

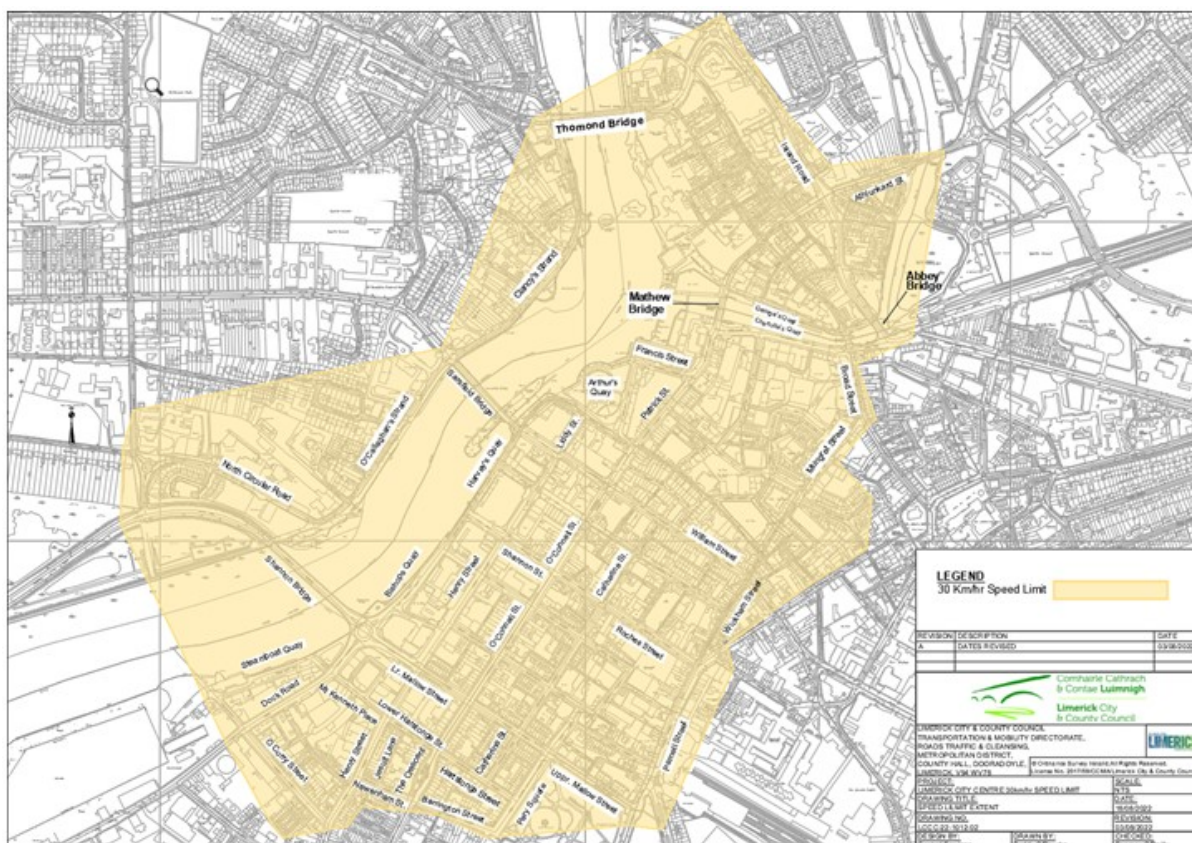
**15th September 2023**

**To: The Mayor and Each Member of Limerick City and County Council**

**Re: Limerick City and County Council Road Traffic (Limerick City Centre 30km/hr Speed Limit) Bye-laws 2023.**

## A Chara,

Limerick City and County Council is proposing the installation of 30km/hr special speed limit by-laws in Limerick City Center as outlined on the image below.



The introduction of a 30km/hr special speed limit aims to provide the benefit of protecting vulnerable road users and encourages sustainable transport such as walking and cycling and will complement the ongoing and future Active travel schemes planned for the City Centre

The proposed bye-laws were put on public display from the 24<sup>th</sup> March to the 28<sup>th</sup> April 2023.

There were 16 no. submissions received from the public which have been noted in the Report on Limerick City Centre 30km/hr Speed Limit Consultation Submissions. The Office of the Sergeant, Divisional Roads Policing Unit, Henry Street Garda Station, Limerick were also consulted for their comments or queries regarding the proposed Road Traffic (Limerick City Centre 30km/hr Speed Limit) Bye-laws 2023. The Sergeant is satisfied that these byelaws are a worthy safety measure to reduce speed limits in Limerick City Centre.

The Council Executive are seeking the Members to adopt the proposed Road Traffic (Limerick City Centre 30km/hr Speed Limit) Bye-laws 2023.

**Is mise le meas,**

A handwritten signature in black ink, appearing to read 'Seamas O'Reilly', written over a horizontal line.

**SEAMAS O'REILLY, S.E.E.**

**ROADS TRAFFIC & CLEANSING.**



Comhairle Cathrach  
& Contae **Luimnigh**

---

**Limerick** City  
& County Council

**Limerick City & County Council**

**Draft Limerick City Centre 30km/hr Speed Limit  
Byelaws 2023**

Limerick City and County Council in exercise of the powers conferred on it by Section 9 of the Road Traffic Act, 2004 (No. 44 of 2004), hereby makes the following bye-laws in respect of the area comprising the administrative area of the County of Limerick.

The maps annexed to these bye-laws are for illustrative purposes only and in the event of a conflict between the maps and the text of the Schedule hereto, the text of the Schedule shall take precedence.

