

RSL No. 1 of 2009



Road Traffic (Speed Limit) Bye-Laws 2009

(South Dublin County Council)

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ROAD TRAFFIC (SPEED LIMIT) BYE-LAWS, 2009

(South Dublin County Council)

South Dublin County Council in exercise of the powers conferred on them by section 9 of the Road Traffic Act 2004 (no 44 of 2004), and subject to the written consent of the National Roads Authority relating to national roads and motorways hereby make the following bye-laws in respect of the administrative area of the South Dublin County Council.

1. These Bye-laws may be cited as the Road Traffic (Speed Limit) (South Dublin County Council) Bye Laws, 2009 – RSL No. 1 of 2009.
2. These Bye-laws shall come into operation on Monday, 25th May, 2009
3. In these Bye-laws:
 - “the Act of 1961” means the Road Traffic Act 1961 (No 24 of 1961);
 - “the Act of 1993” means the Roads Act 1993 (No. 14 of 1993);
 - “the Act of 1994” means the Road Traffic Act 1994 (No 7 of 1994);
 - “the Act of 2004” means the Road Traffic Act 2004 (No. 44 of 2004);
 - “the Minister means the Minister for Transport;
 - “built-up area” has the meaning assigned to it by the Act of 2004;
 - “distance” means distance as measured along the centre line of a road;
 - “road” means a public road and includes a motorway;
 - “local road”, “regional road”, “national road”, and “motorway” have the meaning assigned to them, respectively, in the Roads Act 1993;
 - “speed limit” applies to a road in both directions unless specified otherwise;
4. General speed limits apply, except where special speed limits or road works speed limits apply and subject to the provisions of Section 10 and Section 11 of the Road Traffic Act 2004, to the following public road categories.
 - (1) Built-up area speed limit is 50 kilometres per hour for all mechanically propelled vehicles.
 - (2) Regional and local roads speed limit is 80 kilometres per hour for all mechanically propelled vehicles.

- (3) National roads speed limit is 100 kilometres per hour for all mechanically propelled vehicles.
 - (4) Motorway speed limit is 120 kilometres per hour for all mechanically propelled vehicles.
- 5. Special speed limits may be specified in bye-laws and applied as follows:
 - (1) 30 kilometres per hour, which shall only be applied in respect of a road or roads (other than a motorway) in accordance with guidelines issued by the Minister under Section 9 (9) of the Road Traffic Act 2004.
 - (2) 50 kilometres per hour, in respect of any road other than a road in a built-up area
 - (3) 60 kilometres per hour in respect of all roads both inside and outside the built up area.
 - (4) 80 kilometres per hour, in respect of a motorway, a national road or a road in a built-up area.
 - (5) 100 kilometres per hour, in respect of a motorway, a non-urban regional or local road or a road in a built-up area.
 - (6) 120 kilometres per hour, in respect of a dual carriageway that forms part of a national road that is not a motorway in accordance with guidelines issued by the Minister under Section 9(9) of the Roads Traffic Act 2004.
- 6. The speed limit does not apply to a driver of a fire brigade vehicle, an ambulance or the use by a member of the Garda Síochána of a vehicle in the performance of the duties of that member or a person driving or using a vehicle under the direction of a member of the Garda Síochána, where such use does not endanger the safety of road users.
- 7. The following Bye-Laws are hereby revoked:
 - R.S.L. No 1 of 2006 – Road Traffic Speed Limit Bye Laws 2006
 - R.S.L. No. 2 of 2006 – Road Traffic Speed Limit Bye Law 2006 – Peamount Road.
 - R.S.L. No. 1 of 2007 – Road Traffic (Periodic Special Speed Limit) Amendment Bye Law 2007 – Lucan Schools.

8. Speed Limits – Built-Up Areas

The built up area for the administrative area of South Dublin County Council is that contained in the areas shaded green on Drawing No. 01/001/VH09 which includes Brittas and Newcastle.

50 km/h shall be the speed limit for mechanically propelled vehicles on all public roads located within the built-up area of South Dublin County Council as specified in the First Schedule to these bye-laws and as shown on Drawing No. 01/001/VH09 shaded green except those roads specified in the second, third, fourth and fifth schedules to these Bye-Laws.

30 km/h shall be the speed limit for mechanically propelled vehicles on:-

Loops linking the N7(Naas Road) and the M50(Red Cow Interchange) and Loops linking the N4 and the M50(Palmerstown Interchange)

8.1 First Schedule (Built-up area)

Speed Limit 50km/h

8.1.1 Brittas

All roads in the area shaded green on Drawing No. 01/001/VH09 as enclosed by a line commencing from a point on the Blessington Road(N81) 420 metres northwest of its junction with Shady Lane to a point 230 metres southwest of said junction, to a point on the Aghfarrell Road 372 metres from its junction with the Blessington Road(N81), to a point on Mount Seskin Road 165 metres from its junction with the Aghfarrell Road, to the commencement point on the Blessington Road(N81).

