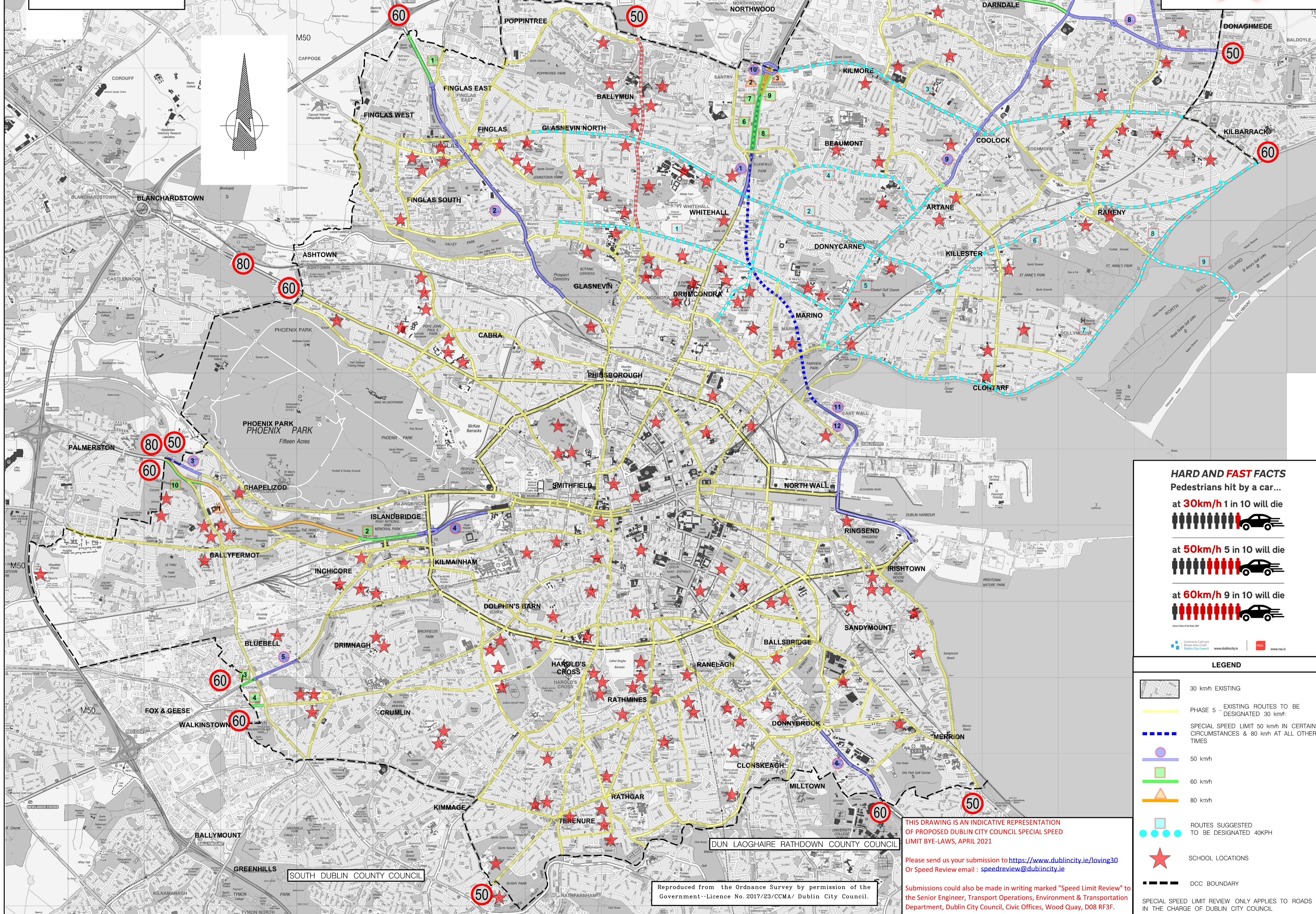


PROPOSAL FOR DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS APRIL 2021 - CONCEPT DESIGN

DRIVE like your
KIDS live here



HARD AND FAST FACTS

Pedestrians hit by a car...

at 30km/h 1 in 10 will die



at 50km/h 5 in 10 will die



at 60km/h 9 in 10 will die



Source: Road Safety Council

Routes suggested to be designated FORTY KILOMETRES per hour and indicated by on the map.

Dublin City Road Safety Section recommends that these routes should be designated 30km/h due to the number of schools along the routes. We would appreciate any comments or observations you may have.

1. Griffith Avenue from its junction with Tolka Estate Road to its junction with the Malahide Road.

2. Glasnevin Avenue from its junction with Grove Park Road along Collins Avenue to its junction with the Howth Road.

3. Coolock Lane from its junction with the Santry Interchange along Oscar Traynor Road, Tonleeg Road and Kibarrack Road to its junction with the Dublin City Council / Fingal County Council's Boundary.

4. Grace Park Road from its junction with Richmond Road along Beaumont Road, Skelly's Lane and part of Kilmore Road to its junction with Malahide Road.

5. Malahide Road from its junction with Ardlea Road to Fairview.

6. Howth Road from its junction with the Santry Interchange along the Dublin City Council / Fingal County Council's Boundary.

7. Clontarf Road from its junction with Malahide Road to its junction with Causeway Road.

8. James Larkin Road from its junction with Causeway Road to its junction with Howth Road.

9. Causeway Road.

NOTE: BALLYMUN ROAD indicated that it should be designated 30km/h due to the number of schools along its route, which includes St Michael's House, a Special Education School. We would appreciate any comments or observations you may have.

