

**Item No. 5**



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

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

**Report on the Public Consultation on the  
proposed Dublin City Council Special Speed  
Limit Bye-Laws 2018**

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Transportation Division  
September 2018**

## **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 30 km/h 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 and 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 2016. The default speed limit in Dublin City is 50 km/h with a selection of areas, roads and streets where a special speed limit of 30, 60 or 80 km/h are also in place (Please see link below for a map of the current Speed Limits in Dublin City Council area).

This Public Consultation has two purposes:

- Seek public acceptance for the introduction of the proposed revised Dublin City Council Special Speed Limits Bye-Laws 2018 which include additional 30 km/h zones in the Dublin City Council administrative area.
- Seek public feedback in relation to the proposed Periodic Speed Limit on Arterial Routes outside Schools.

The proposed public consultation documentation was presented to both the Transportation Strategic Policy Committee and the full Dublin City Council at their meetings on 19<sup>th</sup> April and 14<sup>th</sup> May 2018, respectively. Approval to proceed to public consultation was received from the Elected Representatives at that time.

In all 63 responses were received with 51 respondents wishing to comment on the proposed Bye-Laws and 2 making formal submissions.

## Public Consultation Details

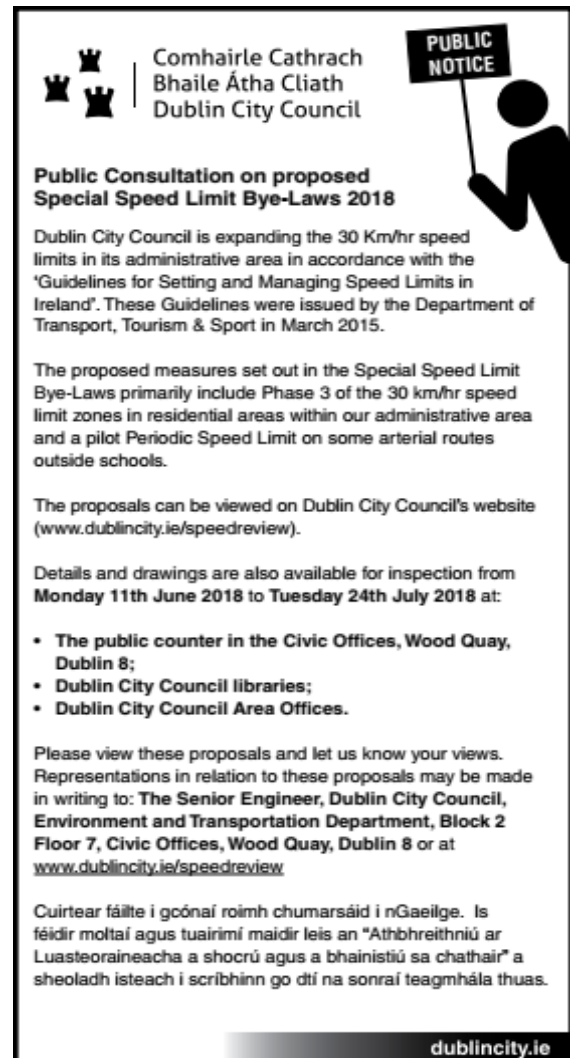
The Public Consultation on the draft Speed Limit Bye-Laws 2018 was carried out from the **11<sup>th</sup> June to the 24<sup>th</sup> of July 2018 inclusive.**

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 both the Irish Independent and Irish Star on Wednesday, June 6<sup>th</sup> 2018.

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.

Public consultation documents and information were put on the website [www.dublincity.ie/speedreview](http://www.dublincity.ie/speedreview), where they are still accessible for information, (see Appendix A). Submissions were also accepted online at <https://consultation.dublincity.ie/traffic-and-transport/public-consultation-proposed-special-sp/>



The poster features the Dublin City Council logo (three crowns) and the text 'Comhairle Cathrach Bhaile Átha Cliath Dublin City Council'. A silhouette of a person holding a sign that says 'PUBLIC NOTICE' is on the right. The main text reads: 'Public Consultation on proposed Special Speed Limit Bye-Laws 2018'. Below this, it states: '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 & Sport in March 2015.' It then lists proposed measures: 'The proposed measures set out in the Special Speed Limit Bye-Laws primarily include Phase 3 of the 30 km/hr speed limit zones in residential areas within our administrative area and a pilot Periodic Speed Limit on some arterial routes outside schools.' It provides information on where to view proposals: 'The proposals can be viewed on Dublin City Council's website (www.dublincity.ie/speedreview). Details and drawings are also available for inspection from Monday 11th June 2018 to Tuesday 24th July 2018 at: • The public counter in the Civic Offices, Wood Quay, Dublin 8; • Dublin City Council libraries; • Dublin City Council Area Offices.' It also includes contact information for representations: '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 at www.dublincity.ie/speedreview'. At the bottom, there is a Gaelic notice: 'Cuirtear fáilte i gcónaí roimh chumarsáid i nGaeilge. Is féidir moltaí agus tuairimí maidir leis an "Athbheithniú ar Luasteorainneacha a shocrú agus a bhainistiú sa chathair" a sheoladh isteach i scríbhinn go dtí na sonraí teagmhála thuas.' The website 'dublincity.ie' is at the bottom right.

