

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

*Report on the Public Consultation on Dublin  
City Council's Special Speed Limit Bye-Laws  
2019*

Helen Smirnova

Senior Executive Engineer

Road Safety, Policy, Strategy and Innovation

Transportation Department

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## **Introduction**

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

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

[The Road Traffic Act of 2004 \(Section 9\)](#) sets out the current legislative basis for the setting of speed limits. The setting of special speed limits is a function of the Elected Members of the council. The current speed limits were last reviewed and updated in 2018. The default speed limit in Dublin City is 50km/hr with a selection of areas, roads and streets where a special speed limit of 30, 60 or 80km/hr are also in place.

Please see link below for a map of the current Speed Limits in Dublin City Council area

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

This Public Consultation has a purpose to seek public acceptance for the introduction of revised Special Speed Limits Bye-Laws 2019 which include additional 30km/hr zones in the Dublin City Council administrative area.

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

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

## Public Consultation Details

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

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

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

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

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



 Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

**PUBLIC NOTICE**

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

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

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

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

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

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

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

dublincity.ie

Submissions could have been made online, on or before **5pm on Sunday 22<sup>nd</sup> September 2019.**

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

A hardcopy of the proposed Special Speed Limit Bye-Laws 2019 was available for inspection at all Dublin City Council Libraries, Civic Offices and Local Area Offices for the duration of the Public Consultation.

## Submissions from the Public Consultation

Two sources presented submissions from the public, namely;

Emails were received at [speedreview@dublincity.ie](mailto:speedreview@dublincity.ie)

Comments were received through the online survey at [www.dublincity.ie/speedreview](http://www.dublincity.ie/speedreview)

**37** Emails were received, including 15 submissions

**874** Comments were received via the online survey

The 911 comments conveyed the following general observations		
Item	Comment	No.
1.	<b>Submission was generally supportive of expanding the 30km/h speed limit as per proposal, (no specific additional comment).</b>  <i>Response: Noted.</i>	<b>666</b>
2.	<b>Support for expanding 30km/h speed limits expressed. This was accompanied with additional roads and streets suggested for future considerations for both 30km/h and 40km/h speed limit areas.</b>  <i>Response: Noted. Suggested roads and streets have been retained for consideration as part of the Phase 5 review of special speed limit bye laws.</i>	<b>12</b>
3.	<b>Difficulty maintaining 30Km/hr speed whist driving unless in traffic.</b>  <i>Response: Noted</i>	<b>6</b>

4.	<b>All areas around Schools should be 30 Km/hr Zones</b>  <i>Response:</i> <i>Noted. There is a pilot scheme in place of the periodic speed limit outside schools, this will be monitored and expanded if successful.</i>	<b>5</b>
5.	<b>Support for the expansion with a requirement for further enforcement and / or Engineering interventions</b>  <i>Response:</i> <i>Noted</i>	<b>15</b>
6.	<b>Opposition for expansion</b>  <i>Response:</i> <i>Noted</i>	<b>207</b>
	<b>Total number of submissions received</b>	<b>911</b>

**Questionnaire Responses:**

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

**Project Cost Estimate:**

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

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

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

The following is the cost estimate for the 4<sup>th</sup> phase of the slow zones to be implemented

4<sup>th</sup> Phase: €400,000

**Conclusion:**

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

As originally set out in the Road Traffic Act 1994, bye-laws should generally be made in respect of a Local Authority area as a whole. Dealing with proposals for specific areas or roads on an independent basis should be avoided unless it is deemed necessary or appropriate to do so, particularly on the grounds of safety.

These proposed Special Speed limit Bye-Laws 2019 set out the expansion on the existing 30km/h speed limit zones in predominantly residential areas. Should these new Bye-Laws be adopted, the intention of Dublin City Council's Transportation Department is to roll out of 30km/h speed limits in all residential areas across the local authority as a whole.

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

**Recommendation:**

Based on the responses and submissions received and the strong support for the new Bye-laws, it is the recommendation of the Transportation Department that the new Speed limit Bye-Laws 2019 be adopted.