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THIS DRAWING IS AN INDICATIVE REPRESENTATION OF PROPOSED DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS, APRIL 2021

Please send us your submission to <https://www.dublincity.ie/loving30> Or Speed Review email: speedreview@dublincity.ie

Submissions could also be 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.

SPECIAL SPEED LIMIT REVIEW ONLY APPLIES TO ROADS IN THE CHARGE OF DUBLIN CITY COUNCIL

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PROPOSAL FOR DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS, APRIL 2021

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 boundaries of Dublin City Council.

- These bye-laws may be cited as the Dublin City Council Special Speed Limit Bye-Laws, April 2021.
- These bye-laws shall come into operation by the end of 2021.
- Eighty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map (colour orange).
- Sixty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map (colour green).
- Thirty kilometres per hour shall be the special speed limit for mechanically propelled vehicles applicable to all built up areas. The areas of thirty kilometres per hour speed limit are indicated on the attached map (colour white, grey and yellow).
- Forty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map (colour pale blue circles).

- Fifty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the attached map (colour purple).
- 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 in the attached map (colour navy - dotted line) and the appendix to these bye-laws in the event of incident or maintenance works causing an obstruction or when there is a risk of congestion on the roads for safety and operational reasons. This speed limit to be indicated by variable message signs. At all other times the speed limit on these roads shall revert to eighty kilometres per hour.

APPENDIX

I. EIGHTY KILOMETRES per hour shall be the speed limit for mechanically propelled vehicles on the roads specified and indicated by on the map.

1. Chapelizod Bypass from the South Dublin County Council / Dublin City Council's 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 Council's boundary.

3. Santry Bypass Southbound, between Fingal County Council / Dublin City Council's boundary and a point 250m south of the north face of the east abutment of the southern bridge at Coolock Lane Interchange.

II. SIXTY KILOMETRES per hour shall be the speed limit for mechanically propelled vehicles on the roads specified and indicated by on the map.

1. North Road / Finglas Road from its junction with St Margaret's Road to Fingal County Council / Dublin City Council's boundary.

2. Con Colbert Road, from Con Colbert Road-Chapelizod Bypass junction to a point 150 metres west of its junction with South Circular Road.

3. Naas Road from South Dublin County Council / Dublin City Council's boundary to its junction with Walkinstown Avenue.

4. Long Mile Road from South Dublin County Council / Dublin City Council's boundary to its junction with Walkinstown Avenue.

5. N22 from its junction with the Malahide Road to its junction with M1/M50 roundabout.

6. 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 at Coolock Lane Interchange.

7. 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 at Coolock Lane Interchange.

8. Santry By Pass Southbound from a point approx. 127m south of the south face of the east abutment of the southern bridge at Coolock Lane Interchange to the junction with the Shantalla Road over bridge.

9. Southbound, converging lane (entry ramp) from Coolock Lane Interchange to junction with Santry By Pass.

10. Westbound Lane of the Chapelizod Bypass between Dublin City Council / South Dublin County Council's boundary to a point 200m East of the slip road from the Kilmore Road.

III. FIFTY KILOMETRES per hour shall be the speed limit for mechanically propelled vehicles on the roads specified and indicated by on the map.

1. Santry By Pass / Swords Road from Shantalla over bridge to its junction with Wexley Road.

2. Finglas Road(N2) from junction with St. Margaret's Road to its junction with Claremont Court.

3. Lucan Road between Dublin City Council / South Dublin County Council's boundary to its junction with Kilmore Road Interchange.

4. St John's Road West from its junction with Military Road to a point 150 metres west of its junction with South Circular Road.

5. Naas Road from its junction with Walkinstown Avenue to its junction with Bluebell.

6. Stillorgan Road between Dublin City Council / Dun Laoghaire Rathdown County Council boundary to its junction with R815 Anglesia Road and Beaver Row.

7. Hole in the Wall Road from its junction with Grange Road and Dublin City Council / Fingal County Council's boundary.

8. Grange Road between Dublin City Council / Fingal County Council's boundary to its junction with Malahide Road.

9. Malahide Road R107 from its junction with Ardlea Road and Dublin City Council / Fingal County Council's boundary.

10. 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 Coolock Lane Interchange, to its intersection with Oscar Traynor Road on the Coolock Lane Interchange.

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 at Sean Moore Road.

12. M50 Dublin Port Tunnel (North Port Access Route), Northbound from its intersection with roundabout at Sean Moore Road, along the R131 East Wall Road, to a point 205m north west from the centre of the Toll Plaza.

Routes suggested to be designated FORTY KILOMETRES per hour and indicated by on the map.

Dublin City Road Safety Section recommends that these routes should be designated 30km/h due to the number of schools along the routes. We would appreciate any comments or observations you may have.

1. Griffith Avenue from its junction with Tolka Estate Road to its junction with the Malahide Road.

2. Glasnevin Avenue from its junction with Grove Park Road along Collins Avenue to its junction with the Howth Road.

3. Coolock Lane from its junction with the Santry Interchange along Oscar Traynor Road, Tonleeg Road and Kibarrack Road to its junction with the Dublin City Council / Fingal County Council's Boundary.

4. Grace Park Road from its junction with Richmond Road along Beaumont Road, Skelly's Lane and part of Kilmore Road to its junction with Malahide Road.

5. Malahide Road from its junction with Ardlea Road to Fairview.

6. Howth Road from its junction with the Santry Interchange along the Dublin City Council / Fingal County Council's Boundary.

7. Clontarf Road from its junction with Malahide Road to its junction with Causeway Road.

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