



Comhairle Cathrach
& Contae **Luimnígh**

Limerick City
& County Council

Limerick City and County Council 60kph Default Speed limits

Background

As part of the Programme for Government an implementation group was formed to review and reduce speed limits where appropriate to address both road safety issues and carbon emissions.

This group consisted of key state stakeholders including the Department of Transport, Transport Infrastructure Ireland, National Transport Authority, An Garda Siochana as well as the Local Authority sector. (see **Circular 1 RS 01 / 2024**)

As part of this review the following amendments in relation to default speed limits were proposed and legislation passed to amend the default speed limits as follows

1. 30km/h (Urban Areas)
2. 60km/h (Rural Local Roads)
3. 80km/h (National Secondary Roads)

Background

- The introduction in these measures aims to improve safety on the road network for all users
- Apply suitable default speed limits to the relevant road types and environments
- Currently there is a worrying trend with an increase in road fatalities and it is hoped that these measures will save lives and provide a safer, more sustainable road network going into the future.
- Similar actions in other jurisdictions have led to a decrease in serious incidents and road deaths

Traffic fatalities up to 9am on 13th June 2024

Pedestrians	18
Drivers	33
Passengers	20
E-Scooter Driver/Passenger	
Motorcyclists	10
Pedal Cyclists	5
Pillion Passengers /Other	0
Total Year To Date	86

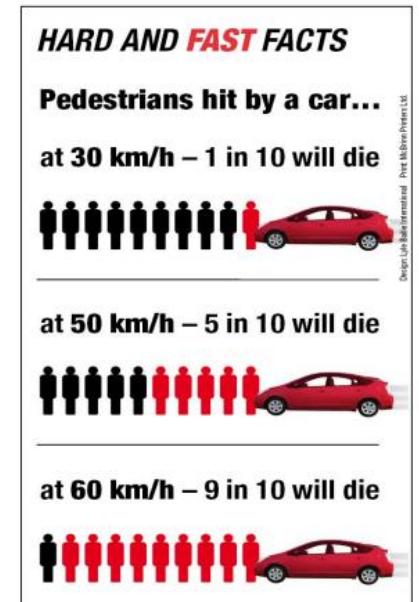


Figure 4.2: Illustration from the Road Safety Authority showing the impact of vehicle speeds on pedestrian fatalities. This is of primary consideration when considering appropriate speeds and levels of pedestrian activity.

2023 - Comparison: 75 (+11)

June to date: 7

Yearly comparable figures to 2023

Total Killed to 13/06/2024	86	Total Killed to 13/06/2023	75
Total Collisions to 13/06/2024	81	Total Collisions to 13/06/2023	71

Implementation

The legislation was amended with respect to the default speed limits on the 12th of April 2024

The Bill addresses key matters in road safety - Legislating for safer default speed limits in line with the Department's speed limit review published in September 2023. Default speed limits will be lowered –

- a) On national secondary roads, from 100km/h to 80km/h
- b) On local roads, from 80km/h to 60 km/h
- c) On roads in built-up areas from 50km/h to 30km/h

The Department of Transport have indicated that the Bill will be “commenced” in phases.

- The first phase is the implementation of the local roads default from the current 80 km/h to 60 km/h.
- The second phase is the implementation of the national secondary roads default from the current 100km/h to 80km/h and also on roads in built-up areas from the default of 50km/h to 30km/h
- The third phase will examine particular areas of sensitivity such as schools or locations where VRUs are the predominant road user
- Phase 1 has commenced with a view of the introduction of the revised speed limits in November with Phase 2 commencing in the first part of 2025.

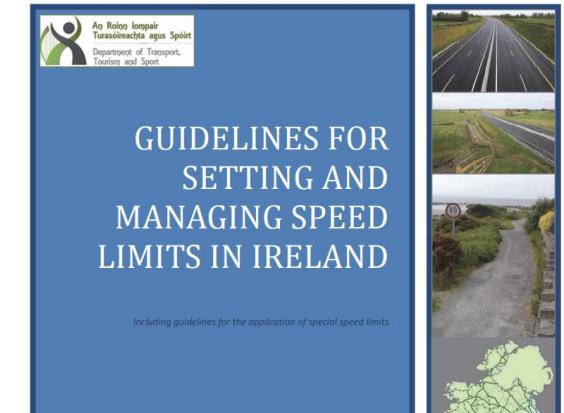
The focus of Limerick City and County Council is on Phase 1 for now. Additional workshops will be held in relation to future phase in due course.

