



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

DUBLIN CITY COUNCIL
SPECIAL SPEED LIMIT BYE-LAWS, 2019
PUBLIC CONSULTATION DOCUMENTS

August 2019

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

Review of Setting and Managing Speed Limits – Explanatory Note:

The Department of Transport Tourism and Sport (DTTAS) issued the Guidelines for Setting and Managing Speed Limits in Ireland in March 2015 (hereafter referred to as ‘Guidelines’). Dublin City Council’s Environment & Transportation Department has been progressing with the introduction of the 30Km/hr Speed Limit in accordance with these Guidelines.

This is a Public Consultation of the proposed DCC Special Speed Limit Bye-Laws 2019, for the Dublin City Council area.

The main objective of this Public Consultation is to seek public comment on the adoption of the Dublin City Council Special Speed Limit Bye-Laws, 2019.

The accompanying drawing No. 3369 – 13 (located in appendix to this document), identifies the locations where Dublin City Council’s Environment & Transportation Department propose to apply the Special Speed Limits of 30km/h, 50km/h, 60km/h and 80km/h. The drawing also identifies the locations of schools at which it is proposed to apply a Periodic Speed limit of 30km/h. The content is subject to the consultation process and thereafter its adoption by the Elected Members.

Context for the attached public consultation drawing No. 3369 – 13

Drawing No. 3369 – 13 illustrates the areas to which the Proposed Special Speed Limit Bye-Laws refer. Should the proposed Bye-Laws be adopted, they will supersede the previous 2011 Special Speed Limit Bye-Laws, the 2013 Special Speed Limit Bye-Laws, the 2016 Special Speed Limit Bye-laws, the 2017 Special Speed Limit Bye-laws and the 2018 Special Speed Limit Bye-laws.

General requirements of a Speed Limit review

“The overriding principle that must inform any decision to change a default speed limit should be Road Safety. 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. If a Special Speed Limit is not warranted and does not appear appropriate to the road user, the road user will tend to ignore it, creating enforcement difficulties and potentially bringing the whole system of speed limits into disrepute” (Guidelines 2015).

The Special Speed Limit options available to the Local Authority for consideration are listed in Figure 1 (page 5 of this document).

Phased introduction of 30km/hr zones

The Special Speed Limit of 30km/h has been introduced to residential areas of the Dublin City Council administrative areas in phases.

Phase 1 – (April / May 2017).

This area is located within the Canals and the North & South Circular Roads. The core of Dublin City was identified to commence a roll out of new 30km/hr zones for the following reasons:

- The 2011 revision of Special speed limits agreed the area in the vicinity of Portobello as the next zone for consideration to introduce a 30km/hr speed limit;
- The city centre is where the higher density/numbers of vulnerable road users are present (pedestrians and cyclists) as recorded by the 2015 Cordon Counts.
- Many of the roads and streets have already had engineering interventions introduced to calm traffic so many are conducive to a self-enforcing lower speed limit being introduced.
- It supports a continuation or progression of the existing 30km/hr speed limit which is in place in the core city centre. This also supports a consistency of policy for communication purposes to motorists (road signage).
- Over 400,000 vehicles cross the canal cordon on any given week day, (Source: November 2015 Cordon Count).

Phase 2 – (June 2017).

These areas are located around residential areas around the periphery of the Dublin City Council area. The areas in the 2nd phase for introducing 30km/hr speed limits were identified for the following reasons:

- The 2011 revision of Special speed limits agreed the area in the vicinity of Portobello as the next zone for consideration to introduce a 30km/hr speed limit;
- Submissions from Elected Representatives and members of the public over the past couple of years;
- Many of the roads and streets have already had engineering interventions introduced to calm traffic so many are conducive to a self-enforcing lower speed limit;
- Assessment against the accident data base and close consultation with the Gardai

Phase 3 – (October, 2018).