1. These Bye-Laws may be cited as the Limerick City and County Council Road Traffic (City Centre 30km/hr Speed Limit) Bye-Laws 2023
2. These Bye-Laws shall come into operation on the 30<sup>th</sup> day of November, 2023.
3. In these Bye-Laws:
  - “the Act of 2004” means the Road Traffic Act, 2004 (No. 44 of 2004);
  - “local road” has the meaning assigned to it by the Act of 1993;
  - “regional road” has the meaning assigned to it by the Act of 1993;
  - “road” means a public road and includes a motorway.
4. The provisions of the Limerick City & County Council County Limerick Road Traffic Special Speed Limit Byelaws 2019 for National, Regional & Local Roads, insofar as they apply to any of the roads or part thereof referred to in the below text of these Bye-Laws are hereby amended insofar as they relate to the said roads or part thereof with effect from the date on which these bye-laws come into effect.

The following roads at Limerick City:

All public roads in the area enclosed by a line commencing at a point 17m north-west of the junction of Upper William St.(R-527) and Lower Gerald Griffin St.(R-858) and drawn thence in straight lines successively to the following points:-

- a) a point 13m north-west of the junction of Lower Gerald Griffin St. .(R-858) and Little Gerald Griffin St.(L-10310),
- b) a point 10m north-west of the junction of Lower Gerald Griffin St.(L-10310) and James St.(L-10304),
- c) a point at the end of the cul-de-sac at Sean Heuston Place(L-10303),
- d) a point 22m south-east of the junction of Mungret St.(L-10308) and Old Saint Francis St(L-10302),
- e) a point 8m south of the junction of Grattan St.(L-10279) and John's St.(L-10288),
- f) a point 19 m east of the junction of Grattan St.(L-10279) and John's St.(L-10288),
- g) a point 5m east of the junction of Broad St.(L-10289) and Flag Lane(L-10272),
- h) a point 45m east of the junction of Lock Quay(R-526) and Clare St.(R-445),
- i) A point 82m north-east of the junction of Sir Harry's Mall(L-10143) and Athlunkard St.(R-463),
- j) a point at the end of the cul de sac at St. Mary's Place(L-10125),
- k) a point 10 east of the junction of Island Rd(R-445) and Lee Park Estate(L-10099),
- l) a point at the junction of Assumpta Park(L-10099) and Island Road(L-10123),
- m) a point 37m west of the junction of Clancy Strand(L-10085) and High Road(R-445),
- n) a point 20m northwest of the junction of Clancy Strand(L-10085 and Ennis Road(R-857),
- o) a point 95m south of the junction of Shelbourne Road Lower(R-464) and Clanmaurice Avenue(L-10060),
- p) a point 23m east of the junction of Shelbourne Road Lower(R-464) and North Circular Road(L-10059),
- q) a point 50m south east of the junction of Shelbourne Road Lower(R-464) and Condell Road(R-527),

- r) a point 43m south west of the junction of Dock Road(R-510) and O'Curry St.(L-10389),
- s) a point the most northwesterly corner of O'Curry Place Estate,
- t) a point the most southerly point of O'Curry Place Estate,
- u) a point 10m south of the junction of O'Curry St.(L-10389) and Upper Henry St.(L-10398),
- v) a point at the end of the cul-de-sac at Lourigans Lane,
- w) a point the most north westerly corner of No. 10 Lourigans Lane(L-10379),
- x) a point 21m south west of the junction of Quinlan St.(R-526) and Barrington St.(L-10381),
- y) a point 7m south west of the junction of Little Barrington St.(L-10382) and Barrington St.(L-10381),
- z) a point the most northerly corner of St. Micheals Church of Ireland,
- aa) a point 32m south of the junction of Upper Mallow St.(L-10367) and Boherbouy(R-858),
- bb) a point 85m south-east of the junction of Boherbouy(R-858) and Hyde Road(L-10459),
- cc) a point 17m north west of the junction of Presentation Court(L-10534) and Sexton St.(L-10255),
- dd) a point 30m north-east of the junction of Upper Gerald Griffin St(R-527) and Sexton St.(L-10255),

and from the last mentioned point drawn thence in a straight line to the commencement point at Upper William St.

**The Limerick City and County Council Road Traffic (City Centre 30km/hr Speed Limit) Bye-Laws 2023 are made and adopted under the Common Seal of Limerick City and County Council this, the \_\_\_\_\_ Day of \_\_\_\_\_, 2023**

**THE SEAL OF LIMERICK CITY AND COUNTY COUNCIL**

**Was affixed hereto by:-**

\_\_\_\_\_

**DIRECTOR OF SERVICE/APPROVED OFFICER**

**AUTHENTICATED BY:-**

\_\_\_\_\_

**SENIOR EXECUTIVE OFFICER/CORPORATE SERVICES**

DRAFT



Comhairle Cathrach  
& Contae **Luimnigh**

---

**Limerick** City  
& County Council

**Report on Submissions from members of the public on**

**The Limerick City and County Council Road Traffic**

**(Limerick City Centre 30km/hr Special Speed Limit) Bye-  
Laws 2023**



## **Submissions on Limerick City and County Council Road traffic (Limerick City Centre 30 kilometres per hour Special Speed Limit) Bye-Laws 2023**

The following report is a response to submissions received on the Proposed Limerick City Centre 30km/hr Speed Limit that was advertised on the 28<sup>th</sup> March 2023

16 submissions have been made on the Limerick City and County Council Road Traffic ( 30 kilometres per hour Special Speed Limit ) Bye-Laws 2023. The submissions were made to [speedlimitsreview@limerick.ie](mailto:speedlimitsreview@limerick.ie). The submissions and the associated comments with the submissions are detailed below. Responses to the submissions are highlighted in bold text.