8.1.2 Newcastle

All roads in the area shaded green on Drawing No. 01/001/VH09 as enclosed by a line commencing from a point on the Aylmer Road 753 metres northeast from its junction with the Main Street, Newcastle, to a point on the Peamount Road 275 metres northwest from its junction with the Main Street, Newcastle, to a point on the Hazelhatch Road 88 metres northwest from its junction with the Main Street, Newcastle, to a point on the Athgoe Road 92 metres south from its junction with the Hazelhatch Road, to a point in a southeasterly direction for 1000 metres, to a point on the Lucan – Rathcoole Road 670 metres southwest from its junction with Aylmer Road, to the commencement point on the Aylmer Road.

8.1.3

Main Built-Up Area.

Roads within the built-up area shaded green, on Drawing No. 01/001/VH09, except those roads described in sections 8.1.1 and 8.1.2 of this schedule, and except those roads specified in the second, third, fourth and fifth schedules to these bye-laws and specified hereunder and enclosed by a line commencing at a point on the Celbridge Road where it meets the South Dublin/Kildare County Boundary and drawn thence successively through the following points back to the commencement point:

All roads commencing at a point on Celbridge Road where it meets the South Dublin/Kildare County Boundary, thence in a north easterly direction along the Celbridge Road to its junction with the Old Celbridge Road, thence in a south easterly direction along the Old Celbridge Road to its junction with Tubber Lane, thence along Tubber Lane for 820m , thence in a southerly direction for 1630 metres to the edge of the Railway line, thence in an easterly direction along the edge of the railway line to its intersection with the Twelfth Lock Road (Adamstown Road), thence in a southerly direction along the Twelfth Lock Road (Adamstown Road) to its junction with the Peamount Road/Nangor Road, thence in an easterly direction to its junction with Baldonnell Road, thence in an easterly direction along the Nangor Road to a point 150 metres west of its junction with Grange Castle Business Park, thence in a straight line in a south easterly direction to a point on the northern edge of the Naas Road (N7) at its junction with the northeast bound off ramp of the Outer Ring Road/Naas Road, thence in a southwesterly direction to a point on the Naas Road at its junction with Baldonnell Road, thence in a southwesterly direction along the northern edge of the Naas Road to a point at its junction with the east bound on ramp of the Rathcoole Interchange, thence in a northwesterly direction to a point on College Lane 118 metres from its junction with the northeast bound on ramp, thence in a southwesterly direction to a point on the Naas Road at its junction with the northeast bound off ramp thence in a south westerly direction along the northern edge of the Naas Road (N7) to a point at its junction with Whitehouse Lane thence in a south easterly direction along Whitehouse Lane to a point at its junction with Windmill Road thence in a straight line in a southwesterly direction to a point on the Johnstown Road 200 metres north east of its junction with Carrigeen Lane, thence in a straight line to a point on Green Lane 200 metres from its junction with Stoney Hill Road, thence in a straight line in a northeasterly direction to a point on Stoney Hill Road 220 metres south west of its junction with Rathcoole Park, thence in a straight line in a north easterly direction to a point on the western edge of Slade Road, 275 metres from its junction with Millbridge Cross Road, thence in a straight line in an easterly direction to a point on the south western edge of Millbridge Cross Road 238 metres south east of its junction with Slade Road, thence in an easterly direction along the

southern edge of Millbridge Cross Road to a point 200 metres west of its junction with Blessington Road(N81) thence in a southerly direction to a point on Blessington Road(N81) 200 metres from its junction with Millbridge Cross Road thence in a straight line in a northeasterly direction to a point on the Blessington Road(N81) 200 metres east of its junction with Millbridge Cross Road, thence in an easterly direction along the southern edge of the Blessington Road (N81) to its junction with the eastern edge of Mount Seskin Road, thence in a southerly direction for 2000 metres, thence in an easterly direction for 1500 metres, thence in a north easterly direction for 1370 metres to a point on New Road Bohernabreena, thence in a north easterly direction along the western edge of New Road Bohernabreena to its junction with Bohernabreena Road, thence in a southerly direction along the eastern edge of Bohernabreena Road to its junction with McMahons Lane thence in a straight line in an easterly direction to a point on Kilakee Road 19 metres south of its junction with Oldcourt Road , thence in a straight line in an easterly direction to a point on the Ballyboden Road 10 metres south of its junction with Mount Venus Road, thence in a straight line to the Dun Laoghaire-Rathdown County Boundary, thence north/northeastwards along Dun Laoghaoire-Rathdown county boundary, thence along the county boundary with Dublin City, thence along the county boundary with Fingal, thence along the county boundary with Kildare to the commencement point on the Celbridge Road

8.2 Second Schedule(Built-up area)

Special Speed Limit 60km/h

60km/h shall be the special speed limit for mechanically propelled vehicles on those public roads located within the built-up area and coloured red on Drawing No. 01/001/VH09 and specified hereunder.

