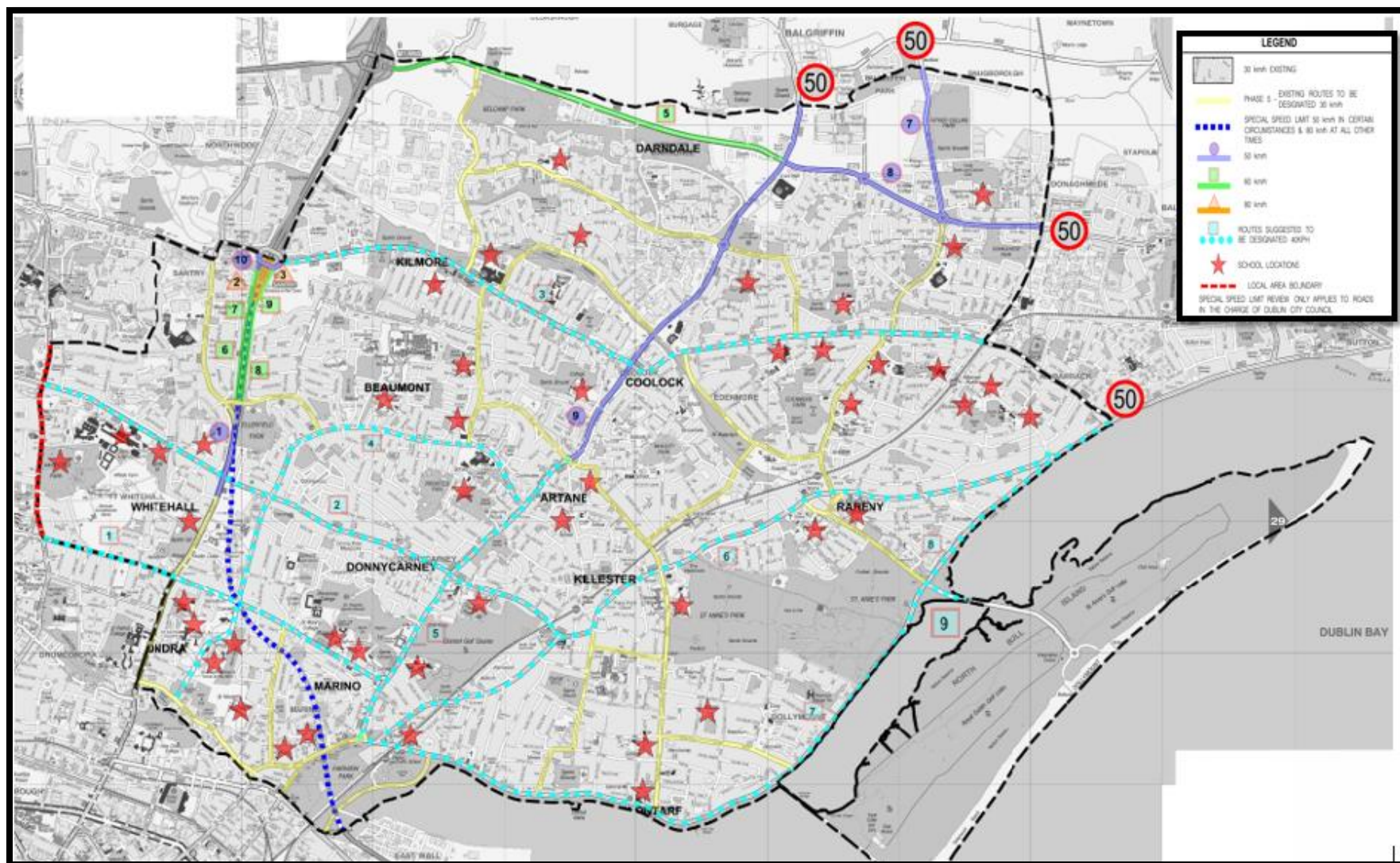
	Road Name	Road Classification	Road Segment	Current speed limit	Proposed Speed Limit
29.	Whitworth Road	Local Primary	From its junction with Prospect Road to its junction with Drumcondra Road	50 km/h	30 km/h
30.	St Mobhi Road	Regional	From its junction with Botanic Road to its junction with Ballymun Road	50 km/h	30 km/h
31.	Old Finglas Road	Local Primary	From its junction with Finglas Road to its junction with Ballymun Road	50 km/h	30 km/h
32.	Glasnevin Hill	Local Primary	From its junction with Ballymun Road to its junction with Botanic Avenue	50 km/h	30 km/h
33.	Ballymun Road	Local Primary	From its junction with Old Finglas Road to its junction with Griffith Avenue	50 km/h	30 km/h
34.	Home Farm Road	Local Primary	From its junction with Saint Mobhi Road to its junction with Drumcondra Road	50 km/h	30 km/h
35.	Drumcondra Road	Regional	From its junction with Griffith Avenue to its junction with North Circular Road	50 km/h	30 km/h
36.	Dorset Street Lower	Regional	From its junction with Dorset Street Upper to its junction with Drumcondra Road	50 km/h	30 km/h
37.	Dorset Street Upper	Regional	From its junction with Bolton Street to its junction with Dorset Street Lower	50 km/h	30 km/h
38.	Bolton Street	Regional	From its junction with King Street North to its junction with Dorse Street Upper	50 km/h	30 km/h
39.	King Street North	Regional	From its junction with Queen Street to its junction with Capel Street	50 km/h	30 km/h
40.	Gardiner Street Upper	Regional	From its junction with Dorse Street Lower to its junction with Gardiner Street Lower	50 km/h	30 km/h
41.	Gardiner Street Lower	Regional	From its junction with Parnell Street to its junction with Beresford Place	50 km/h	30 km/h
42.	Beresford Place	Regional	From its junction with Gardiner Street Lower to its junction with Amiens Street	50 km/h	30 km/h