Submissions could have been made online, on or before **5pm on Tuesday 24th July 2018.**

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

A hard copy of the proposed Special Speed Limit Bye-Laws 2018 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)

**2** Email submissions were received.

**51** Comments were received via consultation.dublincity.ie

In addition **63** respondents completed the online survey included on consultation.dublincity.ie

<b>The 51 submissions conveyed the following general comments</b>		
<b>Item</b>	<b>Comment</b>	<b>No.</b>
1.	<b>Submission was generally supportive of expanding the 30 km/h speed limit as per proposal, (no specific additional comment).</b>  <i>Response: Noted.</i>	<b>15</b>
2.	<b>Support for expanding 30 km/h speed limits expressed. This was accompanied with additional roads and streets suggested for future considerations for both 30 km/h and 40 km/h speed limit areas.</b>  <i>Response: Noted. Suggested roads and streets have been retained for consideration as part of the Phase 4 review of special speed limit bye laws.</i>	<b>27</b>
3.	<b>Difficulty maintaining 30 km/h speed whist driving unless in traffic.</b>  <i>Response: Noted</i>	<b>1</b>

The 51 submissions conveyed the following general comments

Item	Comment	No.
4.	<p><b>All areas around Schools should be 30 km/h Zones</b></p> <p><i>Response:</i>  <i>Noted. There is a pilot scheme proposed to have a periodic speed limit outside schools; this will be monitored and expanded if successful.</i></p>	<b>2</b>
5.	<p><b>Support for the expansion with a requirement for further enforcement and / or Engineering interventions</b></p> <p><i>Response:</i>  <i>Noted</i></p>	<b>6</b>
	<b>Total number of submissions received</b>	<b>51</b>

**Questionnaire Responses:**

Included in the online public consultation were a number of questions on the expansion of the 30 km/h zones and driver behaviour and attitudes towards the introduction. Included as Appendix A are the responses submitted as well as the statistics report.

Looking at the responses submitted, it is clear that there is very strong support for the expansion of the zones and the pilot scheme outside the schools.

**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 Environment and 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 3rd phase of the slow zones and the periodic speed limit at schools pilot to be implemented

3<sup>rd</sup> Phase: €160,000

Periodic Pilot: €75,000

**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 Dublin City Council Special Speed Limit Bye-Laws 2018, **copy attached**, set out the expansion of the existing 30 km/h speed limit zones in predominantly residential areas and in proximity to schools. Should these new Bye-Laws be adopted, the intention of Dublin City Council's Transportation Department is to continue with the roll out of 30 km/h speed limits in all residential areas across the local authority as a whole. This would be a phased implementation programme and would be with the required public consultations and in due course complying with the Road Traffic Act 1994.

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 30 km/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 30 km/h area, and their continued support for 30 km/h speed limits post introduction. There is also a strong demand from residents in other areas not included in this phase to have their area included in future phases.

**Recommendation:**

Based on the responses and submissions received and the strong support for the proposed new Bye-Laws, it is the recommendation of the Environment and Transportation Department that the Transportation Strategic Policy Committee recommend the proposed Dublin City Council Special Speed Limit Bye-Laws 2018 to the City Council for adoption.

# Appendix A



## Special Speed Limit Bye-Laws 2018 - Public Consultation: Summary report

This report was created on Wednesday 25 July 2018 at 08:27.

The consultation ran from 11/06/2018 to 24/07/2018.

### Contents

Question 1: I wish to comment as follows	1
I wish to comment as follows	1
Question 2: Levels of Support & Opposition	2
Levels of Support & Opposition - How strongly do you support or oppose the proposal to extend the 30km/hr speed limit to residential areas?	2
Levels of Support & Opposition - How strongly do you support or oppose the proposal to introduce a periodic 30km/hr speed limit to school areas?	2
Question 3: How will people drive in 30km/hr zones	3
How will people drive in 30km/hr zones - I will be careful to observe new 30km/hr limits wherever they are.	3
How will people drive in 30km/hr zones - 30km/hr speed limits in residential areas is a positive thing for the community and its environment.	3
How will people drive in 30km/hr zones - Our residential areas are safe for vulnerable road users and do not need the speed limits to be lowered.	4
Question 4: Thoughts on others:	4
Thoughts on others - Most people drive too quickly	4
Thoughts on others - I wish everyone would slow down a bit on the roads.	5
Thoughts on others - Breaking speed limits is not acceptable in most circumstances.	5
Thoughts on others - People will ignore 30km/hr limits because they don't see themselves getting caught by the police.	6
Question 5: Thoughts of themselves:	6
Thoughts of themselves: - If the 30km/hr speed limit is extended into other areas, I may not stick to it.	6
Thoughts of themselves: - I use my own judgement, not speed limits, to decide on my speed on the road.	7
Question 6: Ability & Confidence	7
Ability & Confidence - Most people who break 30km/hr speed limits don't mean to, they simply didn't notice the limit was 30km/hr.	7
Ability & Confidence - I tend to unconsciously drive faster than speed limits quite often.	8
Ability & Confidence - I tend to drive at the speed of other people on the road.	8
Ability & Confidence - I don't much engage with speed limits, I just go with the flow.	9
Question 7: Which areas of the city do you mostly drive through?	10
Dublin Areas	10

### Question 1: I wish to comment as follows

#### *I wish to comment as follows*

There were **51** responses to this part of the question.



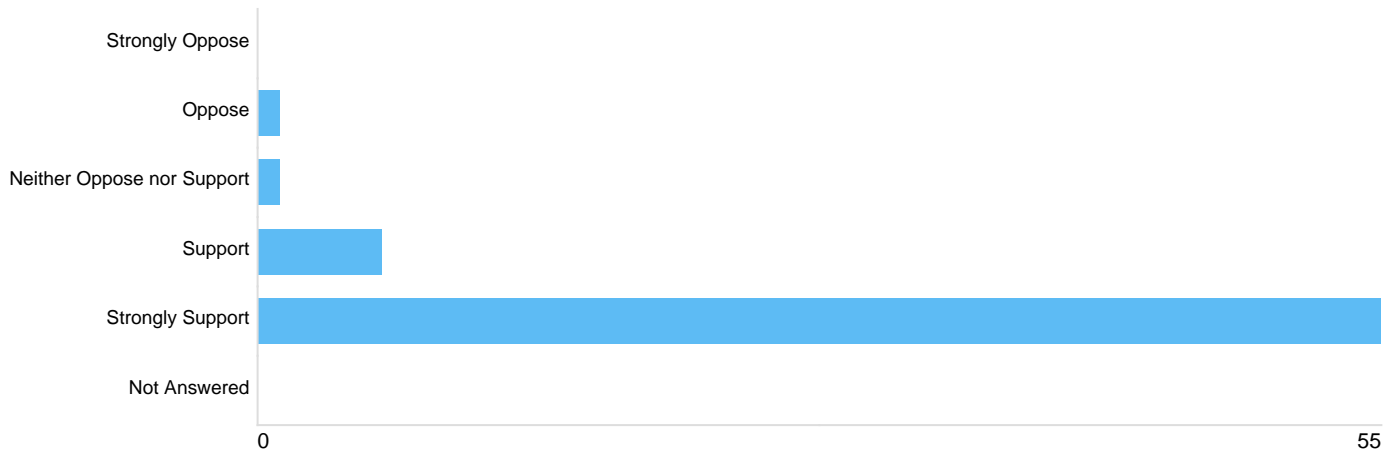
## Question 2: Levels of Support & Opposition