These areas are located around residential areas around the periphery of the Dublin City Council, city core area and also along the administrative boundary. The areas in the 3rd phase for introducing 30km/hr speed limits were identified for the following reasons:

- Submissions from the Elected Representatives and members of the public during the course of the Phase 1 & 2 roll out;
- Many of the roads and streets have already had engineering interventions introduced to calm traffic so many are conducive to a self-enforcing lower speed limit;
- To provide a consistent speed limit as motorists move through different areas /zones of the city.

Phase 4 – (July, 2019).

These areas are located around residential areas around the city core area, along the administrative boundary and periphery of the Dublin City Council area.

The following areas of City are proposed as the next zone for consideration to introduce a 30km/hr speed limit:

- Parts of North-West and Central Area
- Parts of South –Central and South –East Area
- Parts of North –Central Area

The locations identified on drawing No.3369-13 are based on our assessment of the traffic environment across the city over time against the following criterion;

- Submissions from Elected Representatives and members of the public over the past couple of years;
- Consideration of roads and streets that include an engineered layout and design and the potential for introducing a self-enforcing speed limit;
- Assessment against the accident data base and close consultation with the Gardai, and;
- Information from speed surveys of the existing speeds on candidate roads and streets.

The Assessment of the Public Consultation Process

The Public Consultation is being carried out in accordance with the process outlined by the Department for Transport, Tourism and Sport. This process is outlined on Figure 2 (page 6 of this document).

Dublin City Council is to “seek public comment on the adoption of the Dublin City Council Special Speed Limit Bye-Laws 2019”.

On completion of the Public Consultation process, Dublin City Council’s Environment and Transportation Department will compile a report to the Transportation Strategic Policy Committee on the Public’s comments in relation to the adoption of the DCC Special Speed Limit Bye-Laws 2019. This report will include a recommendation in relation to the adoption of the proposed bye-laws. Thereafter the report will be presented to the Elected Members for their adoption or otherwise.

Next steps

On completion of this Public consultation, all submissions will be compiled into a report outlining the public feedback and sentiment. This report will initially be presented to the Dublin City Council Strategic Policy Committee on Transportation and thereafter to the full Council for their considerations and potential adoption of the Draft Dublin City Council Special Speed Limit Bye-Laws 2019.