	Road Name	Road Classification	Road Segment	Current speed limit	Proposed Speed Limit
43.	Memorial Road	Regional	From its junction with Beresford Place to its junction with Custom House Quay	50 km/h	30 km/h
44.	Amiens Street	Regional	From its junction with Memorial Road to its junction with Seville Place	50 km/h	30 km/h
45.	Seville Place	Regional	From its junction with Ammens Street to its junction with North Strand Road	50 km/h	30 km/h
46.	Guild Street	Local Primary	From its junction with North Wall Quay to its junction with Seville Place	50 km/h	30 km/h
47.	North Strand Road	Regional	From its junction with Seville Place to its junction with Popular Road	50 km/h	30 km/h
48.	Sheriff Street Upper	Regional	From its junction with Seville Place to its junction with East Wall Road	50 km/h	30 km/h
49.	East Wall Road	Regional	From its junction with North Strand Road to its junction with Dublin Port	50 km/h	30 km/h
50.	Poplar Row	Regional	From its junction with East Wall Road to its junction with Clonliffe Road	50 km/h	30 km/h
51.	Clonliffe Road	Regional	From its junction with Poplar Row to its junction with Drumcondra Road Lower	50 km/h	30 km/h
52.	Russel Street	Local Primary	From its junction with North Circular Road to its junction with Clonliffe Road	50 km/h	30 km/h
53.	Jones's Road	Local primary	From its junction with Russell Street to its junction with Clonliffe Road	50 km/h	30 km/h
54.	Summerhill	Regional	From its junction with Parnell Street to its junction with Ballybough Road	50 km/h	30 km/h
55.	Ballybough Road	Regional	From its junction with Summerhill to its junction with Poplar Row	50 km/h	30 km/h
56.	Fassaugh Road	Local Primary	From its junction with Fassaugh Avenue to its junction with Connaught Street	50 km/h	30 km/h