**Levels of Support & Opposition - How strongly do you support or oppose the proposal to extend the 30km/hr speed limit to residential areas?**



Option	Total	Percent
Strongly Oppose	3	4.76%
Oppose	0	0%
Neither Oppose nor Support	0	0%
Support	6	9.52%
Strongly Support	54	85.71%
Not Answered	0	0%

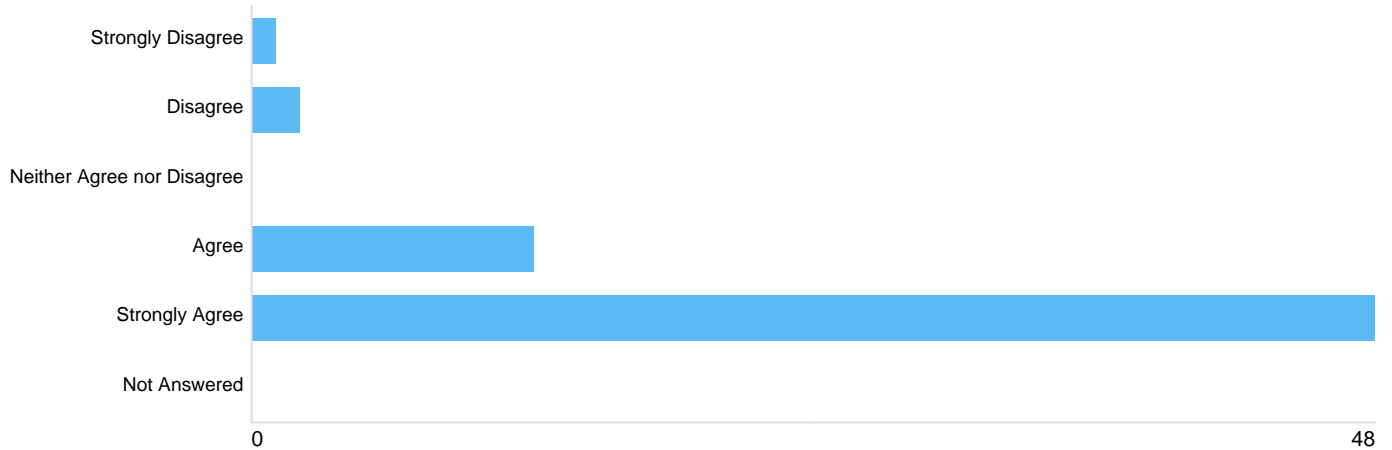
**Levels of Support & Opposition - How strongly do you support or oppose the proposal to introduce a periodic 30km/hr speed limit to school areas?**



Option	Total	Percent
Strongly Oppose	0	0%
Oppose	1	1.59%
Neither Oppose nor Support	1	1.59%
Support	6	9.52%
Strongly Support	55	87.30%
Not Answered	0	0%

### Question 3: How will people drive in 30km/hr zones

*How will people drive in 30km/hr zones - I will be careful to observe new 30km/hr limits wherever they are.*



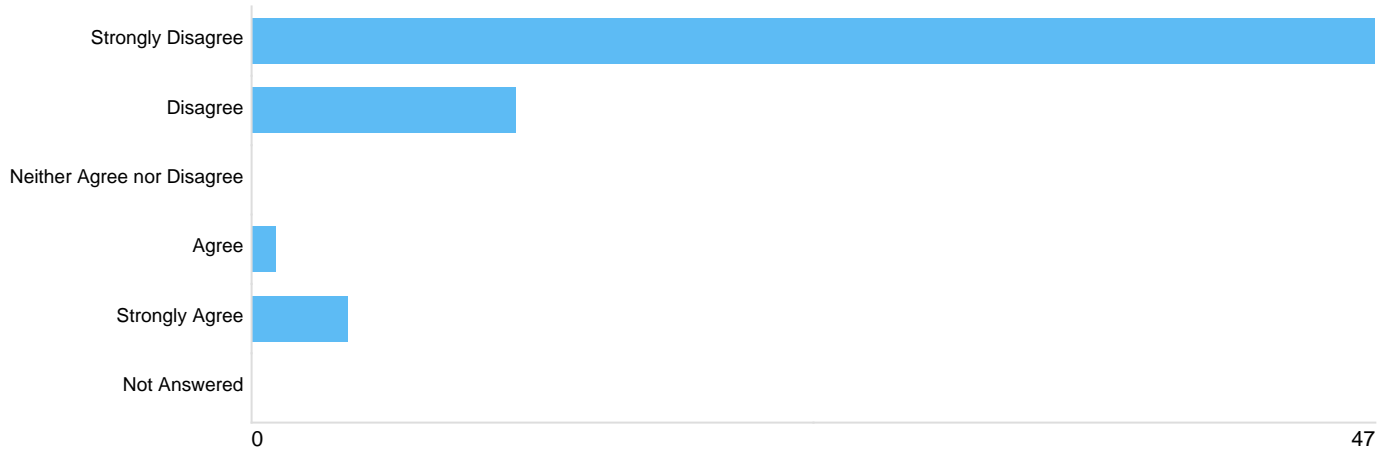
Option	Total	Percent
Strongly Disagree	1	1.59%
Disagree	2	3.17%
Neither Agree nor Disagree	0	0%
Agree	12	19.05%
Strongly Agree	48	76.19%
Not Answered	0	0%