Implementation

Phase 1 is dealing with Local Roads where it is recommended that the default Speed Limit be reduced from 80 km/h to 60 km/h to align with the use of the network and the Safe System principles.

Given the variability of the network exceptions based upon road safety, and classification would be permitted in accordance with a methodology set out in the **Statutory Guidelines**.

The Guidelines outline when and where a local road may be considered for a higher speed limit. It sets out specific criteria that must be met in order to increase the speed limit from the default 60kph.



7 THE SETTING OF SPEED LIMITS – DETAILED GUIDANCE

(Guidance by road type)

This chapter presents circumstances where Local Authorities may consider the introduction of *Special Speed Limits* having regard to the various types of roads encountered in both urban and rural settings. The references to the various “types” are relevant to the use of roads as opposed to the strict legal status afforded to roads in the Roads Act 1993. In the case of the use of the *Special Speed Limit* of 120km/h on National Road Dual Carriageways and the *Special Speed Limits* of 40km/h, 30km/h and 20km/h, the criteria presented in the applicable section must be in place for any of those speed limits to be applied.

7.1 Motorways



Figure 7.1 – Typical Motorway
While motorways have a default speed limit of 120km/h, it may be necessary to apply a lower speed limit in certain situations including:

- Where roads cannot meet the standards for 120km/h in terms of stopping sight distance, horizontal curvature and vertical alignment as set out in the TII Publications;
- Where a lower speed limit is desirable for road safety or capacity reasons;
- At merges/diversions, slip roads and loops at junctions;
- At locations with high levels of merging or weaving traffic; and
- In the vicinity of toll plazas.

To identify the correct extent or location of default speed limits on motorways, reference should be made to the relevant motorway Order maps. Variation of speed limits from those locations will necessitate *Special Speed Limits*.

Under the Road Traffic Act 2004, *Special Speed Limits* may be set in respect of individual carriageways and traffic lanes. This concept is discussed in more detail in Section 7.4.

Off-ramps, linking the motorway to the rest of the network, normally provide ample opportunity to decelerate. A transitional speed limit however may be appropriate on the ramp, or, if deemed necessary for safety reasons, on a lane drop approaching the off ramp. In the

Amendment Criteria

The following criteria must be met for a road to be considered for an increase in the speed limit.

The length of road in question

To avoid driver confusion, frequent changes in speed limits will not be imposed. Therefore, a minimum of **3km will generally be applied**, and there will be no more **than 2 changes of speed limit over 10km**. It is recommended that the start and end points be identifiable nodes, for example between two villages or between a Junction and rural cluster.

Upon identification of a road which may be considered we must follow the criteria set out in the guidelines, which is made up of 3 stages

Stage 1 Assessment – Primary Criteria

Criteria Description
<p>Road Paved Width (including hard shoulders and hard strips)</p> <ul style="list-style-type: none">• Less than 5m (60km/h to be applied); or• Between 5m and 5.5m (should remain at 60km/h unless other criteria apply); or• Greater than 5.5m (may proceed to Stage 2). <p>• Is the road on a designated route for non-motorised vulnerable road users? Yes/No (Designated = where a Local Authority has the road delineated/signed, or the road is on a cycle network, such as the National Cycle Network or a EuroVelo route)</p> <p>• Is there linkage to a Greenway/Blueway? Yes/No (Linkage = are non-motorised vulnerable road users guided onto the road to connect to a Greenway/Blueway)</p> <p>Yes = remain at 60km/h</p> <p>No = may proceed to Stage 2</p>

Table 7.3 – Local Roads - Stage 1 Assessment – Primary Criteria

Amendment Criteria

Stage 2 Assessment - Other Criteria (Qualitative Assessment Basis)

If the Stage 1 assessment gives a result which may appear inappropriate, or may cause an unreasonable risk to road safety, the following factors should be considered:

Criteria Description
Horizontal alignment – due to terrain, topography, sight distance etc.
<ul style="list-style-type: none">• Are there seasonal peaks and / or local attractions, ie. Access to beaches.• Are there other destinations of interest such as schools and sports facilities.
Number and type of junctions – ie. crossroads, sight distance, visibility. Include traffic volume and collision data. This may be obtained in consultation with AGS.
Type of vehicles – ie. Is there a high number of agricultural vehicles. HGV %. Access to facilities such as quarries.
Number of accesses* (including collision data which may be obtained in consultation with AGS) L = Low Access numbering up to 5 per km – suitable M = Medium Access numbering 6 to 8 per km – undesirable H = High Access numbering 9 or more per km – unsuitable * Alignment with relevant standards
Vertical alignment – due to terrain, topography, sight distance etc.