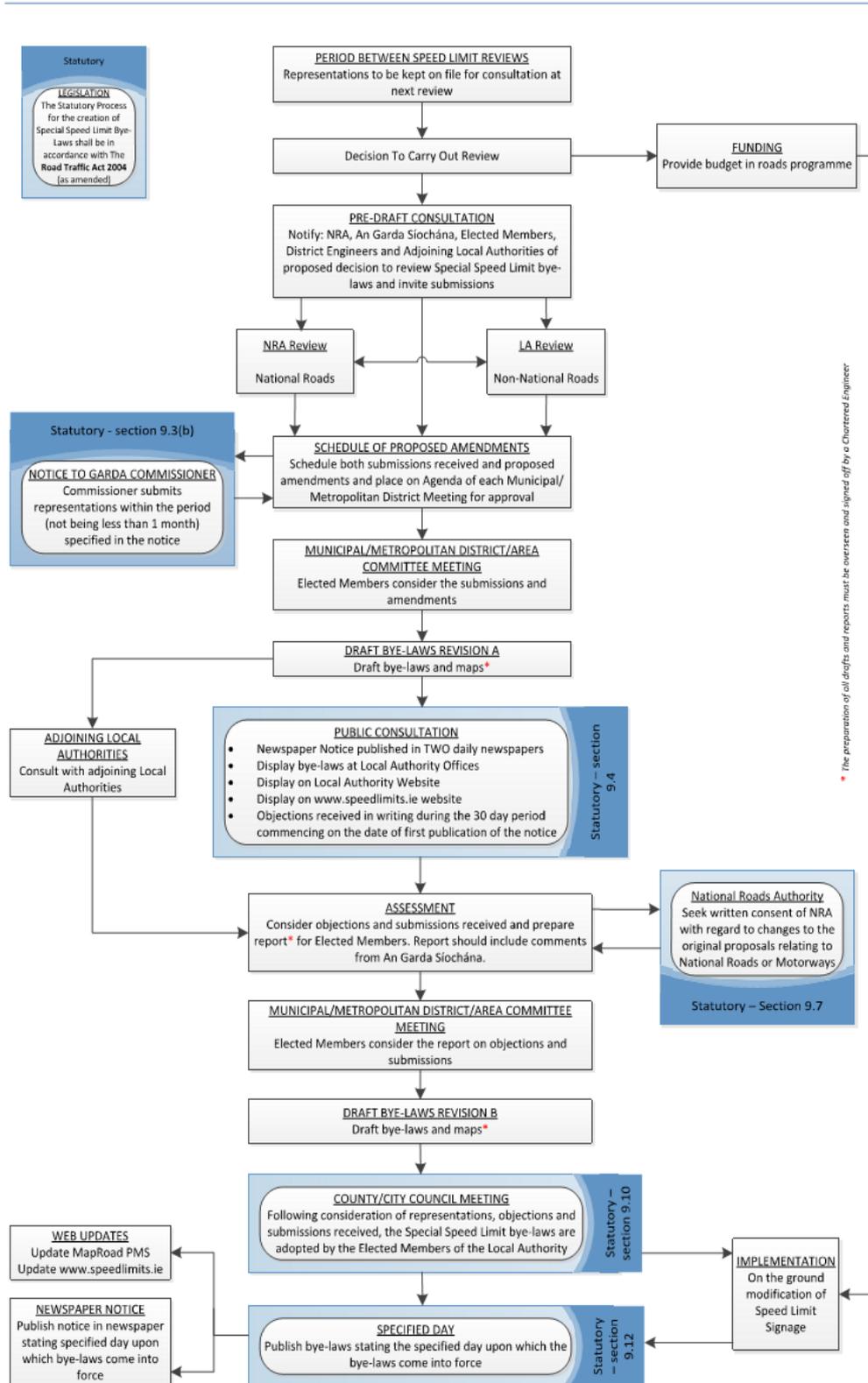
Figure 1. Structure of permitted Speed Limits, including Special Speed Limits.

Statutory	Default Speed Limits	Motorway (M) – 120 km/h	
		National Roads (N, NP, NS) – 100 km/h	
		Regional (R) – 80 km/h	
		Local Roads (L) – 80 km/h <ul style="list-style-type: none"> - Local Primary (LP) - Local Secondary (LS) - Local Tertiary (LT) 	 <div style="display: inline-block; vertical-align: middle; margin-left: 10px;">  <p>Local Tertiary and selected Local Secondary roads only</p> </div>
		Built-up area	
	Special Speed Limits	      	
	Variable or Periodic Special Speed Limits	Any <i>Special Speed Limit</i> but normally lower than the speed limit in effect at the time of variable or periodic change	
Road works Speed Limits	Any of the above but normally:     		
Non-Statutory	Cautionary Speeds at Road Works	Rectangular plates with black text on a white background displaying either 75 km/h, 65 km/h, 55 km/h, 45 km/h, 35 km/h, 25 km/h,	

(Source: Guidelines for Setting and Managing Speed Limits in Ireland - March 2015, Chapter 2, Pg 5.)

Figure 2. DTT&S - Review flowchart

GUIDELINES FOR SETTING AND MANAGING SPEED LIMITS IN IRELAND



DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS, 2019

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

1. These bye-laws may be cited as the Dublin City Council Special Speed Limit Bye-Laws 2019.
2. Subject to clause 3 below, these bye-laws shall come into operation on xxxx 2019.
3. In order to allow time to install the requisite signage, the speed limit for the areas identified as Part A, Part B and Part C in drawing no. 3369-13 shall come into operation on the dates listed below:

Part A (colour yellow)	March, 31 st 2020
Part B (colour blue)	June 30 th 2020
Part C (colour coral)	Sept 30 th 2020