8.2.1 Adamstown Link Road

From its junction with Grange Castle Road to a point 50m in advance of the 12th Lock Road (Adamstown Road) overpass

8.2.2 Belgard Road

Belgard Road from a point 50 metres north of its junction with Belgard Square North to a point 50 metres northwest of its junction with Ballymount Road.

8.2.3 Blessington Road

Blessington Road(N81) from a point 100 metres east of its junction with Cheeverstown Road to a point 200 metres southwest of its junction with Millbridge crossroads.

8.2.4 Blessington Road

Blessington Road(N81) from a point 420 metres northwest of its junction with Shady Lane to a point 230 metres southwest of its junction with Shady Lane.

8.2.5 Celbridge Road

Celbridge Road from its junction with Leixlip Road for 172 metres and from a point 270 metres from its junction with Cooldrinagh Lane to the Kildare County Boundary.

8.2.6 Cherryfield (Spawell Link Road)

From its junction with the Tallaght By-Pass(N81) to its junction with Firhouse Road.

8.2.7 City West Road

City West Road from its junction with the Blessington Road(N81) to and including the roundabout on the northern side of the Naas Road(N7).

8.2.8 Embankment Road (Belgard)

Embankment Road from its junction with Belgard Road to a point 21metres southwest of its junction with Ballymount Road Upper.

8.2.9 Firhouse Road West

Firhouse Road West from its junction with Heather View Road to its junction with Whitestown Way

8.2.10 Fitzmaurice Road

Fitzmaurice Road from its junction with Mill Road to a point 46 metres east of its junction with Beechwood Lawns.

8.2.11 Fonthill Link Road

From its junction with Fonthill Road to its junction with Grange Castle Road (Outer Ring Road).

8.2.12 Fonthill Road North

Fonthill Road North from the roundabout north of the Lucan By-Pass(N4) to a point 50 metres north of its junction with the Old Nangor Road.

8.2.13 Garter Lane

Garter Lane from its junction with Naas Road(N7) to a point 344 metres from its junction with Mill Road.

8.2.14 Grange Castle Road (Outer Ring Road)

Grange Castle Road between its junction with Adamstown Link Road and Griffeen Avenue.

8.2.15 Greenhills Road

Greenhills Road from a point 550 metres from its junction with Walkinstown roundabout to a point 430 metres from its junction with Tallaght Road.

8.2.16 Green Isle Slip Road

Green Isle Slip Road from the Outer Ring Road to point 39 metres southwest of its junction with Newlands Manor Drive.

8.2.17 Killinenny /Scholarstown Link Road

Killinenny/Scholarstown Link Road from its junction with Firhouse Road to a point 280 metres west of its junction with Scholarstown Road.

8.2.18 Leixlip Road

Leixlip Road from a point 83 metres northwest of Cooldrinagh Lane to its junction with the Lucan By-Pass(N4).

8.2.19 Long Mile Road

Long Mile Road from its junction with Naas Road(N7) to Dublin City Boundary

8.2.20 Millbridge Cross Road

Millbridge Cross Road from its junction with Blessington Road(N81) to a point 238 metres southeast of its junction with Slade Road

8.2.21 Naas Road(N7)

Naas Road(N7) from a point 137 metres northwest of its junction with the Old Naas Road to a point 178 metres east of St Bridgets Cottages.

8.2.22 Nangor Road

Nangor Road from its junction with Naas Road(N7) to its junction with Peamount Road/Adamstown-Twelfth Lock Road.

8.2.23 N4(Lucan By-Pass)

Outbound Carriageway – N4 from a point 215 metres west of the centre line of the Liffey Valley Pedestrian Bridge to the boundary with Dublin City Council

And

Inbound Carriageway – N4 from a point 72 metres east of Public Lighting Pole No. 56 to the boundary with Dublin City Council.

8.2.24 Outer Ring Road – Phase III

From and including its interchange with the N7 to its junction with Fortunestown Lane.

8.2.25 Tallaght By-Pass /Templeogue Road(N81)

From a point 100 metres southwest of its junction with Avonmore Road to a point 320 metres east of its junction with Wellington Lane

8.2.26 Twelfth Lock/Adamstown Road

From its junction with Peamount Road/Nangor Road in a northerly direction to its intersection with the railway line.

8.2.27 Whitehouse Lane

From its junction with Naas Road to its junction with Windmill Road.