Table 7.4 – Local Roads - Stage 2 Assessment - Other Criteria (Qualitative Assessment Basis)

Stage 3 Assessment – Further Criteria (Quantitative Assessment)

Further to Stage 1 and Stage 2 assessments, a more detailed quantitative assessment may be carried out based on more detailed data such as traffic volume, collision, and speed data.

Limerick Assessment

Identify which roads should be considered for a higher speed limit and to examine each one based on the specific criteria

This process was done through MapRoad and in consultation with our Area Engineers and offices

In total we identified 32 roads which merited review.

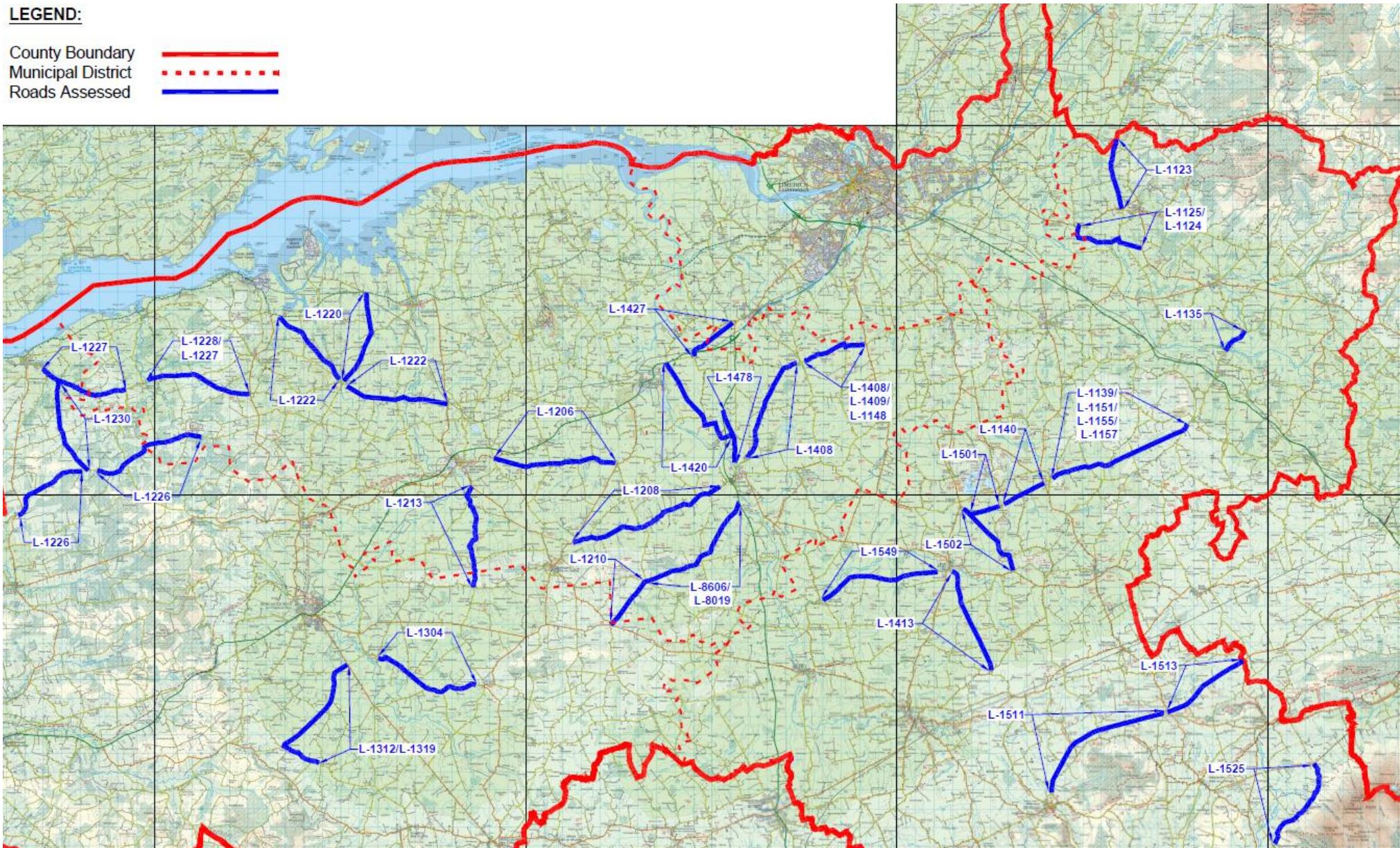
Limerick Assessment

Road Name	Location Description	Municipal District	Road Name	Location Description	Municipal District	Road Name	Location Description	Municipal District
L-1478	Old N20 North of Croom to Existing N20	Adare Rathkeale	L-1226	Knockdown to Blaine Cross R-524	Newcastle West	L-1525	Anglesborough to Barna Cross Rds	Cappamore Kilmallock
L-1208	Croom to Ballingarry	Adare Rathkeale	L-1228/L-1227	Jobbers Cross R-521/L-1228 to Ballyhahill	Adare Rathkeale	L-1502	Holycross to Knockainey GAA	Cappamore Kilmallock
L-1210	Lees Cross to Gormans Shop	Adare Rathkeale	L-1227	Ballyhahill to Glin	AR/NCW	L-1125/L-1124	Maddyboy to Rath Murroe	Cappamore Kilmallock