### **Submission number one from Mark Cronin.**

*Hello,*

*In urban areas speed is a killer but it doesn't significantly alter journey times. Traffic lights are a great equaliser in journey duration.*

*By limiting maximum speed to 30 km per hour you will be saving lives. It is known that vehicles going above that limit greatly increases the likelihood of fatalities. It is a culture change we should begin and you can lead the way. Be brave and save lives!*

**Submission Noted.**

### **Submission number two from Timothy O'Sullivan Glynn**

*with reference to the proposed 30 km/hour speed limit zone, I am completely in support of this. I feel it should actually be extended, particularly to the close suburbs. I live in Corbally and coming in the Corbally road you would hit St munchins college, scoil ide, Ard Scoil Mhuire and other schools before entering the 30km/h zone. Rather than going in and out of the zone I think it would make much more sense to start the zone at the city limits in corbally. I would also like to see a high density of permanent speed cameras to police the route.*

*Cars are heavier and bigger now and if we are ever going to encourage people out of them we need to equalise the speed of travel in the city by bike and by car.*

**Submission Noted.**

- **The size of the proposed 30kph zone is to be initially introduced in the broader core business district. It may however be reviewed and amended in the future.**
- **The provision of Speed cameras are a matter for An Garda Siochana.**

### **Submission number three from Muireann O'Dea – Love 30 Campaign**

*Hi*

*Please find attached a submission on the Limerick City Centre 30 km/hr Speed Limit Byelaws 2023 consultation.*

I have attached the Summary from the submission below

## Summary

Love 30, the Campaign for 30 km/h Speed Limits, wholeheartedly welcomes Limerick County Council's proposals to introduce a 30 km/h speed limit in Limerick City Centre. The introduction of a 30km/h zone will revitalise the city centre, making it cleaner, quieter and safer for the people who live there, and those that visit to work, shop and enjoy. Limerick City will enjoy the benefits that cities such as Paris, Brussels and Graz already enjoy through lower speed limits.

However, we suggest that the 30km/h zone be extended to the limit of the metro suburbs of all three city wards. **Wide-area 30 km/h speed limits** provide many benefits:

- **Bringing door-to-door improvements**, enabling people of all ages to choose active travel modes for daily journeys to work, school, or for leisure. In many cases children will be able to travel independently to school, thus reducing the school time traffic jams. This provides healthy travel options for the whole community and supports climate action goals by reducing traffic volumes and associated pollution.
- **Are one of the cost effective safety measures**. Studies in the UK have found them to be five times more effective at reducing fatal and serious injuries than targeted interventions on A roads.
- **Are simpler for all road users**. The reduced number of traffic speed signs mean road users don't have to deal with frequent and confusing changes of speed limits.

Love 30 recommends that 30 km/h should be set as the default urban speed limit in all built-up areas throughout Limerick City and County, with exceptions for specific roads, as required by the Stockholm Declaration of February 2020 co-signed by Ireland. 30 km/h is the recognised safe vehicle speed where pedestrians, cyclists, and other vulnerable road users are mixing with vehicular traffic. And the Government's Working Group on action 6 of the RSA Action Plan 2021-2024 is considering, and is likely to recommend, a 30km/h default speed limit in all urban areas when it reports back later this year.

It is good to see that the bye-law public consultation was included on the Council's website and a variety of media and on [www.speedlimits.ie](http://www.speedlimits.ie)

In Appendix A we give background information on the health, environment, safety and health benefits of 30 km/h.

### Submission Noted.

- **The size of the proposed 30kph zone is to be initially introduced in the broader core business district. It may however be reviewed and amended in the future.**

### Submission number four from Dave Lynch

*Hello,*

*Can I just say off the bat, who ever is dreaming up the size of the proposed new speed limit zone is bonkers, too big, never going to work, taxi's at closing times on a Saturday night will not be going 30.*

*I can say housing estates, yes fully endorse the limit.*

*Anywhere else I am opposed to it, furthermore, this is not advertised anywhere for the general public to vote, you are sneaking in this new measure, copying other cities, here is a news flash, we are not like other cites, we are Irish and we have our ways of doing things.*

*O'Connell street is the biggest mess in all of Ireland at the moment, shops are closing and not reopening, you are killing the city by being anti motorist, my family will always use the crescent, the parkway and any other retail park that welcomes the family car, I do not use public transport or bike anywhere, it is too inefficient based on where I live.*

*You seem to have a pipe dream like Eamon Ryan that everyone lives in the city centre, they don't. Even with all the bike lanes, I still would not dream of cycling, one accident and your life is ruined, so I will, and I will encourage all my family to use a private car, wake up and smell what 90% of the people of Limerick are doing, you never put these ideas to the public to vote on, or you don't advertise it properly.*

*I am opposed to the new limit on the basis that 30 is too slow, modern cars that also have to be NCT tested to prove they are safe for the roads can stop better than previous versions, the data needs to be checked, some cars have automatic braking, people also have to take their personal actions and responsibilities on the road into account when using the roads, its not all on the motorist to magically read minds, they need to be informed of the rules of the road, I have an opinion that driving slowly would have the knock on effect of causing more emissions, the motorist including myself pay a lot of taxes to use these roads and I would like to see them stay at the current limits, I don't think I would be able to drive that slowly in the future, its mad, I may as well have a horse.*