*How will people drive in 30km/hr zones - 30km/hr speed limits in residential areas is a positive thing for the community and its environment.*



Option	Total	Percent
Strongly Disagree	2	3.17%
Disagree	1	1.59%
Neither Agree nor Disagree	0	0%
Agree	6	9.52%
Strongly Agree	54	85.71%
Not Answered	0	0%

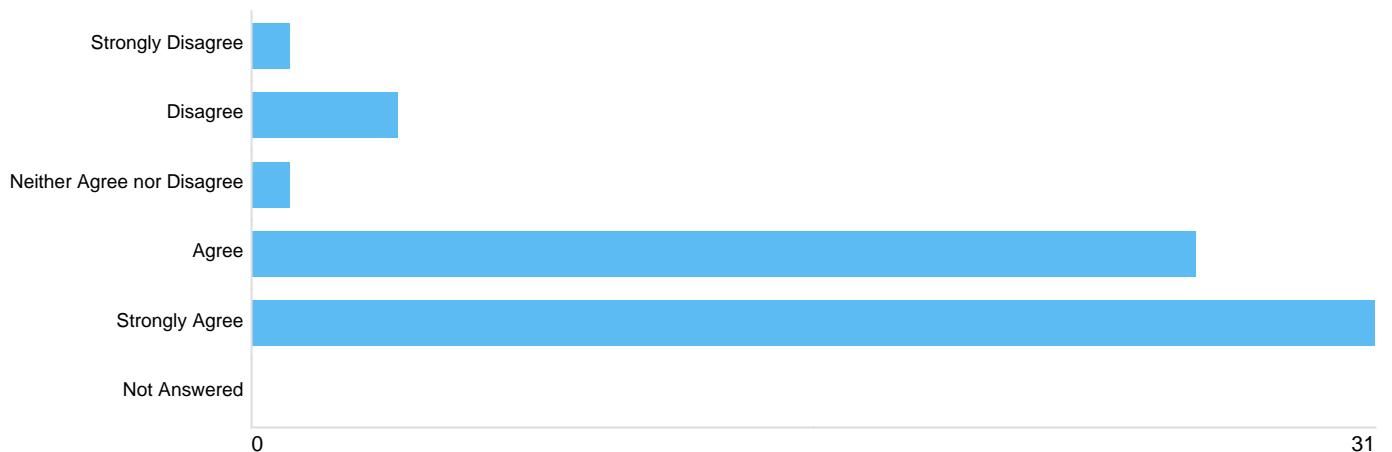
**How will people drive in 30km/hr zones - Our residential areas are safe for vulnerable road users and do not need the speed limits to be lowered.**



Option	Total	Percent
Strongly Disagree	47	74.60%
Disagree	11	17.46%
Neither Agree nor Disagree	0	0%
Agree	1	1.59%
Strongly Agree	4	6.35%
Not Answered	0	0%

**Question 4: Thoughts on others:**

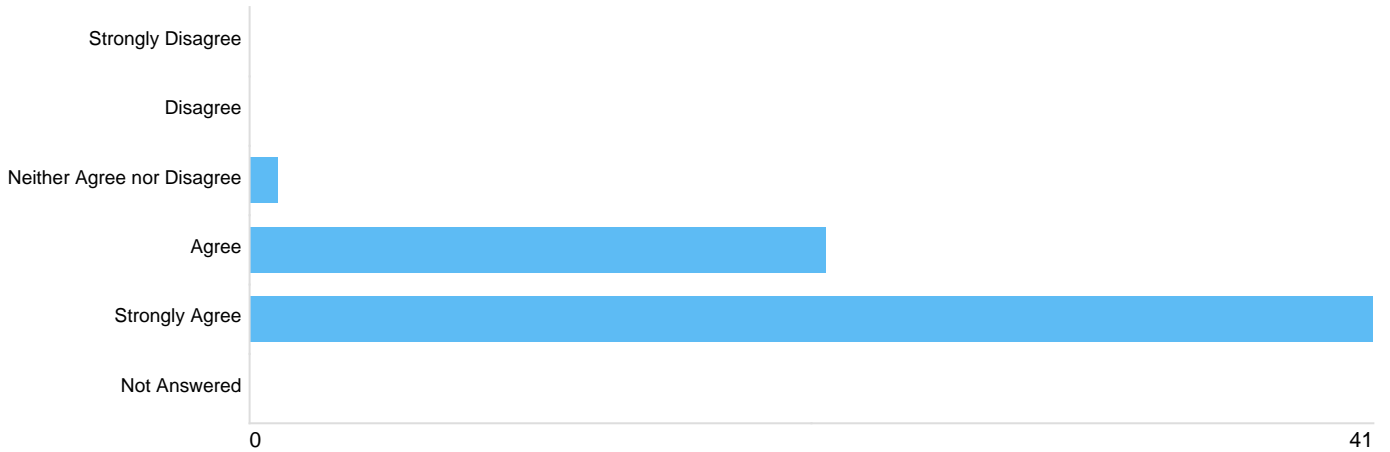
**Thoughts on others - Most people drive too quickly**