4. **Eighty** kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified (colour orange) in drawing no. 3369-13 and listed in part I of the appendix to this document.
5. **Sixty** kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified (colour green) in drawing no. 3369-13 and listed in part II of the appendix to this document.
6. *Special Speed Limit for Special Circumstances.* **Fifty** kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified (colour navy) in drawing no 3369-13 and listed in part III of the appendix to this document in the event of an incident or maintenance works causing an obstruction or when there is a risk of congestion on the roads. This speed limit to be indicated by variable message sign. At all other times the speed limit on these roads shall revert to **eighty** kilometres per hour.
7. **Thirty** kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified (colour lilac) in drawing no. 3369-13 and also the streets included in the following areas:

Part A – colour yellow

Part B – colour blue

Part C – colour coral

8. *Special Periodic Speed Limit 30 km/h in the vicinity of schools.* **Thirty** kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified (colour red) in drawing no. 3369-13 and listed in part IV of the appendix to this document **Monday to Friday** between hours 08.15 to 9.30 and 12.45 to 16.15 and during the official term time that schools are convened. At all other times the speed limit on these roads shall revert to **fifty** kilometres per hour.
9. Dublin City Special Council Speed Limit Bye-Laws 2018 are hereby revoked.
10. The built up area speed limit of **fifty** kilometres per hour shall apply to all other roads in the Dublin City Council administrative area (colour purple) as specified in drawing no. 3369-13.

APPENDIX

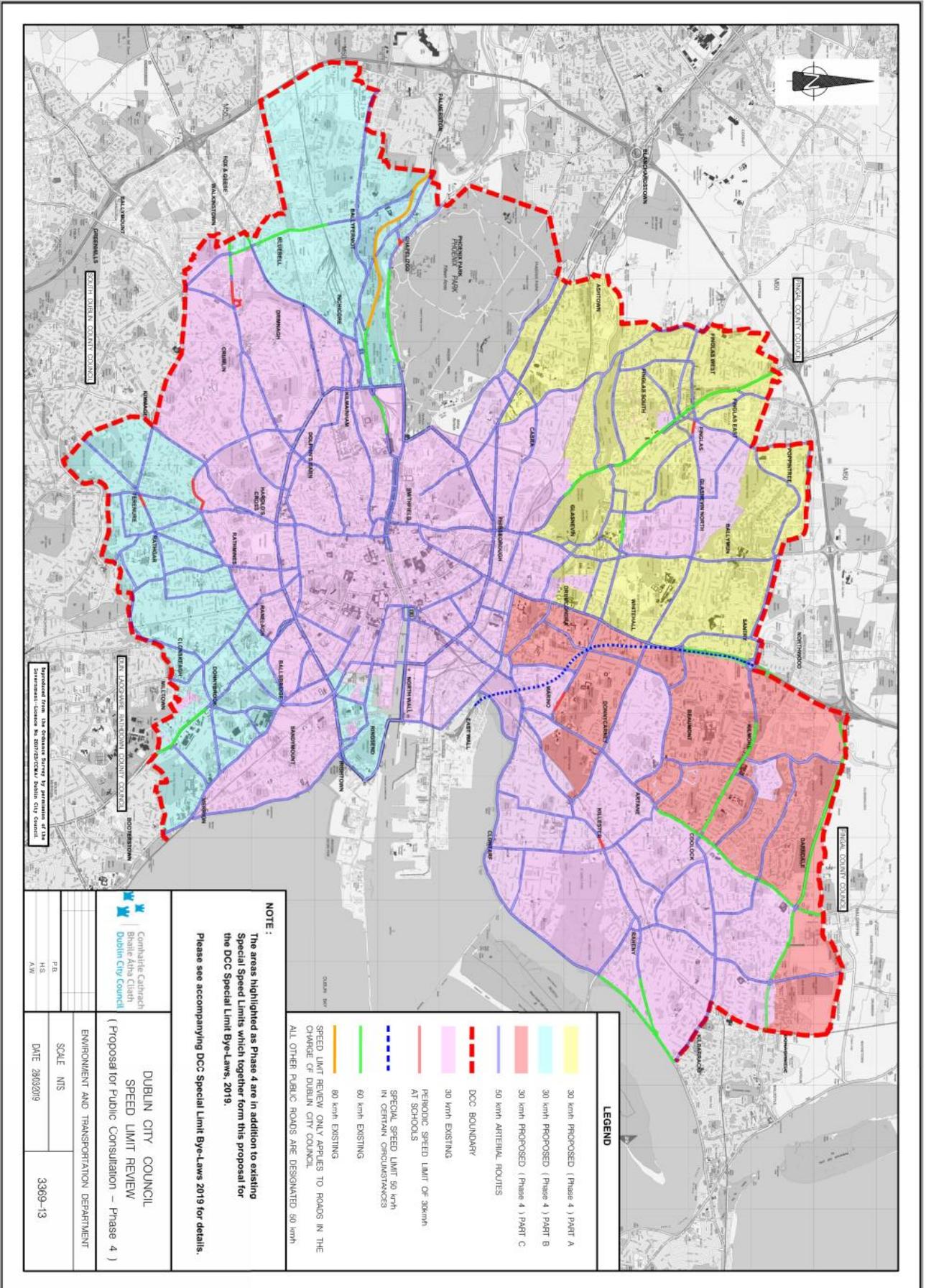
- I. Eighty kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified:
 1. Chapelizod Bypass from the South Dublin County Council / Dublin City boundary to its junction with Con Colbert Road.
 2. Santry Bypass northbound, from a point 135 metres south of the south face of the west abutment of the southern bridge of the Coolock Lane Interchange northwards to the Fingal County Council / Dublin City boundary.