*I would also like to point out scrambler bikes and e-scooters, the guards can't control neither, driving the wrong way up one way streets, riding past shop doors never thinking a person could walk out and be struck in the head, again this is why my family will never use the city, that and people fighting outside train stations, begging and the general bad atmosphere, you can't park anywhere, loading bays full of cars, its not a nice place anymore, how could ye possibly think copying other cities is the answer, stop listening to the greens agenda and the anti-motorist lobbyists, they are the minority, start listening to the people that once used the city and loved it.*

#### **Submission Noted.**

- **All Speed Limits require a level of enforcement from An Garda Siochana**
- **Under the Road Traffic Act 2004 to power to make bye-laws to apply Special Speed Limits is vested in the Elected Members of Local Authorities on roads in their administrative area. Section 9(3) and 9(4) of the Road traffic Act 2004 sets out a formal consultation process that must be followed.**
- **The Road Safety Authority statistics state that 5 in 10 pedestrians will die when struck by a car travelling at at 50km/hr. This significantly reduces to 1 in 10 when struck by a car travelling at 30km/hr.**

#### **Submission number five from Ailís Ní Chofaigh**

*To whom it may concern,*

*I'd like to submit my support for the proposal to reduce Limerick City Centre speed limit to 30km/hr.*

*Our City should be a place that's welcoming and safe for all of us. In revitalising O'Connell Street, the "shared space" (also known as a road) is harder to navigate for pedestrians as vehicles are travelling at speed, ignoring pedestrians' right of way. The same can be found on the "shared space" (road) at Howley's Quay. Drivers ignore, or are ignorant of, the priority being with pedestrians, then cyclists, on these shared spaces (roads). There are no safe crossings and because drivers refuse to adhere to the "shared space" pedestrian priority pedestrian safety is compromised.*

*You should really stop calling roads shared spaces without ensuring these roads are safe for pedestrian priority.*

*Pedestrian priority is dangerously overlooked in the City Centre. Pedestrians include those with reduced mobility, disabled people, older adults & young children; our most vulnerable people on the street. As such, our streets should be designed to protect these people. Reducing the speed limit increases pedestrian safety. A pedestrian struck by a vehicle travelling at 30km/hr has a 90% chance of survival. A pedestrian struck by a vehicle travelling at 50km/hr has a 50% chance of survival. Our current City Centre speed limit of 50km/hr, so reducing the speed limit is an obvious step towards improved safety.*

*Reducing speed limits to 30km/hr could allow for people-friendly streets. It would make the City Centre more enjoyable as a destination.*

*Thanks,*

**Submission Noted.**

### **Submission number six from Limerick Pedestrian Network**

*Good afternoon,*

*On behalf of the Limerick Pedestrian Network, I would like to express our support of the proposal to define a 30kmph speed limit within Limerick city centre. This is a valuable step in making the city centre safer for pedestrians, and we welcome it. We hope that amending the bye-laws of the city to include this limit will give the Council powers of enforcement that will reduce traffic speeds. As it stands, the advisory limit of 25kmph is routinely ignored. We would also advocate that any future design for streets in this area reflects the need to slow traffic to 30kmph and that speed reduction mechanisms and traffic calming strategies are fully integrated and embedded. We would hope than an expansion of the area remit into the local suburbs, where the majority of the city's children and other vulnerable pedestrians live, can also be planned.*

*Best wishes,*

**Submission Noted.**

- **The size of the proposed zone may be reviewed in the future.**

### **Submission number seven from Eoin Buckley**

Reducing vehicles speeds in urban and residential areas to around 30km/h is a key strategy for reducing road casualties, increasing modal shift to walking and cycling as well as reducing noise and emissions (European Federation of Road Traffic Victims 'Why 30km/h' – 2013) (1)

A pedestrian stands a 90% chance of surviving a vehicle strike at 30 km/h but only a 15% chance of surviving at 50 km/h (Vision Zero Surrey (Canada) Safe Mobility Plan) (2)

*I strongly support the introduction of a 30km/h speed limit in Limerick City. In addition to the proposed areas I would ask for the following to be included*

- *All roads within a 500m radius of a primary or secondary school or childcare facility*
- *Ennis Road from Union Cross to Sarsfield Bridge*

- Shelbourne Road from Condell Road to Hassetts Cross
- South Circular Road (full)
- North Circular Road (full)
- O'Connell Ave from Punches Cross inbound
- Bothar Bui / Yellow Road (full)
- Josephs St
- Wolfe Tone St
- Alphonsus St
- Clontarf Place

Thank you

**Submission Noted.**

- The size of the proposed 30kph zone is to be initially introduced in the broader core business district. It may however be reviewed and amended in the future.