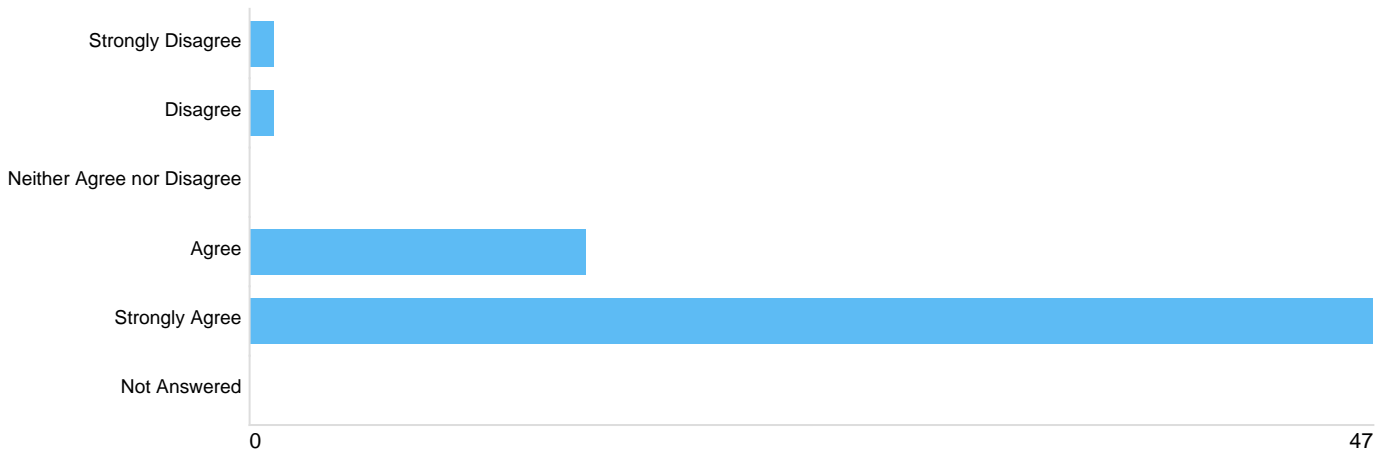
Option	Total	Percent
Strongly Disagree	1	1.59%
Disagree	4	6.35%
Neither Agree nor Disagree	1	1.59%
Agree	26	41.27%
Strongly Agree	31	49.21%
Not Answered	0	0%

**Thoughts on others - I wish everyone would slow down a bit on the roads.**



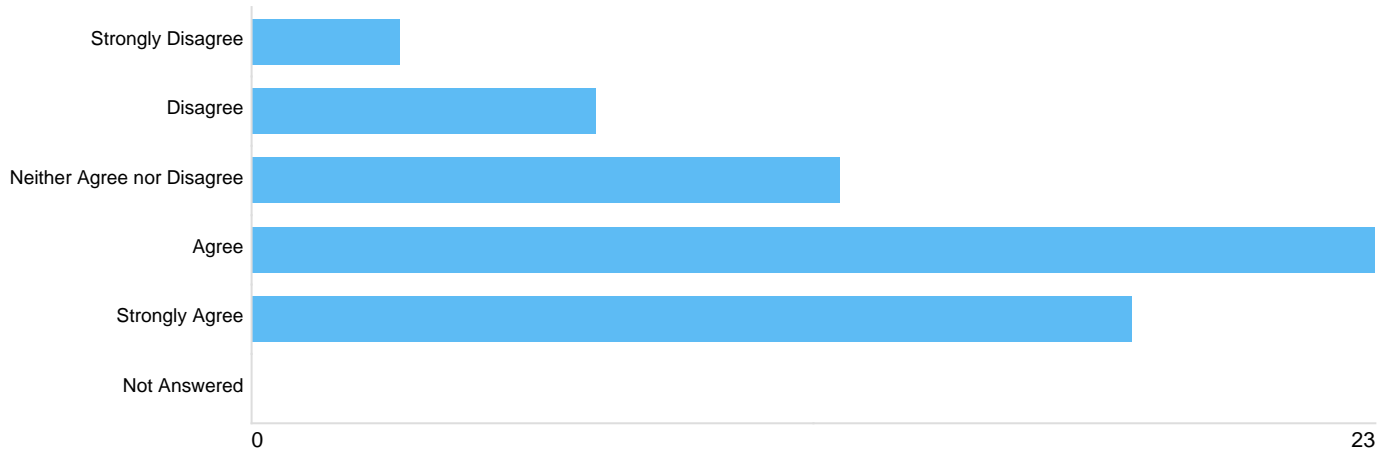
Option	Total	Percent
Strongly Disagree	0	0%
Disagree	0	0%
Neither Agree nor Disagree	1	1.59%
Agree	21	33.33%
Strongly Agree	41	65.08%
Not Answered	0	0%

**Thoughts on others - Breaking speed limits is not acceptable in most circumstances.**



Option	Total	Percent
Strongly Disagree	1	1.59%
Disagree	1	1.59%
Neither Agree nor Disagree	0	0%
Agree	14	22.22%
Strongly Agree	47	74.60%
Not Answered	0	0%

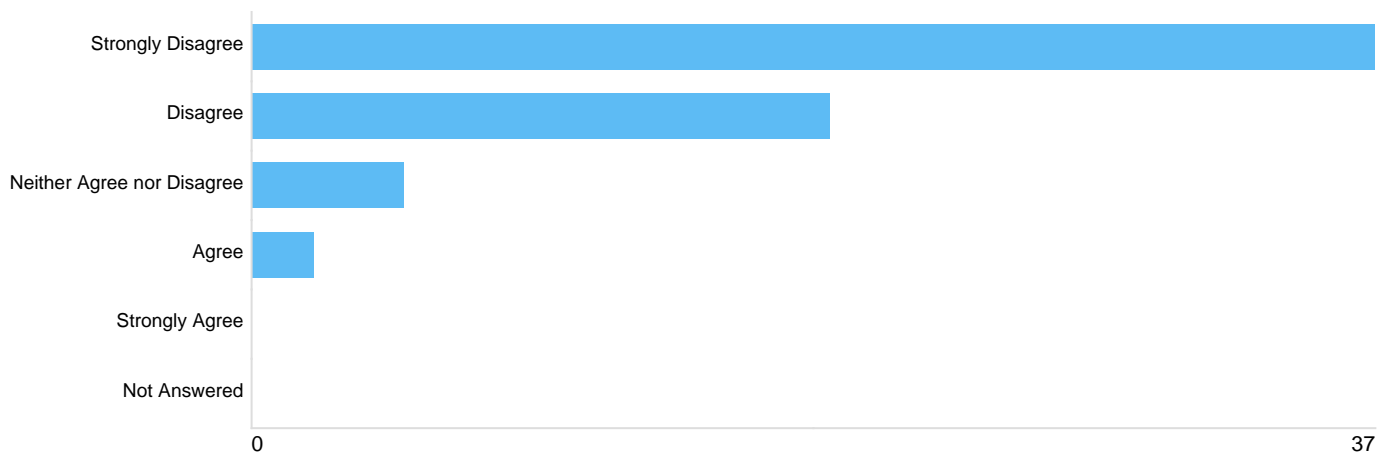
**Thoughts on others - People will ignore 30km/hr limits because they don't see themselves getting caught by the police.**