	Road Name	Road Classification	Road Segment	Current speed limit	Proposed Speed Limit
57.	Fassaugh Avenue	Local Primary	From its junction with Ratoath Road to its junction with Fassaugh Road	50 km/h	30 km/h
58.	Connaught Street	Local Primary	From its junction with Fassaugh Road to its junction with Phibsborough Road	50 km/h	30 km/h
59.	Ballyboggan Road	Local Primary	From its junction with Ratoath Road to its junction with Finglas Road	50 km/h	30 km/h

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North Central Area



	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Number 2: Santry Bypass Northbound	National Primary	From a point 135 metres south of the south face of the west abutment of the southern bridge of the Coolock Lane Interchange northwards to the Fingal County Council / Dublin City Council's boundary.	80 km/h	80 km/h
2.	Number 3: Santry Bypass Southbound	National Primary	between Fingal County Council / Dublin City Council's boundary and a point 250m south of the north face of the east abutment of northern bridge at Coolock Lane Interchange	80 km/h	80 km/h
3.	Number 5: R139	Regional	From its junction with the Malahide Road to its junction with M1/M50 roundabout.	60 km/h	60 km/h
4.	Number 6: Santry By Pass Northbound	Regional	Santry By Pass Northbound From the north face of the Shantalla Road over bridge to a point approx. 135m south of the south, face of the west abutment of the southern bridge of the Coolock Lane Interchange.	60 km/h	60 km/h
5.	Number 7: Northbound, diverging lane exit ramp) of the Santry By Pass to Coolock Lane Interchange	Regional	Northbound, diverging lane exit ramp) of the Santry By Pass to Coolock Lane Interchange, from its intersection with the Santry By Pass northbound mainline, to a point approx. 44m from the line of the south face of the west abutment of the southern bridge Interchange.	60 km/h	60 km/h
6.	Number 8 Santry By Pass Southbound	Regional	Santry By Pass Southbound from a point approx. 127m the south of south face of the east abutment of the southern bridge at interchange of the north face of the east abutment of the Shantalla Road over bridge.	60 km/h	60 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
7.	Number 9: Southbound, converging lane (entry ramp)	Regional	Southbound, converging lane (entry ramp) from Coolock Lane Interchange to junction with Santry By-Pass.	60 km/h	60 km/h
8.	Number 1: Santry By-Pass /Swords Road from Shantalla over bridge	Regional	Santry By-Pass /Swords Road from Shantalla over bridge to its junction with Iveleary Road.	50 km/h	50 km/h
9.	Number 7: Hole In The Wall Road	Local Primary	From its junction with Grange Road and Dublin City Council / Fingal County Council's boundary.	50 km/h	50 km/h
10.	Number 8: Grange Road	Regional	Between Dublin City Council/Fingal County Council's boundary to its junction with Malahide Road.	50 km/h	50 km/h
11.	Number 9 : Malahide Road R107	Regional	From its junction with Ardlea Road and Dublin City Council / Fingal County Council's boundary	50 km/h	50 km/h
12.	Number 10: The northbound diverging lane (exit ramp) of the Santry By Pass at the Coolock Lane Interchange,	No Records Found	The northbound diverging lane (exit ramp) of the Santry By Pass at the Coolock Lane Interchange, from a point 120m from line of the south face of the west abutment of southern bridge at interchange, to its intersection with Oscar Traynor Road on the Coolock Lane Interchange	50 km/h	50 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Number 1: Griffith Avenue	Regional	From its junction with Saint Mobhi Road to its junction with Malahide Road.	50 km/h	40 km/h
2.	Number 2: Collins Avenue	Regional	From its junction with Saint Mobhi Road to its junction with Howth Road	50 km/h	40 km/h
3.	Number 3: Coolock Lane	Regional	From its junction with the Santry Interchange along Oscar Traynor Road, Tonlegee Road and Kilbarrack Road to its junction with the Dublin City Council / Fingal County Council's Boundary	50 km/h	40 km/h
4.	Number 4: Grace Park Road	Local Primary	From its junction with Richmond Road junction with Collins Avenue	50 km/h	40 km/h
	Number 4: Beaumont Road	Local Primary	From its junction with Collins Avenue to its junction with Skelly's Lane	50 km/h	40 km/h
	Number 4: Skelly's Lane	Local Primary	From its junction with Beaumont Road to its junction with	50 km/h	40 km/h
	Number 4: Kilmore Road	Local Primary	From its junction with Skelly's Road to its junction with Malahide Road	50 km/h	40 km/h
5.	Number 5: Malahide Road	Regional	From its junction with Ardlea Road to its junction with Fairview	50 km/h	40 km/h