**Submission number eight from Justin Fleming**

Dear Limerick City & County Council,

*I enthusiastically support your initiative to make Limerick City Centre a 30 km/h speed zone.*

*30 km/h is dramatically safer than 50 km/h, with ~90 per cent of pedestrians hit by a car surviving at 30 km/h, compared to just ~50 per cent at 50 km/h, according to the Rules of the Road.*

*Human beings, not traffic, should be the priority in Limerick City Centre.*

*I welcome the city-centre zone approach to implementing 30 km/h, rather than piecemeal in individual areas, so it is clear and easy for drivers to follow.*

*I also welcome a change from the existing 25 km/h recommended speed signs to a standard legal 30 km/h speed zone, consistent with other cities and towns.*

*It may also be helpful to paint 30 km/h at frequent intervals on the roads to remind drivers and reinforce that the city centre will be a 30 km/h speed zone.*

*Please make 30 km/h the default speed limit in built-up areas across Limerick City and County, particularly in residential areas, at schools and in urban centres.*

*Making Limerick City Centre a 30 km/h zone is a brilliant start.*

Warm regards,

**Submission Noted.**

- The size of the proposed 30kph zone is to be initially introduced in the broader core business district. It may however be reviewed and amended in the future.
- Road Markings will accompany signage as part of this change to 30km/hr

**Submission number nine from Maurice Egan**

Dear Sir/Madam,

*I wish to express my support for and welcome the proposed 30km/h speed limit zones for Limerick City centre. As a parent of young children and user of a push chair I hugely welcome the reduced speed limits. It is a vital step towards creating a safer environment for pedestrians.*

*However, the existing 30km/h zones in the Limerick metropolitan area are not being enforced and drivers are ignoring them. It is not enough to simply create the zone and erect signage, the street design must also change to encourage lower speeds and the limits must be enforced.*

*I look forward to seeing how street design will change and how the speed limits will be enforced.*

*Regards,*

**Submission Noted.**

- **All Speed Limits enforcement are a matter for An Garda Siochana**

### **Submission number ten from Sinead Ryan**

*Dear Sir/Madam,*

*I wish to make a submission to fully support the introduction of the 30km/hr Limerick City Centre Speed Limit to help improve safety of all road users especially the most vulnerable such as pedestrians and cyclists.*

*Many thanks for the opportunity to provide feedback and the ongoing efforts to improve road safety in Limerick city.*

*Kind regards*

**Submission Noted.**

### **Submission number eleven from Niall Quinn**

*Att of: Senior Engineer, Roads, Traffic and Cleansing, Limerick City & County Council*

*Hi there, my name is Niall Quinn. I'm not a member of any political party or aligned with any grouping.*

*I'm contacting you today about the proposed 30km/hr Limerick City Centre Speed Limit.*

*I'm in favour of the proposals as a starting point. We need to reset how all road users navigate Limerick City where I feel there is a distinct lack of calm in the way motorists transit our urban and suburban areas –commonly driving to and beyond the limit rather than at speeds appropriate to the environment and conditions they meet.*

*While I acknowledge baby-steps can be needed I would like to see the scale of the initiative ultimately increased to take in the suburbs and their arteries. I note, for example, at the southern end the proposed zone ends at Barrington St/Newenham St leaving two national schools right outside it. This zone should extend to the Crescent Shopping Center where the next pedestrian priority crossing is located (the previous being outside the Locke/St Marys Cathedral –a gap of 3.5kms!). Entirely complimentary to the proposed speed limit reductions, and indeed helping to leverage them, Limerick should be leading the way as Ireland's Calm Traffic Capital by rolling out a whole raft of uncontrolled, unlit pedestrian priority crossings of the kind that are standard and commonplace across continental Europe. Limerick could have saved millions spent on the O'Connell St works by*

*initiating this speed reduction sooner and putting at least two dozen such uncontrolled crossings in the gap between the two beacon-lit pedestrian crossings I referred to earlier. It is one of the few things on our roads and how we manage them that could literally have been fixed with paint. And it's not too late –we can still do it.*

*But that means moving on from notions like "shared surfaces", which as can be seen even on the redeveloped O'Connell St., Howleys Quay and elsewhere in practice prioritise motorised traffic. We need to move away from that fallacy to actual vulnerability based priority right up to and including the exclusion of motor traffic.*

*Towns like Ennis and Galway and beyond our shores Leeuwarden, Groningen (NL), Nantes, Angers(FR), Leeds (UK) have all made huge strides from varying starting points in making their centers more vibrant, safe and user friendly for all abilities by deprioritising and disincentivising the use of motor vehicles.*

*We need to look at what works elsewhere and bite the bullet that universally a huge part of the answer is indeed -disincentivise motoring. And the starting point in doing that is slowing it down. So again I welcome this initiative.*

*Thanks for your time,*

**Submission Noted.**

- **The size of the proposed 30kph zone is to be initially introduced in the broader core business district. It may however be reviewed and amended in the future.**
- **Some physical measures, such as junction tightening are being considered in order to support the introduction of this 30kph and are will be advertised in due course**
- **Currently 2 no. pedestrian crossings uncontrolled and unlit are on trial at St. Nessans Park and Springfield Drive, Dooradoyle.**

**Submission number twelve from Anne Kavanagh**

*Hello,*

*I fully support the plan to reduce the speed limit to 30km making the city safer for all. Please introduce and enforce it as soon as possible. It will enhance the city and will be better for everyone's health and well-being.*

*Thank you for this proposal*

**Submission Noted.**

**Submission number thirteen from David Geary**

*Dear Sirs,*

*I support the proposal to reduce the speed limit in Limerick City Centre to 30 KM/h.  
Yours sincerely,*

**Submission Noted.**

### **Submission number fourteen from Eric Fitzgerald**

*Dear Sir / Madam*

*I agree that a 30km/hr speed limit would be a good idea for the city centre, particularly on O'Connell Street to make this part of the city safe for pedestrians and give them priority and promote the city centre as a relaxed inclusive place to shop and socialise*

**Submission Noted.**

### **Submission number fifteen from Denise Houlihan**

*Hello,*

*I would like to make a submission in favour of the proposal to limit the speed in the City Centre to 30 km p/hr.*

*I work in the city centre and do a lot of work on foot and I think this would make a safer and more pleasant environment for every Pedestrian and cyclist.*