8.2.28 Whitestown Way/Kiltipper Way

Whitestown Way/Kiltipper Way from its junction with Tallaght By-Pass(N81) to its junction with Kiltipper Road

8.2.29 Ramps linking the M50 and St. Colmcille's Way and Scholarstown Interchange

8.2.30 Ramps linking M50 and the N81(Balrothery Interchange)

8.2.31 Ramps linking Embankment Road and M50(Ballymount Interchange)

8.2.32 Ramps linking the N7(Naas Road) and the M50(Red Cow Interchange)

8.2.33 Ramps linking the N4 and the M50(Palmerstown Interchange)

8.2.34 Ramps linking Celbridge Road and the N4/M4

The Westbound off ramp from the N4 to the Celbridge Road for a distance of 155m from its junction with the Celbridge Road

The Westbound on ramp to the M4 from the Celbridge Road for a distance of 106.5m from its junction with the Celbridge Road

The Eastbound off ramp from the M4 to the Celbridge Road for a distance of 157m from its junction with the Celbridge Road.

8.2.35 Ramps linking N7 and College Lane, Rathcoole

The Eastbound off ramp from the N7 for a distance of 258m from the roundabout at the junction of College Lane and the bridge over the N7.

The Eastbound on ramp from College Lane to the N7 for a distance of 172m from the roundabout at the junction of College Lane and the bridge over the N7.

8.2.36 Ramps linking City West Road and the N7

The Westbound off ramp from the N7 to the City West Road for a distance of 196.5m from the roundabout at the junction of CityWest Road.

The Westbound on ramp to the N7 from the CityWest Road for a distance of 230.6m from the roundabout at the junction of CityWest Road.

The Eastbound off ramp from the N7 to the CityWest Road for a distance of 173.8m from the roundabout at the junction of CityWest Road.

The Eastbound on ramp to the N7 from CityWest Road for a distance of 181.2m from the roundabout at the junction of CityWest Road.

8.2.37 Ramps linking the N4 and Fonthill Road North

The Westbound on ramp from the Fonthill Road North to the N4.

The Westbound off ramp from the N4 to the Fonthill Road North.

The Eastbound off ramps from the N4 to the Fonthill Road.

The Eastbound on ramp from the Fonthill Road to the N4.

8.2.38 Ramps linking the Outer Ring Road (Grange Castle Road) and N4 –

The Westbound off ramp linking the N4 with the Outer Ring Road.

The Westbound on ramp from the Outer Ring Road to the N4 for a distance of 245m from the top of the ramp.

The East bound off ramp from the N4 to the Outer Ring Road for a distance of 250m from the top of the ramp

8.2.39 Ramps linking Fitzmaurice Road and N7

The south west bound on ramp for a distance of 51 m west of the roundabout at the junction of Fitzmaurice Road/Mill Road.

The south west off ramp for a distance of 82m north of the roundabout at the junction of Fitzmaurice Road and Naas Road

8.2.40 Ramps linking Grange Castle Road (Outer Ring Road) and the N7.

The North East bound off ramp from the N7 to the Grange Castle Road for a distance of 100m from the top of the ramp

The North East bound on ramp from the Grange Castle Road to the N7

The South West bound off ramp from the N7 to the Grange Castle Road for a distance of 100m from the top of the ramp.

The West bound on ramp from the Grange Castle Road to the N7

8.3 Third Schedule (Built-up area) **Special Speed Limit 80km/h**

80km/h shall be the special speed limit for mechanically propelled vehicles on those public roads located within the built-up area and coloured pink on Drawing No. 01/001/VH09 and specified hereunder.

8.3.1 Belgard Road

Belgard Road from its junction with Naas Road(N7) to a point 50 metres northwest of Ballymount Road

8.3.2 Blessington Road/Tallaght By-Pass(N81)

Blessington Road/Tallaght By-Pass(N81) from a point 100 metres east of its junction with Cheeverstown Road to a point 100 metres southwest of its junction with Avonmore Road.

8.3.3 Naas Road(N7)

Naas Road (N7) from a point 178 metres east of St. Bridgets Cottages to a point 252 metres southwest of Newlands Cross.

8.3.4 N4(Lucan By-Pass)

Lucan By-Pass(N4) from a point 87 metres east of the centre of the Celbridge Overbridge to a point on the Outbound Carriageway 215 metres west of the centre line of the Liffey Valley Pedestrian Bridge and on the inbound Carriageway to a point 72 metres east of Public Lighting Pole No. 56.

8.3.5 Grange Castle Road – (Outer Ring Road)

Grange Castle Road (Outer Ring Road) from its roundabout southeast of Naas Road (N7) to its junction with Adamstown Link Road.

8.4 Fourth Schedule (Built-up area)
Special Speed Limit 100km/h

100 km/h shall be the special speed limit for mechanically propelled vehicles on those public roads located within the built-up area and coloured yellow on Drawing No. 01/001/VH09 and specified hereunder.

8.4.1 M50

M50 Mainline from Fingal County Boundary to Dun Laoghaire Rathdown County Boundary

8.4.2 Naas Road (N7)

Naas Road (N7) from a point 252 metres south west of junction with Newlands Cross to its junction with Whitestown Lane

8.5 Fifth Schedule (Built-up area) **Special Speed Limit 120km/h**

120km/h shall be the special speed limit for mechanically propelled vehicles on those public roads(motorways) located within the built-up area and coloured blue on Drawing No. 01/001/VH09 and specified hereunder.