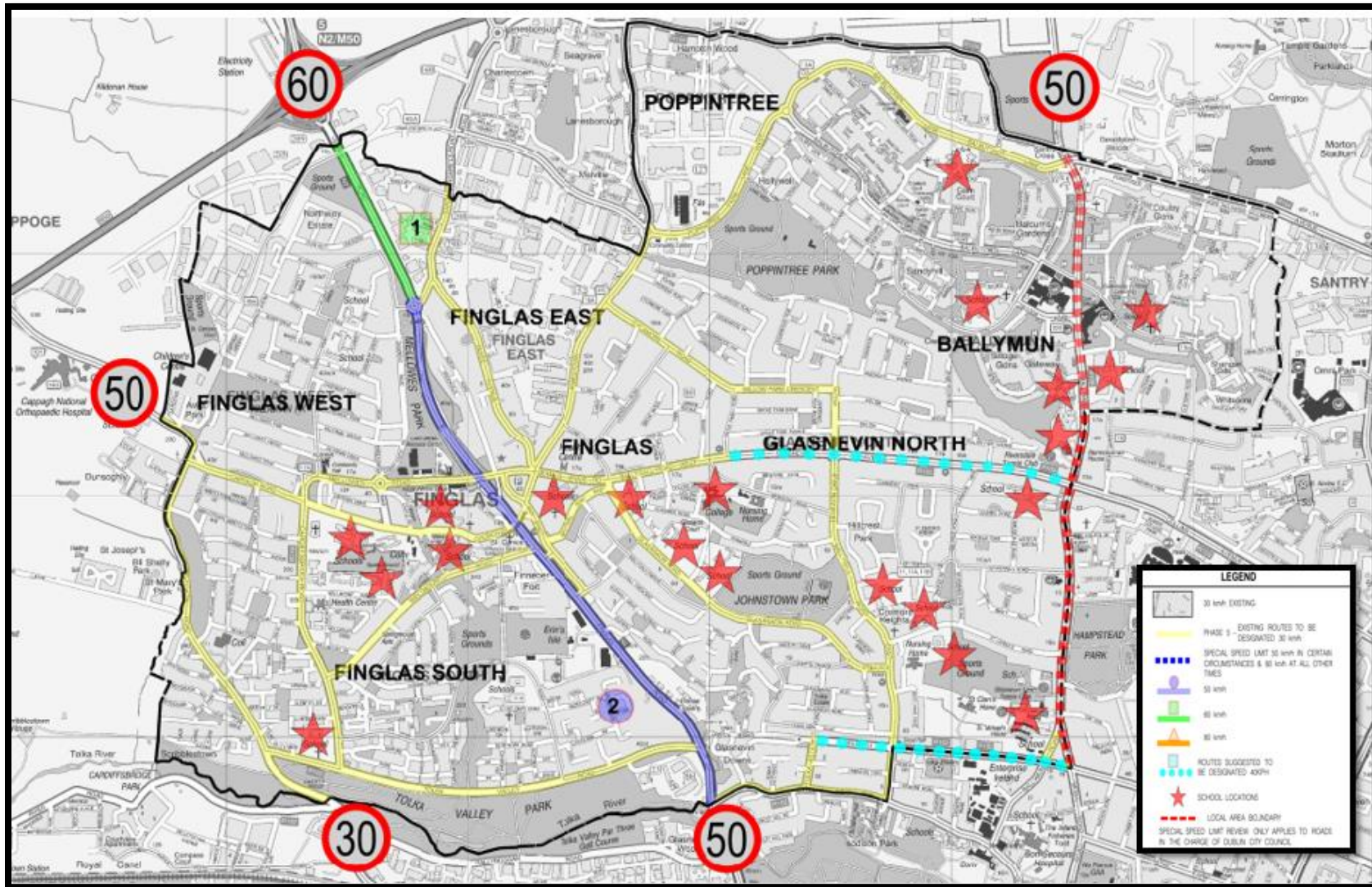
	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
6.	Number 6: Howth Road	Regional	From its junction with Clontarf Road to its junction with the Dublin City Council / Fingal County Council's Boundary	50 km/h	40 km/h
7.	Number 7: Clontarf Road	Regional	From its junction with Malahide Road to its junction with Causeway Road.	50 km/h	40 km/h
8.	Number 8: James Larkin Road	Regional	From its junction with Causeway Road to its junction with Howth Road.	50 km/h	40 km/h
9.	Number 9: Causeway Road	Regional		50 km/h	40 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Richmond Road	Local Primary	From its junction with Drumcondra Road Upper to its junction with Fairview Strand / Luke Kelly Bridge	50 km/h	30 km/h
2.	Fairview Strand	Regional	From its junction with Luke Kelly Bridge/ Richmond Road to its junction with Malahide road	50 km/h	30 km/h
3.	Annesley Bridge Road	Regional	From its junction with East Wall Road/ North Strand Road to its junction with Fairview	50 km/h	30 km/h
4.	Philpsburgh Avenue	Local Primary	From its junction with Fairview Strand to its junction with Griffith Avenue	50 km/h	30 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
5.	Alfie Byrne Road	Regional	From its junction with East Wall Road to its junction with Clontarf Road	50 km/h	30 km/h
6.	Sybil Hill Road	Regional	From its junction with Howth Road to its junction with Vernon Avenue	50 km/h	30 km/h
7.	Castle Avenue	Local Primary	From its junction with Clontarf Road to its junction with Howth Road	50 km/h	30 km/h
8.	Vernon Avenue	Regional	From its junction with Sybil Hill Road to its junction with Castle Avenue	50 km/h	30 km/h
9.	Seafiled Road East	Local Primary	From its junction with Clontarf Road to its junction with Vernon Avenue	50 km/h	30 km/h
10.	Kilmore Road	Local Primary	From its junction with Skelly's Road to its junction with Oscar Traynor Road	50 km/h	30 km/h
11.	Shantalla Road	Local Primary	From its junction with Beaumont Road to its junction with Swords Road	50 km/h	30 km/h
12.	Ardlea Road	Local Secondary	From its Kilmore Road junction with to its junction with Malahide Road	50 km/h	30 km/h