*Many thanks,*

**Submission Noted.**

### **Submission number sixteen from Sile Ginnane**

*Please find the An Taisce Limerick submission on the Draft Road Traffic Special Speed Limit Bye-Laws 2023.*

*Could you confirm receipt please.*

*Kind regards,*

## ***An Taisce: Background***

***An Taisce Limerick welcomes the opportunity to provide feedback on the Draft Limerick City County Road Traffic City Centre 30km/hr Speed Limit Bye Laws 2023.***

*An Taisce Limerick is the local branch of the national organisation An Taisce working towards an Ireland where our environment, natural and built, is actively prioritised and a lasting legacy of sustainability and resilience is ensured. We aim to advocate on behalf of present and future generations on the important choices we must make in search of a more environmentally sustainable future. We rely on the best available science, promote inclusion and community participation at all levels.*

***Dangers of Speeding Drivers***

***Speeding by drivers is one of the leading causes of road traffic collisions***

*causing injuries and fatalities, as indicated by Road Safety Authority statistics.*

*In 2022 there was a doubling of pedestrian deaths due to road traffic collisions from 2021. In fact, road collision figures show that the number of road deaths in 2022 increased by 13% compared to*



2021. A total of 155 people died in 149 fatal road collisions in 2022 compared to 137 deaths in 124 fatal road collisions in 2021. **Cork (13), Dublin (13) and Limerick (10) were the counties that recorded the highest number of deaths.**

The deadline for this public consultation is April 28th and it is worthwhile noting that traffic fatalities in Ireland up until 9am this morning were as follows:

Traffic fatalities up to 9am on 28 April 2023

|                    |           |
|--------------------|-----------|
| <i>Pedestrians</i> | <i>12</i> |
|--------------------|-----------|

|                |           |
|----------------|-----------|
| <i>Drivers</i> | <i>28</i> |
|----------------|-----------|

|                   |           |
|-------------------|-----------|
| <i>Passengers</i> | <i>10</i> |
|-------------------|-----------|

|                                   |          |
|-----------------------------------|----------|
| <i>E-Scooter Driver/Passenger</i> | <i>1</i> |
|-----------------------------------|----------|

|                      |          |
|----------------------|----------|
| <i>Motorcyclists</i> | <i>4</i> |
|----------------------|----------|

*Pedal Cyclists*

|                                  |  |
|----------------------------------|--|
| <i>Pillion Passengers /Other</i> |  |
|----------------------------------|--|

|                           |           |
|---------------------------|-----------|
| <i>Total Year To Date</i> | <i>56</i> |
|---------------------------|-----------|

2022 - Comparison: 52 (+4)

2021 - Comparison: 47 (+9)

These statistics indicate fatalities. As outlined by the Road Safety Authority, there are on average 9 serious **injuries** for every road death, meaning life-changing impacts for many hundreds of people, their families, their communities, and also have an economic cost to individuals, our health system and to the state.

## Speed Limits Support

*We need to design our roads to reduce speed, we need both manual and automatic enforcement, but a good starting point would be to reduce the default speed limit for all built up areas to 30km/hr, noting the value in speed limits in saving lives.*

*We warmly welcome the introduction of 30kmph speed limits but we would urge the council to go further with a much more **widespread 30kmph in all built up areas** throughout Limerick city and county. There is a duty of care that a council has for its citizens and the introduction of a 30kph has a robust evidence base demonstrating that this speed limit will save lives and improve the outcome for anyone involved in a road traffic collision.*

***\*At 60km/hr 9 in 10 will die***

***\*At 50km/hr 5 in 10 will die***

***\*At 30km/hr 1 in 10 will die***

*We would urge the council to consider **expansion of the proposed 30kmph speed limit to cover Limerick city centre**, as has been done in other jurisdictions to improve road safety, health and modal shift outcomes.*

***In Edinburgh, a speed limit of 20mph was introduced and resulted in the following outcomes:***

*Reduction by 23% for fatal casualties Reduction by 33% for serious casualties Reduction 37% for slight casualties*

*These outcomes are significant and we strongly recommend that decision-makers ensure that we protect people from being killed and seriously injured on our city streets and afford them every chance of survival if they are involved in a road traffic collision.*

## Additional Points

*Although outside the remit of this consultation, we would urge Limerick City and Council to look at **introducing widespread pedestrianisation following a reduction in speed limits**. In 2009, New York's Times Square was pedestrianised with subsequent works carried out to make it a people-centred public space, attracting many thousands of pedestrians daily.*

***Outcomes included:** Pedestrian injuries down 40%, Vehicular collisions down 15%, Overall crime in the area decreased by 20%.*

*In tandem with the speed limit reduction proposal, **we would like to see an increase in street design measures to prioritise walking and cycling**, particularly **traffic calming measures** including reduction of carriageway width, widening of footpaths, delivery of the cycling network, increased number of pedestrian crossings (without Belisha beacons), tightening of radii at junctions, widespread implementation of continuous footpaths. All of these will help assist in the natural reduction in speeding by drivers.*

*We would like to take this opportunity to **thank the Limerick City and Council Active Travel Team for their ongoing efforts to design and deliver an active travel network**, enabling many more people to choose a healthy and sustainable way of moving around their community. We hope that improving the speed limits to 30kph will assist them in their efforts to achieve better designed*

*streets with priority for people walking and cycling, and in so doing, attract people back to live in the city centre.*

*Thank you*

*Thank you for affording us the opportunity to provide feedback. We wish you the very best of luck with this project.*