L-8606/8019	Gormans Shop to Anhid Cross on N20	Adare Rathkeale	L-1511	Kilfinane to Garryspillane	Cappamore Kilmallock	L-1501	Holycross Rd to Patrickswell Lough Gur	Cappamore Kilmallock
L-1420	Lantern Lodge to Caherass Cross	Adare Rathkeale	L-1213	Graigue to Gorteen	Adare Rathkeale	L-1140	Patrickswell Lough Gur to Herbertstown R-513	Cappamore Kilmallock
L-1408	Croom to Crecora	Adare Rathkeale	L-1220	Creeves to Tomdeeley South	Adare Rathkeale	L-1413	The Waterfall Bruff to O'Malleys Cross Bulgaden	Cappamore Kilmallock
L-1408/1409/1148	Crecora to Kelliher's Cross	Adare Rathkeale	L-1230	Knockdown to Glin	Newcastle West	L-1549	Bruff to Athlaca	Cappamore Kilmallock
L-1206	Nevilles Cross to 5 Cross Rds at Rathkeale	Adare Rathkeale	L-1304	Castlemahon to Kilmeedy	Newcastle West	L-1123	Murroe to Newport Rd	Cappamore Kilmallock
L-1222	N69 Robertstown to Creeves	Adare Rathkeale	L-1312/L-1319	Kileedy to R-522	Newcastle West	L-1139/L-1151/L-1155/L-1157	Herbertswon to Old Pallas	Cappamore Kilmallock
L-1222	Creeves to R518 at Graigeen	Adare Rathkeale	L-1427	Patrickswell Adare Rd	Metropolitan	L-1135	Pallasgreen to Newbridge Turn for Doonw	Cappamore Kilmallock
L-1226	L-1226 Cahernagh Existing 60kph to Knockdown	AR/NCW	L-1513	Garryspillane to Ballywire Cross Tipperary	Cappamore Kilmallock			

Limerick Assessment

LEGEND:

