



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

# **Dublin City Council's Special Speed Limit Bye-Laws 2018**

## **Public Consultation Documents**

**June 2018**

**Environment & 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/h Speed Limit in accordance with these Guidelines.

This is a Public Consultation of the proposed DCC Special Speed Limit Bye-Laws 2018, 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, 2018, (*Appendix D*)

The accompanying drawing No. 3369 – 11 (*Appendix C*) identifies the locations where Dublin City Council's Environment & Transportation Department propose to introduce additional 30Km/h speed zones in residential and school areas across Dublin under Phase 3. The content is subject to the consultation process and thereafter its adoption by the Elected Members.

Included in this Public Consultation is the proposal of a pilot scheme where outside schools on arterial routes where the speed is unlikely to be lowered permanently to less than 50 Km/h, Dublin City Council are proposing to have a 'Periodic Speed Limit'. If adopted, this pilot scheme will lower the speed on the selected arterial routes over a specific distance, at school drop off and collection times. The routes are listed in Schedule Five.

## **Context for the attached public consultation drawing No. 3369 – 11**

The roads listed under the schedules of the attached “Proposed DCC Special Speed Limit Bye-Laws, 2018” (*Appendix D*) directly relate to the existing Special Speed Limits and the additional identified as Phase 3.

Drawing No. 3369 – 11 illustrates the areas where the Proposed Special Speed Limit Bye-Laws refer to (Existing speed limits and Phase 3 of proposed 30 Km/h expansions)

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, and the 2016 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 on *Appendix A* below.

### **Rationale for the proposed phased introduction of 30km/hr zones**

The locations identified on drawing No.3369-11 (Phase 1 & 2, *in purple*) are based on our assessment of the traffic environment across the city over the past 18 months 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.

### **Phase 1 – (April / May 2017).**

This area is located within the Canals and the North & South Circular Roads. The core of Dublin City has been 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 highlighted as the 2<sup>nd</sup> phase for introducing 30km/hr speed limits have been 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 & also along the administrative boundary. The areas highlighted as the 3<sup>rd</sup> phase for introducing 30km/hr speed limits have been 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.

## **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 Appendix B.

In relation to Item 1: to “Seek public comment on the adoption of the Dublin City Council Special Speed Limit Bye-Laws, 2018 (*Appendix D*)”.



















In relation to item 2: to “Seek public feedback in relation to the proposed Periodic Speed Limit on Arterial Routes outside Schools (*Fifth schedule of Appendix D*)”

On completion of the Public Consultation process (July 2018), 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, 2016. This report (September. 2018) 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 in to 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 2018.

**Appendix A – Structure of permitted Speed Limits, including Special Speed Limits.**

<b>Statutory</b>	<b>Default Speed Limits</b>	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"> <li>- Local Primary (LP)</li> <li>- Local Secondary (LS)</li> <li>- Local Tertiary (LT)</li> </ul>	  <p>Local Tertiary and selected Local Secondary roads only</p>
		Built-up area	
	<b>Special Speed Limits</b>	      	
<b>Variable or Periodic Special Speed Limits</b>	Any <i>Special Speed Limit</i> but normally lower than the speed limit in effect at the time of variable or periodic change		
<b>Road works Speed Limits</b>	Any of the above but normally:     		
<b>Non-Statutory</b>	<b>Cautionary Speeds at Road Works</b>	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.)

## Appendix B – DTT&S - Review flowchart

### GUIDELINES FOR SETTING AND MANAGING SPEED LIMITS IN IRELAND