*Sile Ginnane, Chair, An Taisce Limerick*

*on behalf of An Taisce Limerick, April 28th 2023.*

**Submission Noted.**

- **The size of the proposed 30kph zone is to be initially introduced in the broader core business district. It may however be reviewed and amended in the future.**
- **Some physical measures, such as junction tightening are being considered in order to support the introduction of this 30kph and are will be advertised in due course**

**Conclusion.**

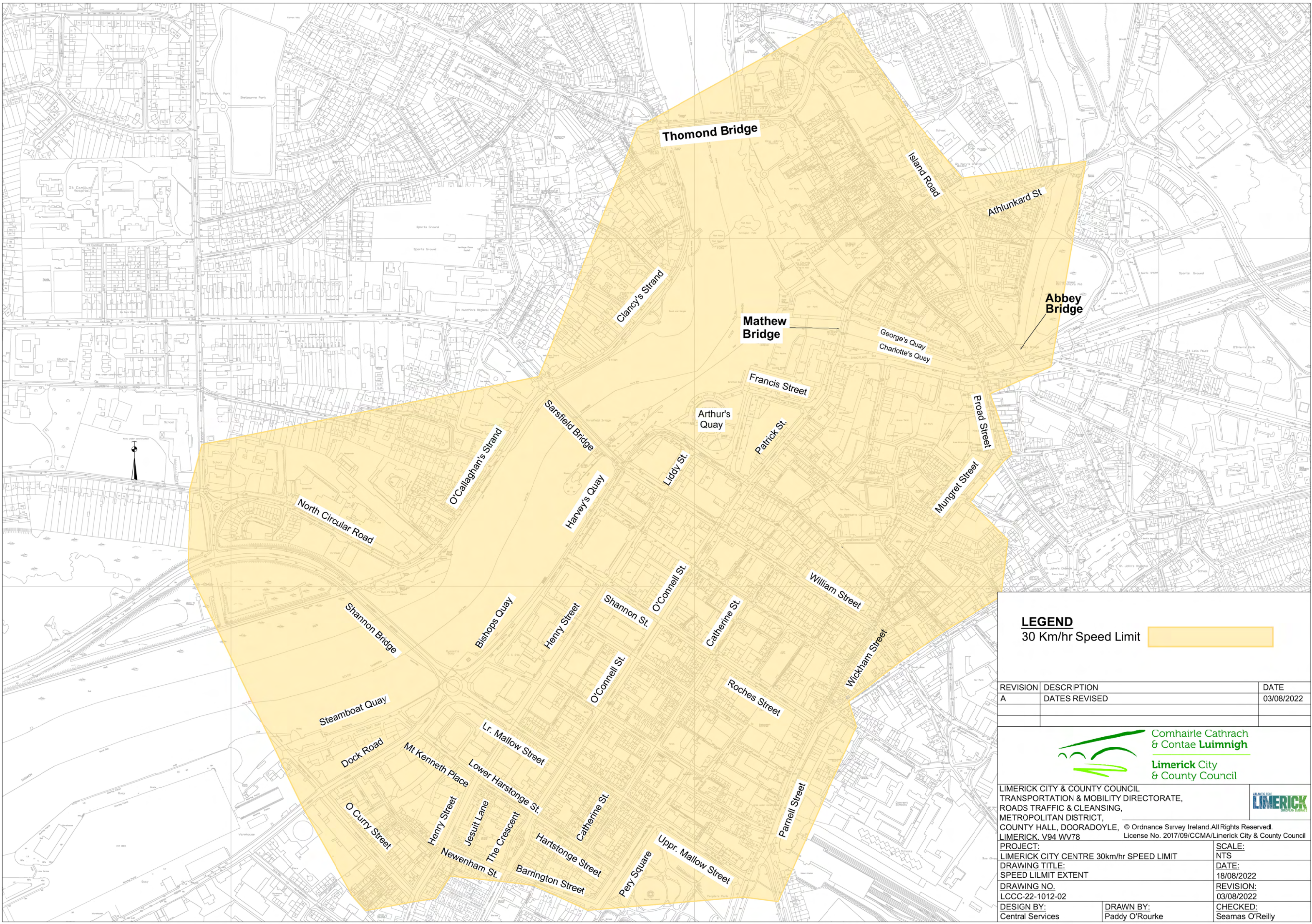
16 submissions have been made on the Limerick City and County Council Road Traffic ( Limerick City Centre 30 kilometres per hour Special Speed Limit ) Bye-Laws 2023. The submissions were made to [speedlimitsreview@limerick.ie](mailto:speedlimitsreview@limerick.ie).

The submissions in the main are very positive towards this change to the City Centre Speed Limit

The submissions are noted and are very welcome.

Kind Regards,  
Paddy O'Rourke,  
Senior Executive Technician  
Transportation & Mobility Department  
Roads Traffic and Cleansing – Central Services





**LEGEND**


30 Km/hr Speed Limit

| REVISION | DESCRIPTION   | DATE       |
|----------|---------------|------------|
| A        | DATES REVISED | 03/08/2022 |
|          |               |            |