- II. Sixty kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified:
 1. James Larkin Road (from Watermill Road junction to Howth Road junction).
 2. Howth Road between a point 32 metres east of its junction with St. Assam's Road East and its junction with Kilbarrack Road.
 3. Oscar Traynor Road between a point 65 metres west of its junction with Dundaniel Road and a point 74 metres north-west of its junction with the Malahide Road.
 4. Finglas Road from a point 90 metres west of junction of Finglas Road and Tower View Cottages (adjacent to Glasnevin Cemetery) to the Finglas By Pass.
 5. Finglas By Pass from Finglas Road to North Road.
 6. North Road from the junction of North Road and Finglas By Pass to Fingal County Council / Dublin City boundary.
 7. Kylemore Road between its junction with Naas Road and a point 46 metres south of Kylemore Road Railway Bridge.
 8. Walkinstown Avenue between its junction with Naas Road and its junction with Long Mile Road.

9. Long Mile Road between the South Dublin County Council / Dublin City boundary and a point 46 metres west of its junction with Walkinstown Parade.
10. Stillorgan Road between the Dún Laoghaire- Rathdown County Council / Dublin City boundary and a point 180 metres south of its junction with Anglesea Road.,
11. Chapelizod Road between a point 100 metres west of its junction with Phoenix Park access at Islandbridge Gate and a point 100 metres east of its junction with Phoenix Park access at Chapelizod Gate.
12. Griffith Avenue between a point 100 metres west of its junction with Ballymun Road and a point 100 metres east of its junction with Ballygall Road East.
13. Con Colbert Road, from Con Colbert Road – Chapelizod By Pass junction to a point 150 metres west of its junction with South Circular Road.
14. Malahide Road between a point 50 metres north-east of its junction with the roundabout at Artane to a point 50 metres south west of its junction with the Northern Cross Extension and Clare Hall Avenue.
15. Northern Cross Extension, from its junction with M1 motorway to a point 50 metres west of its junction with Malahide Road
16. Clare Hall Avenue from a point 50 metres east of its junction with Malahide Road to a point 106m west of its junction with Grange Road.
17. Malahide Road from a point 50 metres north of its junction with N32 and Clare Hall Avenue to the Fingal County Council / Dublin City boundary.
18. St. John's Road West from its junction with Military Road to its junction with South Circular Road.
19. Naas Road from the South Dublin County Council / Dublin City boundary to its junction with Kylemore Road.
20. Grange Road from a point 57m east of its junction with Clare Hall Avenue to the Fingal County Council / Dublin City boundary.