Option	Total	Percent
Strongly Disagree	3	4.76%
Disagree	7	11.11%
Neither Agree nor Disagree	12	19.05%
Agree	23	36.51%
Strongly Agree	18	28.57%
Not Answered	0	0%

**Question 5: Thoughts of themselves:**

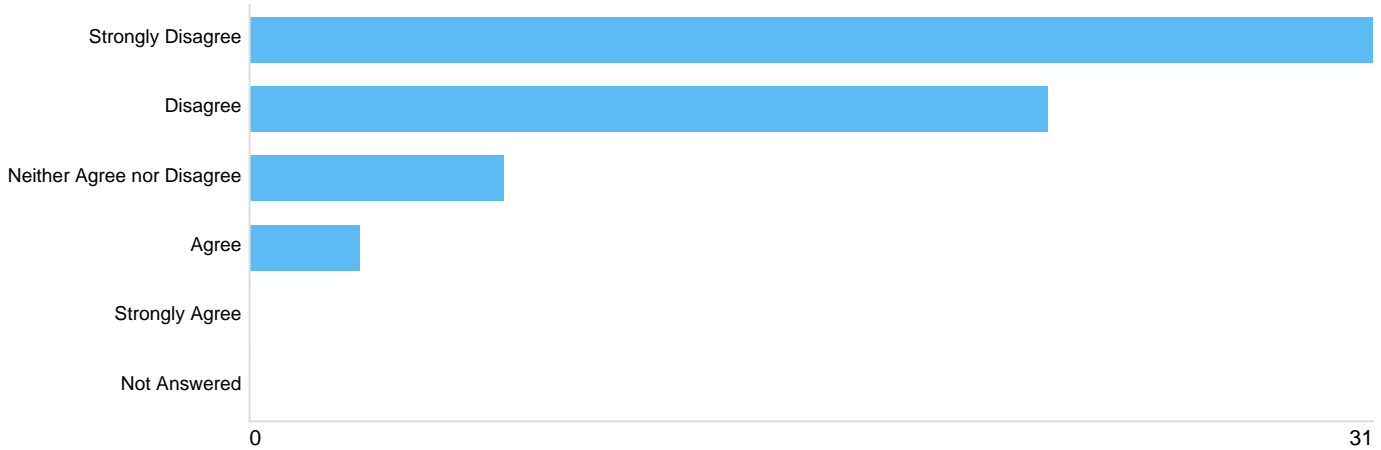
**Thoughts of themselves: - If the 30km/hr speed limit is extended into other areas, I may not stick to it.**





Option	Total	Percent
Strongly Disagree	37	58.73%
Disagree	19	30.16%
Neither Agree nor Disagree	5	7.94%
Agree	2	3.17%
Strongly Agree	0	0%
Not Answered	0	0%

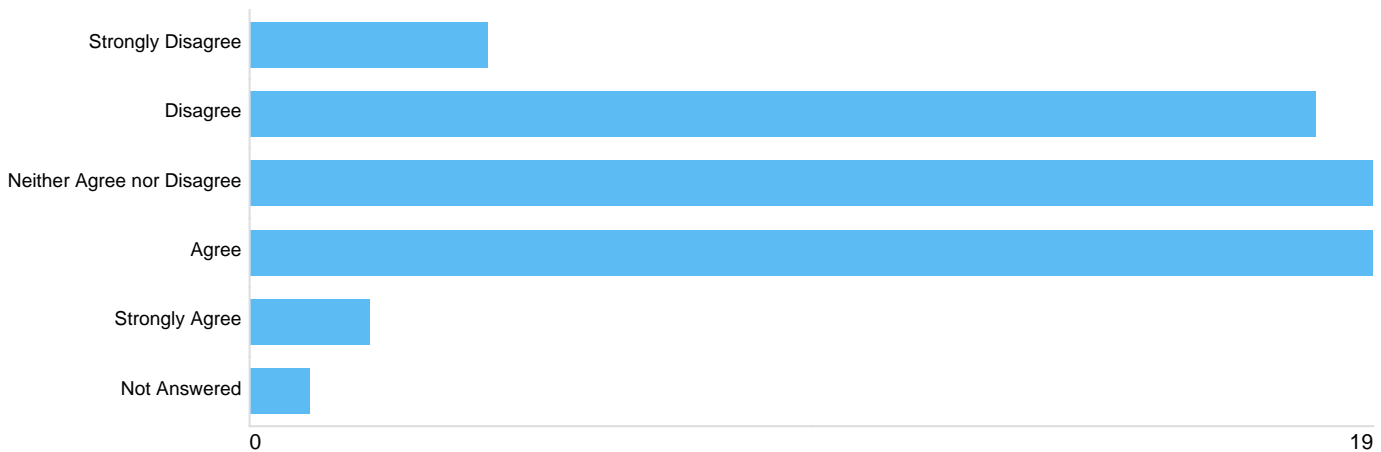
**Thoughts of themselves: - I use my own judgement, not speed limits, to decide on my speed on the road.**



Option	Total	Percent
Strongly Disagree	31	49.21%
Disagree	22	34.92%
Neither Agree nor Disagree	7	11.11%
Agree	3	4.76%
Strongly Agree	0	0%
Not Answered	0	0%