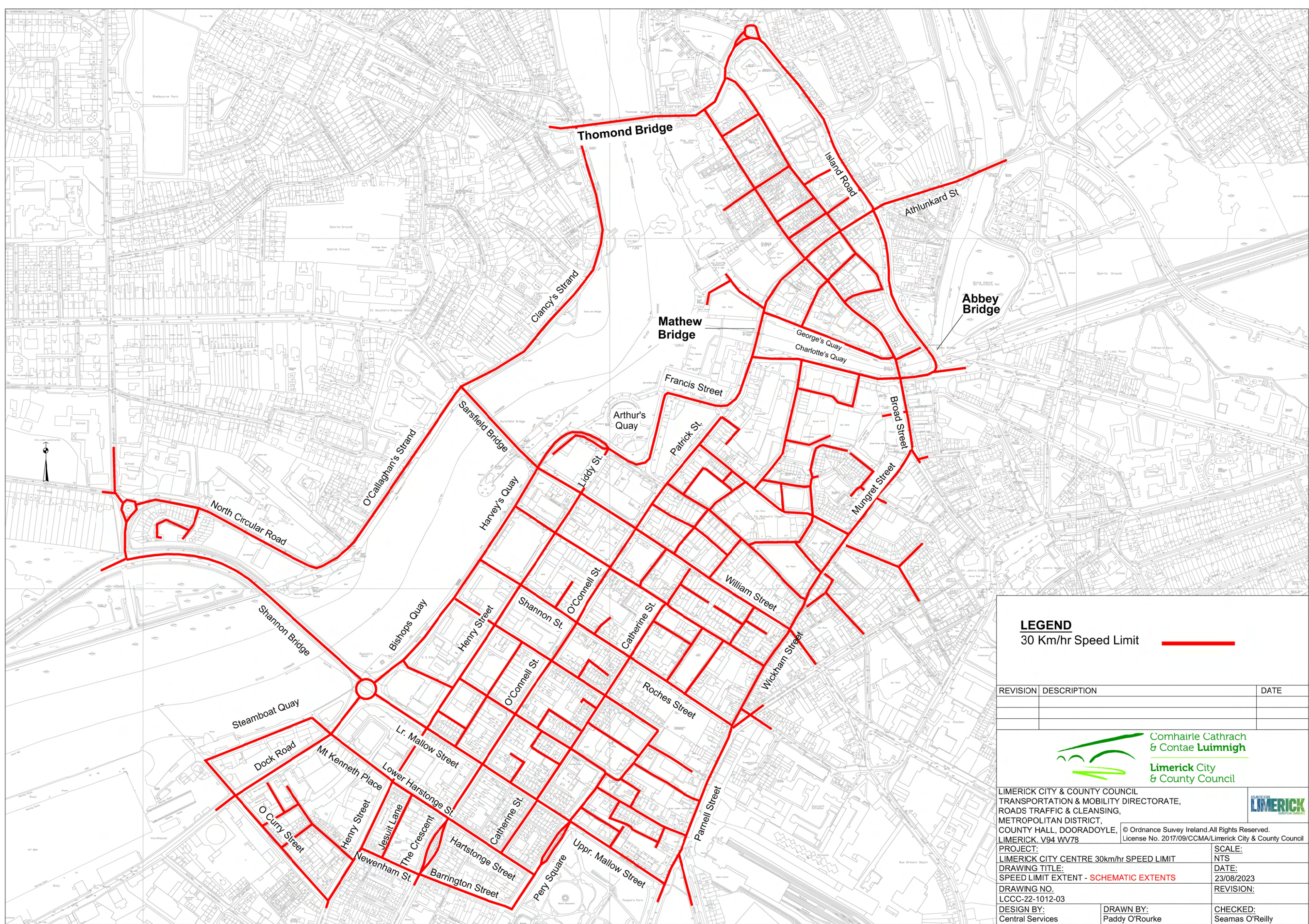
LIMERICK CITY & COUNTY COUNCIL  
TRANSPORTATION & MOBILITY DIRECTORATE,  
ROADS TRAFFIC & CLEANSING,  
METROPOLITAN DISTRICT,  
COUNTY HALL, DOORADOYLE,  
LIMERICK, V94 WV78

© Ordnance Survey Ireland.All Rights Reserved.  
License No. 2017/09/CCMA/Limerick City & County Council



|  |                             |
|--|-----------------------------|
| PROJECT:<br>LIMERICK CITY CENTRE 30km/hr SPEED LIMIT | SCALE:<br>NTS               |
| DRAWING TITLE:<br>SPEED LILMIT EXTENT                | DATE:<br>18/08/2022         |
| DRAWING NO.<br>LCCC-22-1012-02                       | REVISION:<br>03/08/2022     |
| DESIGN BY:<br>Central Services                       | CHECKED:<br>Seamas O'Reilly |
| DRAWN BY:<br>Paddy O'Rourke                          |                             |






**LEGEND**  
30 Km/hr Speed Limit

REVISION

DESCRIPTION

DATE



Comhairle Cathrach  
& Contae Lúimnigh

Limerick City  
& County Council

LIMERICK CITY & COUNTY COUNCIL  
TRANSPORTATION & MOBILITY DIRECTORATE,  
ROADS TRAFFIC & CLEANSING,  
METROPOLITAN DISTRICT,  
COUNTY HALL, DOORADOYLE,  
LIMERICK. V94 WV78

© Ordnance Survey Ireland. All Rights Reserved.  
License No. 2017/09/CCMA/Limerick City & County Council

PROJECT:  
LIMERICK CITY CENTRE 30km/hr SPEED LIMIT

DRAWING TITLE:  
SPEED LIMIT EXTENT - SCHEMATIC EXTENTS

DRAWING NO.  
LCCC-22-1012-03

DESIGN BY:  
Central Services

SCALE:  
NTS

DATE:  
23/08/2023

REVISION:

DRAWN BY:  
Paddy O'Rourke

CHECKED:  
Seamas O'Reilly