21. Santry By Pass northbound from the north face of the east abutment of the Shantalla Road over bridge to a point 135m south of the south face of the west abutment of the southern bridge of the Coolock Lane Interchange.
 22. The northbound diverging lane (exit ramp) of the Santry By Pass at the Coolock Lane Interchange, from a point 165m from the line of the south face of the west abutment of southern bridge at interchange northwards to a point 87m from this line.
 23. Santry By Pass southbound from a point 127m south of the south face of the east abutment of the southern bridge at interchange to the north face of the east abutment of the Shantalla Road over bridge.
 24. Southbound converging lane (entry ramp) at the Coolock Lane Interchange, from a point 5m from the line of the south face of the east abutment of the southern bridge at interchange, to junction with Santry By Pass.
 25. R148 Chapelizod Bypass outbound carriageway, from a point 105m east, of the intersection of the Kylemore Road with the R148 Chapelizod Bypass, westbound to the City/ County Boundary at Palmerstown.
- III. Fifty kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified:
1. Santry By-Pass, southbound between Fingal County Council /Dublin City Council boundary and a point 250m south of the north face of the east abutment of northern bridge at Coolock Lane Interchange.
 2. The Dublin Port Tunnel (North Port Access Route), Southbound.
 3. The Dublin Port Tunnel (North Port Access Route), Northbound.
- IV. Special Periodic Speed Limit 30 km/h in the vicinity of schools.
1. Long Mile Road (both eastbound and westbound carriageways) from a point 10m east of its junction with Walkinstown Parade to a point 60m east of its junction with Slievebloom Park
 2. Slievebloom Park

3. Chapelizod Road from a point opposite the common boundary of numbers 4 and 5 Mullingar Terrace for a distance of 140m in a westerly direction
4. Howth Road from a point at Public Lamp Standard 86 and heading West for 160m and East for 60m
5. Griffith Avenue from a point at Public Lamp Standard 11 and heading West for 373m and East for 67m
6. Seamus Ennis Road from a point at Public Lamp Standard 70 and heading West for 78m and East for 92m
7. Terenure Road East from a point at Public Lamp Standard 16 and heading East for 200m and West for 80m
8. Clareville Road East from a point at Public Lamp Standard 11 and heading East for 79m and West for 100m



Proposed 30 km/h Speed Limit Areas in Dublin City Council
 Prepared for the DCC by the Environmental and Transportation Department
 Date: 29/03/2019

NOTE :
 The areas highlighted as Phase 4 are in addition to existing Special Speed Limits which together form this proposal for the DCC Special Limit Bye-Laws, 2019.
 Please see accompanying DCC Special Limit Bye-Laws 2019 for details.

LEGEND

- 30 km/h PROPOSED (Phase 4) PART A
- 30 km/h PROPOSED (Phase 4) PART B
- 30 km/h PROPOSED (Phase 4) PART C
- 50 km/h ARTERIAL ROUTES
- DCC BOUNDARY
- 30 km/h EXISTING
- PERIODIC SPEED LIMIT OF 30km/h AT SCHOOLS
- SPECIAL SPEED LIMIT 50 km/h IN CERTAIN CIRCUMSTANCES
- 60 km/h EXISTING
- 80 km/h EXISTING
- SPEED LIMIT REVIEW ONLY APPLIES TO ROADS IN THE CHARGE OF DUBLIN CITY COUNCIL.
- ALL OTHER PUBLIC ROADS ARE DESIGNATED 50 km/h

DUBLIN CITY COUNCIL
 SPEED LIMIT REVIEW
 (PROPOSAL FOR PUBLIC CONSULTATION – PHASE 4)
 ENVIRONMENT AND TRANSPORTATION DEPARTMENT

SCALE: NIS
 DATE: 29/03/2019
 3389-13