13.	Barryscourt Road	Local Primary	From its junction with Oscar Traynor Road to its junction with Greencastle Road	50 km/h	30 km/h
14.	Green Castle Road	Local Primary	From its junction with Barryscourt Road to its junction with Malahide Road	50 km/h	30 km/h
15.	Clonshaugh Road	Local Primary	From its junction with Oscar Traynor Road to its junction with Dublin City Council boundary with Fingal County Council	50 km/h	30 km/h
16.	Priorswood Road	Local Primary	From its junction with Glin Road to its junction with Malahide Road	50 km/h	30 km/h
17.	Clonshaugh Avenue	Local Primary	From its junction with Glin Road to its junction with Clonshaugh Road	50 km/h	30 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
18.	Blunden Drive	Local Primary	From its junction with Malahide Road to its junction with Millbrook Road	50 km/h	30 km/h
19.	Milbrook Road	Local Primary	From its junction with Blunder Drive to its junction with Tonlegee Road	50 km/h	30 km/h
20.	Grange Road		From its junction with Kilbarrack Road to its junction with Hole in the wall Road	50 km/h	30 km/h
21.	Raheny Road	Regional	From its junction with Tonlegee Road/ Kilbarrack Road to its junction with Springdale Road	50 km/h	30 km/h
22.	Station Road	Regional	From its junction with Raheny Road to its junction with Howth Road	50 km/h	30 km/h
23.	Watermill Road	Regional	From its junction with James Larkin Road to its junction with Main Street	50 km/h	30 km/h
		Local Primary	From its junction with Main Street to its junction with Howth Road	50 km/h	30 km/h
24.	Springdale Road	Local Primary	From its junction with Tonlegee Road to its junction with Station Road	50 km/h	30 km/h
25.	Harmonstown Road	Local Primary	From its junction with Springdale Road to its junction with Brookwood Rise	50 km/h	30 km/h
26.	Brookwood Rise	Local Primary	From its junction with Brookwood Avenue to its junction with Harmonstown Road	50 km/h	30 km/h
27.	Brookwood Avenue	Regional	From its junction with Gracefield Road to its junction with Sybil Hill Road	50 km/h	30 km/h
28.	Vernon Avenue	Regional	From its junction with Sybil Hill Road to its junction with Clontarf Road	50 km/h	30 km/h
		Local Primary	From its junction with Sybil Hill Road/ Vernon Avenue to its junction with Castle Avenue	50 km/h	30 km/h