8.5.1 M4

M4 from a point 87 metres east of the centre of the Celbridge Overbridge to the Kildare County Boundary.

9. Speed Limits-Non built-up Areas.

The non built-up area for the administrative area of South Dublin County Council shall include all areas outside the built-up areas(shaded green on Drawing No. 01/001/VH09).

A Special Speed Limit of 60km/h shall be the speed limit for mechanically propelled vehicles all non-national roads outside the built-up areas except those roads specified in the sixth and seventh schedules to these bye-laws .

100km/h shall be the speed limit for mechanically propelled vehicles on national roads outside built-up areas.

9.1 Sixth Schedule(non built-up areas)
Special speed limit 50km/h

50km/h shall be the special speed limit for mechanically propelled vehicles on those public roads outside the built-up areas and coloured green on Drawing No. 01/001/VH09 and as specified hereunder.

9.1.1 College Lane

College Lane (R120) from a point 75 metres west of its junction with Tay Lane (Greenogue Business Square Roundabout) to a point 75 metres east of New Greenogue Roundabout at the entrance to Greenogue Business Park

9.1.2 Peamount Road

Peamount Road from a point 118m East of public lighting pole no.29 (opposite Peamount Hospital entrance) to a point 158m West of said pole.

9.2 Seventh Schedule(Non built-up areas)
Special speed limit 80km/h

80km/h shall be the special speed limit for mechanically propelled vehicles on national roads and motorways outside the built-up areas and coloured pink on Drawing No. 01/001/VH09 and as specified hereunder

No roads listed

10. Periodic Special Speed Limits

10.1 Eight Schedule (built up and non built-up areas)
Periodic Special Limit of 30km/h

30km/h shall be the periodic special speed limit for mechanically propelled vehicles on public roads and coloured broken Orange on

Drawing No 01/001/VH09 and as specified hereunder and to be effective from 7.30 a.m. to 9.30 a.m. and from 1.00 p.m. to 4.00 p.m. on dates which are in accordance with the Department of Education and Science School Year and the Standardisation of the School Year document.

10.1.1 Lucan Village

Old Hill Road, Lucan from a point 13 metres east of Public Lighting Pole No. 1 adjacent to the entrance to the Old Rectory in an easterly direction to its junction with Lucan Road and also Lucan Road from a point 3 metres South West of Public Lighting Pole No. 40 adjacent to the entrance to Esker Lawns in a North Easterly direction to a point 2 metres East of Public Lighting Pole No. 26 adjacent to Lucan Heights.

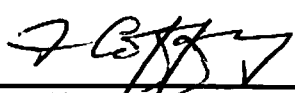
10.1.2 Whitechurch Road

Whitechurch Road from a point 10m south of P.L. Pole No. 59 in a northerly direction for a distance of 320m.

10.1.3 Fonthill Road

Fonthill Road from public lighting pole no. 85 in a northerly direction for a distance of 236 metres.

PRESENT WHEN THE COMMON SEAL OF SOUTH DUBLIN COUNTY COUNCIL WAS AFFIXED HERETO:-

 15/5/09

MAYOR / DEPUTY MAYOR / NOMINATED EMPLOYEE OF SOUTH DUBLIN COUNTY COUNCIL

COMHAIRLE CHONTAE ÁTHA CLIATH THEAS

Record of Executive Business and Manager's Orders

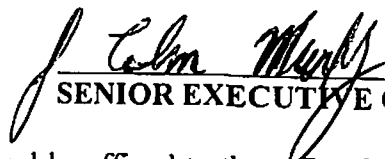
ROADS ACT 2004, SECTION 9

RE: ROAD TRAFFIC (SPEED LIMIT) BYE LAWS 2009

At a meeting of South Dublin County Council held on 11th May 2009 a resolution was passed to adopt the Road Traffic (Speed Limit) Bye-Laws 2009 for the administrative area of South Dublin County Council in accordance with Drawing No 01/001/VH09.

These Bye-Laws may be cited as the Road Traffic (Speed Limit) Bye-Laws 2009 (RSL No 1 of 2009)

I recommended that the Council seal be affixed to these Bye-Laws and to Drawing No 01/001/VH09.

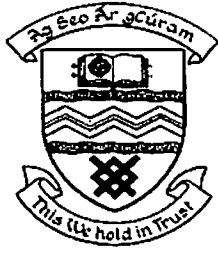

SENIOR EXECUTIVE OFFICER

ORDER: I hereby order that the Council seal be affixed to these Bye-Laws and to Drawing No 01/001/VH09


DIRECTOR OF TRANSPORTATION AND
COUNTY ENGINEER

DATE: 15/5/09

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

MONDAY 11th MAY, 2009

HEADED ITEM No. 9

Road Traffic (Speed Limit) Bye-Laws 2009

The following report was considered at the Terenure/Rathfarnham Area Committee Meeting held on 7th April, 2009, the Lucan/Clondalkin Area Committee Meeting held on 15th April, 2009 and the Tallaght Area Committee Meeting held on 27th April, 2009.