**Question 6: Ability & Confidence**

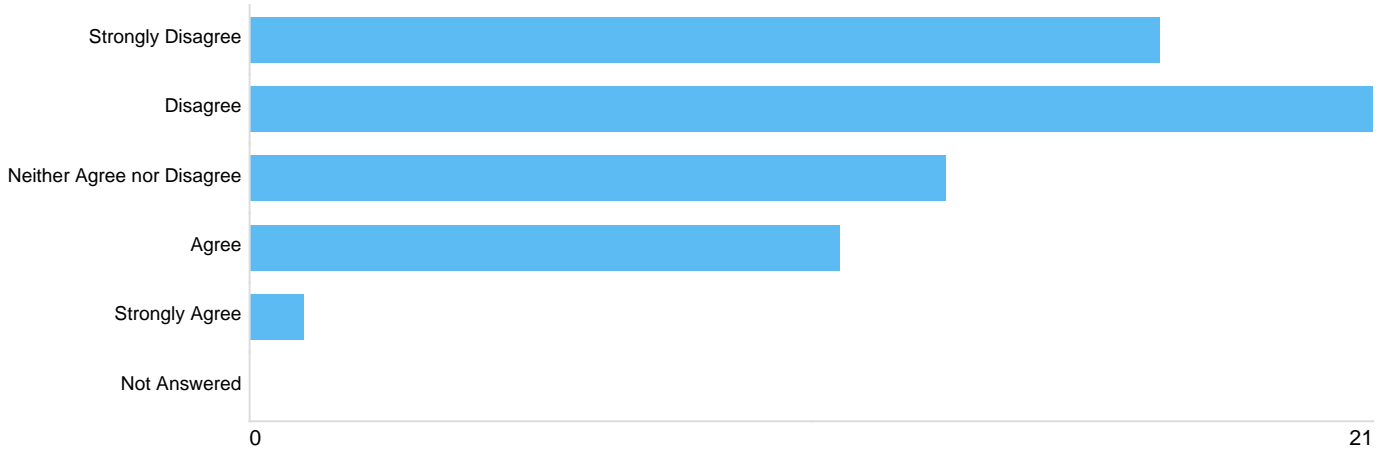
**Ability & Confidence - Most people who break 30km/hr speed limits don't mean to, they simply didn't notice the limit was 30km/hr.**





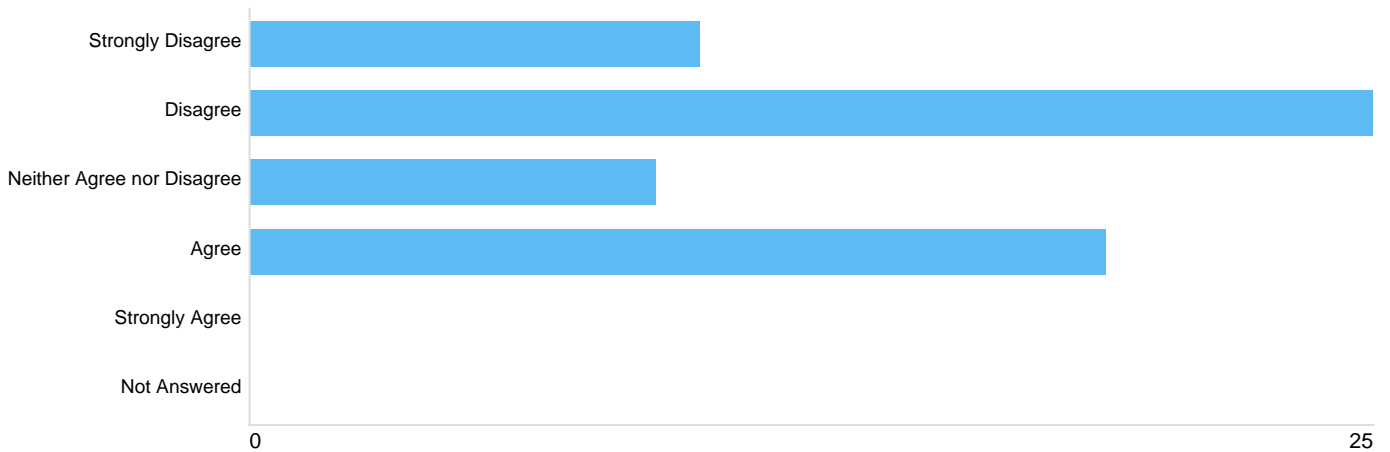
Option	Total	Percent
Strongly Disagree	4	6.35%
Disagree	18	28.57%
Neither Agree nor Disagree	19	30.16%
Agree	19	30.16%
Strongly Agree	2	3.17%
Not Answered	1	1.59%

**Ability & Confidence - I tend to unconsciously drive faster than speed limits quite often.**



Option	Total	Percent
Strongly Disagree	17	26.98%
Disagree	21	33.33%
Neither Agree nor Disagree	13	20.63%
Agree	11	17.46%
Strongly Agree	1	1.59%
Not Answered	0	0%

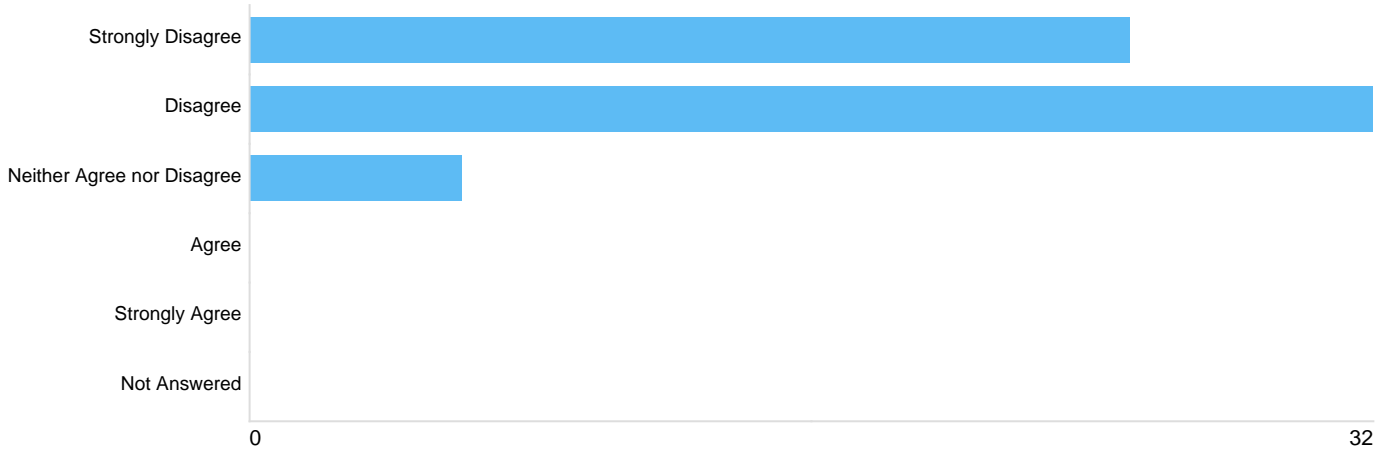
**Ability & Confidence - I tend to drive at the speed of other people on the road.**