North West Area



	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Number 1: North Road / Finglas Road from its junction with St Margaret's Road to Fingal County Council / Dublin City Council's boundary	Regional	From its junction with Fingal County Council / Dublin City Council's boundary to its junction with St Margaret's Road/ Finglas Road	60 km/h	60 km/h
2.	Number 2: Finglas Road(N2)	Regional	From its junction with St. Margaret's Road to its junction with Claremont Court.	60 km/h	50 km/h
3.	Ballymun Road	Regional	From its junction with Balbutcher Lane to its junction with Griffith Avenue	50 km/h	50 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Griffith Avenue	Regional	From its junction with Tolka Estate Road to its junction with the Malahide Road	50 km/h	40 km/h
2.	Glasnevin Avenue	Regional	From its junction with Ballygal Road West to its junction with Collins Avenue	50 km/h	40 km/h

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
1.	Tolka Valley	Regional	From its junction with Ratoath Road to its junction with Finglas Road	50 km/h	30 km/hr
2.	Ratoath Road	Local Primary	From its junction with Finglas County Council to its junction with Tolka Valley	50 km/h	30 km/hr
		Regional	From its junction with Tolka Valley to its junction with Cabra road	50 km/h	30 km/hr

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
3.	Cappagh Road	Local Primary	From its junction with Ratoath Road to its junction with Church Street	50 km/h	30 km/hr
4.	Church Street	Local Primary	From its junction with Cappagh Road to its junction with Finglas Road	50 km/h	30 km/hr
		Local Tertiary	From its junction with Finglas Road to its junction with Seamus Ennis Road	50 km/h	30 km/hr
5.	Jamestown Road	Local Primary	From its junction with Seamus Ennis Road to its junction with Poppintree Park	50 km/h	30 km/hr
6.	Cardiffsbridge Road	Regional	From its junction with Cappagh Road to its junction with Tolka Valley	50 km/h	30 km/hr
7.	Mellowes Road	Regional	From its junction with Cardiffsbridge Road to its junction with Finglas Road	50 km/h	30 km/hr
8.	Seamus Ennis	Regional	From its junction with Finglas Road to its junction with Glasanaon Road	50 km/h	30 km/hr
9.	Ballygall Road West	Regional	From its junction with Seamus Ennis / Ballygall Avenue to its junction with Glasnevin Avenue	50 km/h	30 km/hr
10.	Main Street	Local Primary	From its junction with Finglas road to its junction with Seamus Ennis Road	50 km/h	30 km/hr
11.	Wellmount Road	Local primary	From its junction with Cardiffsbridge Road to its junction with Finglas Road	50 km/h	30 km/hr
12.	Poppintree Park Lane West	Local Secondary	From its junction with Jamestown road to its junction with Balbucher Lane	50 km/h	30 km/hr
13.	Balbucher Lane	Local Primary	From its junction with Ballymun Road to its junction with Poppintree Park Lane West	50 km/h	30 km/hr
14.	Tolka Estate	Regional	From its junction with Finglas Road Old to its junction with Griffit Avenue	50 km/h	30 km/hr
15.	Sycamore Road	Local Primary	From its junction with Jamestown Road to its junction with Willow Park Crescent/ Grove Park Road	50 km/h	30 km/hr