The three Area Committees recommended the making of the Speed Limit Bye-Law to the County Council.

"REPORT ON DRAFT COUNTYWIDE SPEED LIMIT REVIEW 2009

INTRODUCTION:

The Road Traffic Act, 2004 establishes speed limits that apply to defined categories of roads. These apply on a default basis and can only be changed on a permanent basis by county and city councils through the making of special speed limit bye-laws. The speed limits that apply on a default basis are as follows:-

- the motorway speed limit of 120 kmph
- the national roads speed limit of 100 kmph
- the regional and local roads speed limit of 80 kmph and
- the built up area speed limit of 50 kmph.

These are known as general speed limits.

Special speed limits are speed limits that are specified in bye laws made by elected members of county and city councils. Section 9 of the Road Traffic Act 2004 sets out the range of special speed limits that may be specified in bye-laws and applied as follows:

- (1) 30 kilometres per hour, which shall only be applied in respect of a road or roads (other than a motorway) in accordance with guidelines issued by the Minister under Section 9 (9) of the Road Traffic Act 2004.
- (2) 50 kilometres per hour, in respect of any road other than a road in a built-up area
- (3) 60 kilometres per hour in respect of all roads both inside and outside the built up area.
- (4) 80 kilometres per hour, in respect of a motorway, a national road or a road in a built-up area.
- (5) 100 kilometres per hour, in respect of a motorway, a non-urban regional or local road or a road in a built-up area.
- (6) 120 kilometres per hour, in respect of a dual carriageway that forms part of a national road that is not a motorway in accordance with guidelines issued by the Minister under Section 9(9) of the Roads Traffic Act 2004.

South Dublin County Council in exercise of the powers conferred on it by Section 9 of the Road Traffic Act, 2004 and in accordance with guidelines issued by the Department of Transport for the application of speed limits, prepared Draft Speed Limit Bye-Laws 2009 together with an explanatory map in respect of the administrative area of South Dublin County Council following a countywide review. The proposed amendments to existing speed limits, as included in the advertised draft, are listed on attached Appendix A.

CONSULTATION PROCESS:

The Draft Bye-Laws and explanatory map were circulated to the Members, the National Roads Authority and the Garda Commissioner for consideration. The Draft Bye-Laws were advertised in the National press on 16th February, 2009 and copies of the Draft Bye-Law and the associated map went on public display from 16th February, 2009 to 23rd March, 2009 in County Hall, Tallaght, at the Clondalkin Area Office, at the County Library, Tallaght and at the Council's Branch Libraries. They were also displayed on the Council's website. The public were invited to make written submissions during that period.

SUBMISSIONS:

The following submissions were received in response to public advertisement:-

1. L. Roche, Saggart in respect of Castle Road
2. Cllr. Dorothy Corrigan in respect of various locations.

CONSIDERATION OF SUBMISSIONS:

AREA	ROAD NAME	SUBMITTED BY	REQUEST	RECOMMENDATION
Tallaght	Castle Road	L. Roche	Amend map to include Castle Road	Slade Road is the official name of the road but it is also locally known as Castle Road – Map has been amended to include local name for clarity.
Lucan - Clondalkin	Adamstown Road (Proposed)	Cllr. D. Corrigan	Amend Adamstown Road (Proposed) to Adamstown Link Road	Map and Bye-Law amended.
	Grange Castle Road	Cllr. D. Corrigan	Amend Grange Castle Road to Outer Ring Road	Official Name is Grange Castle Road – Amended to Grange Castle Road (Outer Ring Road) for clarity on map and Bye-Law
	Griffeen Avenue (west of ORR)	Cllr. D. Corrigan	Periodic Speed Limit – school related	Awaiting outcome of preliminary analysis of resources required to complete a special safety audit at all South Dublin schools. This can be accommodated by way of a special bye-law independently of the Countywide Speed Limit Bye Law (if required).
	Griffeen Avenue (east of ORR)	Cllr. D. Corrigan	Periodic Speed Limit – school related	Awaiting outcome of preliminary analysis of resources required to complete a special safety audit at all South Dublin schools. This can be accommodated by way of a special bye-law independently