Option	Total	Percent
Strongly Disagree	10	15.87%
Disagree	25	39.68%
Neither Agree nor Disagree	9	14.29%
Agree	19	30.16%
Strongly Agree	0	0%
Not Answered	0	0%

**Ability & Confidence - I don't much engage with speed limits, I just go with the flow.**



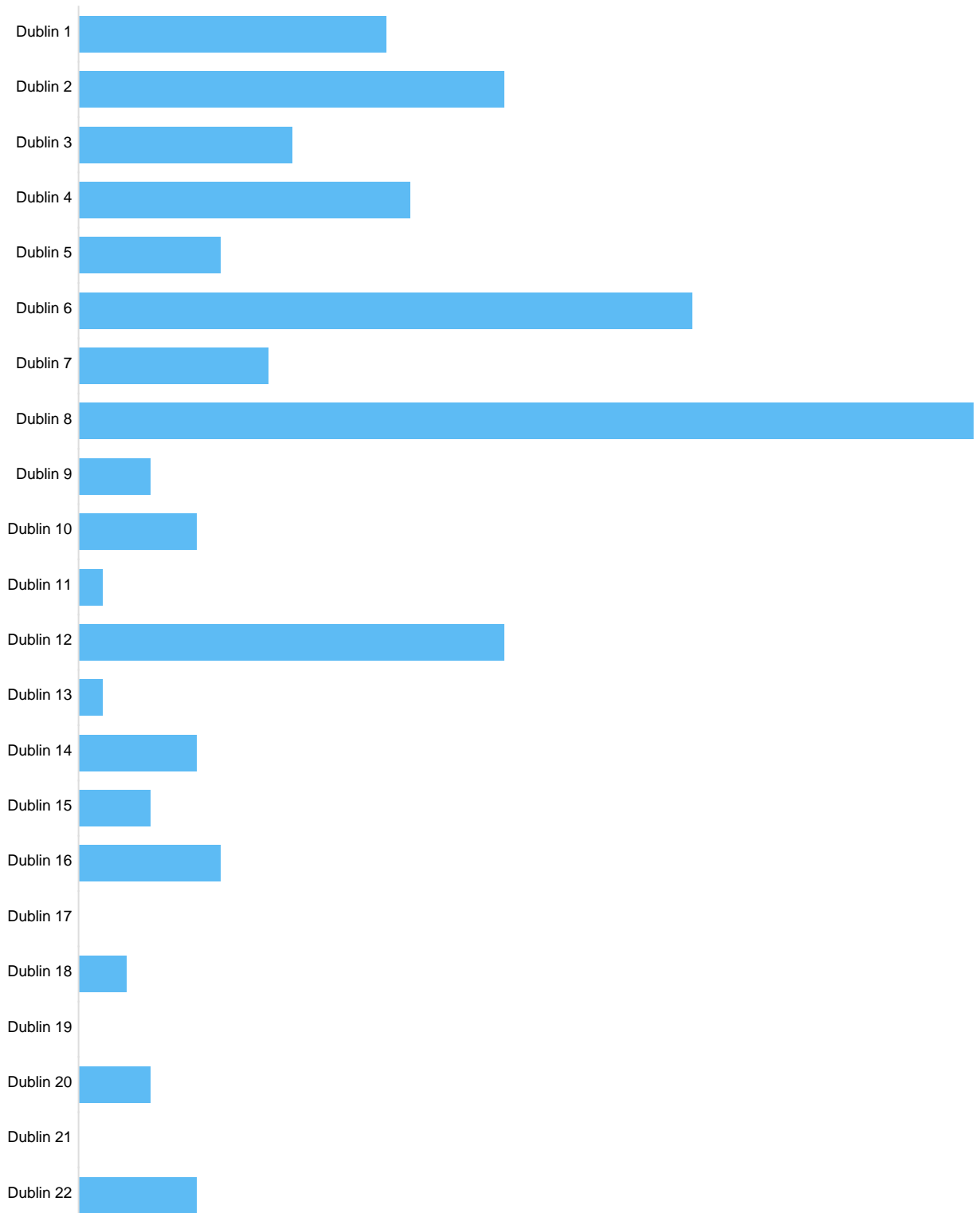




Option	Total	Percent
Strongly Disagree	25	39.68%
Disagree	32	50.79%
Neither Agree nor Disagree	6	9.52%
Agree	0	0%
Strongly Agree	0	0%
Not Answered	0	0%

**Question 7: Which areas of the city do you mostly drive through?**

**Dublin Areas**





Option	Total	Percent
Dublin 1	13	20.63%
Dublin 2	18	28.57%
Dublin 3	9	14.29%
Dublin 4	14	22.22%
Dublin 5	6	9.52%
Dublin 6	26	41.27%
Dublin 7	8	12.70%
Dublin 8	38	60.32%
Dublin 9	3	4.76%
Dublin 10	5	7.94%
Dublin 11	1	1.59%
Dublin 12	18	28.57%
Dublin 13	1	1.59%
Dublin 14	5	7.94%
Dublin 15	3	4.76%
Dublin 16	6	9.52%
Dublin 17	0	0%
Dublin 18	2	3.17%
Dublin 19	0	0%
Dublin 20	3	4.76%
Dublin 21	0	0%
Dublin 22	5	7.94%
Dublin 23	0	0%
Dublin 24	4	6.35%
Not Answered	1	1.59%