	Road Name	Road Classification	Road Segment	Current Speed Limit	Proposed Speed Limit
16.	Willow Park Crescent	Local Secondary	From its junction with Sycamore Road to its junction with Willow Park Road	50 km/h	30 km/hr
17.	Beneavin Drive	Local Primary	From its junction with Glasnevin Anevue to its junction with Ballygall Road East	50 km/h	30 km/hr
18.	Ballygall Road East	Local Primary	From its junction with Beneavin Drive / Ferndale Avenue to its junction with Griffith Avenue	50 km/h	30 km/hr
19.	Ballygall Road West	Local Primary	From its intersection with main street to its intersection with Glasnevin Avenue.	50 km/h	30 km/hr
20.	Glasonaon Road	Local Primary	From its junction with Seamus Ennis / Ballygall Road West to its junction with Fitzmaurice Road/ Glasilawn Avenue	50 km/h	30 km/hr
21.	Fitzmaurice	Local Primary	From its junction with Glasonaon Road/ Glasilawn Avenue to its junction with Ballygall Road East	50 km/h	30 km/hr
22.	Mckee Avenue	Local Primary	From its junction with Seamus Ennis Road to its junction with St Margaret Road	50 km/h	30 km/hr
23.	St Margaret Road	Regional	From its junction with North Road roundabout to its junction with Dublin City Council Boundary / Mc Kelvey Avenue	50 km/h	30 km/hr

Appendix B
Photographs of Sample of Roads whose Speed Limits are under Review

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Sample of roads in the North Central Area under review



Clonshaugh Avenue, R139, Dublin 17



Grange Road, R809, Donaghmede, Dublin 13



Raheny Road, R809, Raheny, Dublin 5



Greencastle Road, Coolock, Dublin 17



Springdale Road, Raheny, Dublin 5



Priorswood Road, Priorswood, Dublin 17



Sybil Hill Road, R808, Raheny, Dublin 5



Watermill Road, Raheny, Dublin 5

Sample of roads in the North West Area under review



Balbutcher Lane, R104, Ballymun, Dublin 11



Ratoath Road, R102, Finglas, Dublin 11



Cardiffsbridge Road, R103, Finglas, Dublin 11



Saint Margaret's Road, R104, Finglas, Dublin 11



Seamus Ennis Road, Finglas, Dublin 11



Willow Park Road, Glasnevin, Dublin 11



Fitzmaurice Road, Glasnevin, Dublin 11



Main Street, Finglas, Dublin 11

Sample of roads in the Central Area under review



Navan Road, R147, Dublin 17



Old Cabra Road, R147, Dublin 7



Saint Mobhi Road, Glasnevin, Dublin 9



Dorset Street Upper, R132, Dublin 1



Connaught Street, Phibsborough, Dublin 7



Botanic Road, R107, Glasnevin, Dublin 9



North Circular Road, R101, Phibsborough, D7



Ballybough Road, R803, Raheny, Dublin 5