				of the Countywide Speed Limit Bye Law (if required).
	Willsbrook Road	Cllr. D. Corrigan	Periodic Speed Limit – school related	Awaiting outcome of preliminary analysis of resources required to complete a special safety audit at all South Dublin schools. This can be accommodated by way of a special bye-law independently of the Countywide Speed Limit Bye Law (if required).
	Newcastle Road	Cllr. D. Corrigan	Periodic Speed Limit – school related	Flashing ambers in place. Awaiting outcome of preliminary analysis of resources required to complete a special safety audit at all South Dublin schools. This can be accommodated by way of a special bye-law independently of the Countywide Speed Limit Bye Law (if required).
	Peamount Lane	Cllr. D. Corrigan	Reduce speed limit to 20 kmph	The application of a 20kmph is not provided for in the 2004 Act. Additional signing and lining can be considered. It is not recommended that the current speed limit of 60 kmph be changed.
	Loughtown Rd	Cllr. D. Corrigan	Reduce speed limit to 50 kmph	60 kmph is recommended for the nature of the road. It is recommended that the current speed limit apply.
	Brownstown/Relickeen Lane	Cllr. D. Corrigan	Reduce speed limit to 20 kmph	The application of a 20kmph is not provided for in the 2004 Act. Additional signing and lining can be considered. It is not recommended to change the existing speed limit of 60 kmph.

	Lyons Road	Cllr. D. Corrigan	Reduce speed limit to 50 kmph	Relined recently – solid centre line and warning road text added – it is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the road.
	Smiths Hill	Cllr. D. Corrigan	Reduce speed limit to 50kmph	It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road.
	Athgoe Road	Cllr. D. Corrigan	Reduce speed limit to 50 kmph	It is proposed that the current 80 kmph be reduced to 60 kmph on the newly constructed section of the Athgoe Road – the existing speed limit of 60 kmph will therefore be continued from Steelstown Interchange (N7) to Newcastle Village, as appropriate for the nature of the road.
	Castlewarden Road	Cllr. D. Corrigan	Reduce speed limit to 50 kmph	It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road within SDCC's administrative area.
	Free State Road	Cllr. D. Corrigan	Reduce speed limit to 50 kmph	It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road..
	Old Chapel Road	Cllr. D. Corrigan	Reduce speed limit to 50 kmph	It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road.
	Highdownhill	Cllr. D. Corrigan	Reduce speed limit to 20 kmph	The application of a 20kmph is not provided for in the 2004 Act. It is not recommended that the current speed limit of 60 kmph be changed.
Tallaght	Lugg Lane	Cllr. D. Corrigan	Reduce speed	The application of a

			limit to 30 kmph	30kmph is not generally provided for in the 2004 Act. It is not recommended that the current speed limit of 60 kmph be changed.
	Redgap Road	Cllr. D. Corrigan	Reduce speed limit to 50 kmph	It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road.
	Rathcoole Hill Road	Cllr. D. Corrigan	Reduce speed limit to 50 kmph	It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road.
	Carrigeen Lane	Cllr. D. Corrigan	Reduce speed limit to 30 kmph	The application of a 30kmph is not generally provided for in the 2004 Act. It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road.
	Oweneens Lane	Cllr. D. Corrigan	Reduce speed limit to 30 kmph	The application of a 30kmph is not generally provided for in the 2004 Act. It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road.
	Lees Lane	Cllr. D. Corrigan	Reduce speed limit to 30 kmph	The application of a 30kmph is not generally provided for in the 2004 Act. It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road.
Tallaght	Slademoore Road	Cllr. D. Corrigan	Reduce speed limit to 50 kmph	It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road.
Tallaght	McDonaghs Lane	Cllr. D. Corrigan	Reduce speed limit to 30	The application of a 30kmph is not generally

			kmph	provided for in the 2004 Act. It is proposed that the current 80 kmph be reduced to 60 kmph as appropriate for the nature of the road.
Tallaght	Lugmore Lane	Cllr. D. Corrigan	Reduce speed limit to 30 kmph	The application of a 30kmph is not generally provided for in the 2004 Act. It is not recommended to change the existing speed limit of 60 kmph.
	N7 – Naas Road	Cllr. D. Corrigan	Distinctive Signage to mark the changes of limits from 100 to 80 to 60 kmph	Standardised statutory signage is provided in accordance with regulation.









RECOMMENDATION:

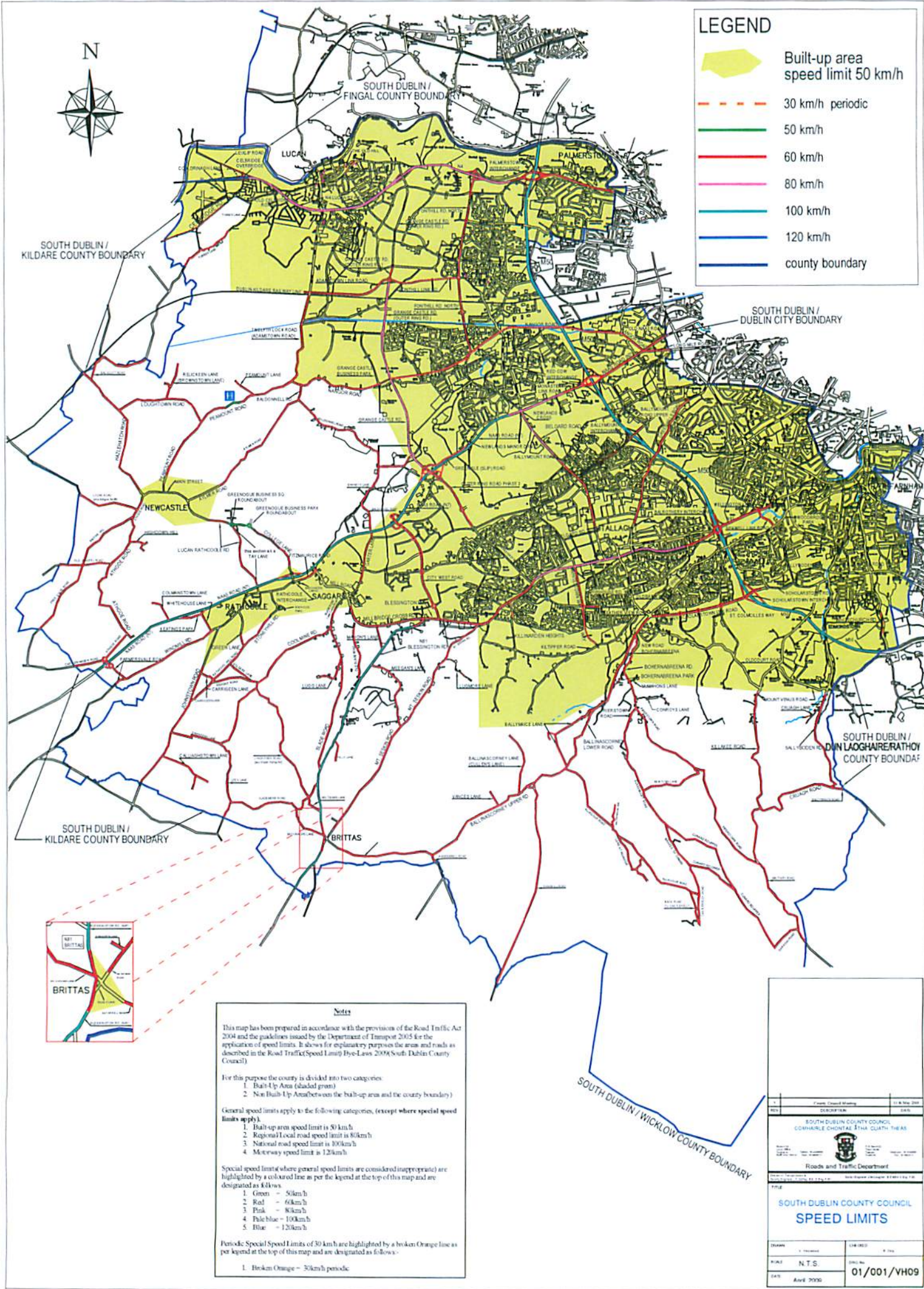
The Garda Commissioner by letter dated 26th January, 2009 advised that he concurred with the draft proposals. The National Roads Authority have indicated their consent to the draft proposals in relation to the national roads and motorways.

It is recommended that the Road Traffic (Speed Limit) Bye-Laws 2009 as advertised, be adopted for the administrative area of South Dublin County Council.



LEGEND

-  Built-up area speed limit 50 km/h
-  30 km/h periodic
-  50 km/h
-  60 km/h
-  80 km/h
-  100 km/h
-  120 km/h
-  county boundary



Notes

This map has been prepared in accordance with the provisions of the Road Traffic Act 2004 and the guidelines issued by the Department of Transport 2005 for the application of speed limits. It shows for explanatory purposes the areas and roads as described in the Road Traffic Speed Limit Byelaws 2004 (South Dublin County Council).

For this purpose the county is divided into two categories:

1. Built-Up Area (shaded green)
2. Non Built-Up Area (between the built-up area and the county boundary)

General speed limits apply to the following categories, (except where special speed limits apply):

1. Built-up area speed limit is 50 km/h
2. Regional/Local road speed limit is 80 km/h
3. National road speed limit is 100 km/h
4. Motorway speed limit is 120 km/h

Special speed limits where general speed limits are considered inappropriate are highlighted by a coloured line as per the legend at the top of this map and are designated as follows:

1. Green - 50 km/h
2. Red - 60 km/h
3. Pink - 80 km/h
4. Pale blue - 100 km/h
5. Blue - 120 km/h

Periodic Special Speed Limits of 30 km/h are highlighted by a broken Orange line as per legend at the top of this map and are designated as follows:-

1. Broken Orange - 30 km/h periodic

1. Form Checked Meeting		21.6.2006
2. Form Checked Meeting		21.6.2006
SOUTH DUBLIN COUNTY COUNCIL CORPORATE CHIEF OF STAFF: GURTH THREAS		
Roads and Traffic Department		
SOUTH DUBLIN COUNTY COUNCIL SPEED LIMITS		
Drawn	1. 11/06/06	2. 11/06/06
Scale	N.T.S.	
Date	April 2006	
01/001/VH09		