County Boundary
Municipal District
Roads Assessed



Limerick Assessment

Road Name	Location Description	Assessment Result	Reason
L-1478	Old N20 North of Croom to Existing N20	Should Remain at 60km/h	Insufficient Length
L-1208	Croom to Ballingarry	Should Remain at 60km/h	No. of Accesses/Junctions
L-1210	Lees Cross to Gormans Shop	Should Remain at 60km/h	Insufficient Length
L-8606/8019	Gormans Shop to Anhid Cross on N20	Should Remain at 60km/h	No. of Accesses/Junctions
L-1420	Lantern Lodge to Caherass Cross	Should Remain at 60km/h	No. of Accesses/Junctions
L-1408	Croom to Crecora	Should Remain at 60km/h	No. of Accesses/Junctions
L-1408/1409/1148	Crecora to Kelliher Cross	Should Remain at 60km/h	No. of Accesses/Junctions
L-1206	Nevilles Cross to 5 Cross Rds at Rathkeale	Should Remain at 60km/h	No. of Accesses/Junctions
L-1222	N69 Robertstown to Creeves	Assessment Incomplete	Not Desirable, must be additional justification
L-1222	Creeves to R518 at Graigeen	Should Remain at 60km/h	No. of Accesses/Junctions
L-1226	L-1226 Cahernagh Existing 60kph to Knockdown	Assessment Incomplete	Proceed to On Site Assessment
L-1226	Knockdown to Blaine Cross R-524	Assessment Incomplete	Not Desirable, must be additional justification
L-1228/L-1227	Jobbers Cross R-521/L-1228 to Ballyhahill	Should Remain at 60km/h	No. of Accesses/Junctions
L-1227	Ballyhahill to Glin	Should Remain at 60km/h	No. of Accesses/Junctions
L-1511	Kilfinane to Garryspillane	Should Remain at 60km/h	No. of Accesses/Junctions
L-1213	Graigue to Gorteen	Should Remain at 60km/h	No. of Accesses/Junctions
L-1220	Creeves to Tomdeeley South	Should Remain at 60km/h	No. of Accesses/Junctions
L-1230	Knockdown to Glin	Assessment Incomplete	Not Desirable, must be additional justification
L-1304	Castlemahon to Kilmeedy	Should Remain at 60km/h	No. of Accesses/Junctions
L-1312/L-1319	Kileedy to R-522	Should Remain at 60km/h	No. of Accesses/Junctions
L-1427	Patrickswell Adare Rd	Should Remain at 60km/h	Insufficient Length
L-1513	Garryspillane to Ballywire Cross Tipperary	Assessment Incomplete	Not Desirable, must be additional justification
L-1525	Anglesborough to Barna Cross Rds	Should Remain at 60km/h	No. of Accesses/Junctions
L-1502	Holycross to Knockainey GAA	Should Remain at 60km/h	No. of Accesses/Junctions
L-1125/L-1124	Maddyboy to Rath Murroe	Should Remain at 60km/h	No. of Accesses/Junctions
L-1501	Holycross Rd to Patrickswell Lough Gur	Should Remain at 60km/h	Insufficient Length
L-1140	Patrickswell Lough Gur to Herbertstown R-513	Should Remain at 60km/h	Insufficient Length
L-1413	The Waterfall Bruff to O'Malleys Cross Bulgaden	Should Remain at 60km/h	No. of Accesses/Junctions
L-1549	Bruff to Athlaca	Should Remain at 60km/h	No. of Accesses/Junctions
L-1123	Murroe to Newport Rd	Should Remain at 60km/h	No. of Accesses/Junctions
L-1139/L-1151/L-1155/L-1157	Herbertswon to Old Pallas	Should Remain at 60km/h	No. of Accesses/Junctions
L-1135	Pallasgreen to Newbridge Turn for Doonw	Should Remain at 60km/h	Insufficient Length

Limerick Assessment

Desktop study on proposed routes using the Stage 1 & Stage 2 criteria, where we looked at

Road Width based on Map Road

- Road Length
- Road Usage – Increased number of VRUs etc.
- Number of Access and Junctions

The initial stage 1 Desktop review, while also being cognizant of the number of access excluded 27 from being considered for a higher speed limit of 80kph.

The majority of these did not pass the criteria based on the length between nodes, recorded road width and number of accesses

Stage 1 Assessment – Primary Criteria

Criteria Description
Road Paved Width (including hard shoulders and hard strips) <ul style="list-style-type: none">• Less than 5m (60km/h to be applied); or• Between 5m and 5.5m (should remain at 60km/h unless other criteria apply); or• Greater than 5.5m (may proceed to Stage 2).
<ul style="list-style-type: none">• Is the road on a designated route for non-motorised vulnerable road users? Yes/No (Designated = where a Local Authority has the road delineated/signed, or the road is on a cycle network, such as the National Cycle Network or a EuroVelo route)• Is there linkage to a Greenway/Blueway? Yes/No (Linkage = are non-motorised vulnerable road users guided onto the road to connect to a Greenway/Blueway) Yes = remain at 60km/h No = may proceed to Stage 2

Table 7.3 – Local Roads - Stage 1 Assessment – Primary Criteria

Stage 2 Assessment - Other Criteria (Qualitative Assessment Basis)

If the Stage 1 assessment gives a result which may appear inappropriate, or may cause an unreasonable risk to road safety, the following factors should be considered:

Criteria Description
Horizontal alignment – due to terrain, topography, sight distance etc.
<ul style="list-style-type: none">• Are there seasonal peaks and / or local attractions, ie. Access to beaches.• Are there other destinations of interest such as schools and sports facilities.
Number and type of junctions – ie. crossroads, sight distance, visibility. Include traffic volume and collision data. This may be obtained in consultation with AGS.
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Vertical alignment – due to terrain, topography, sight distance etc.

Table 7.4 – Local Roads - Stage 2 Assessment - Other Criteria (Qualitative Assessment Basis)

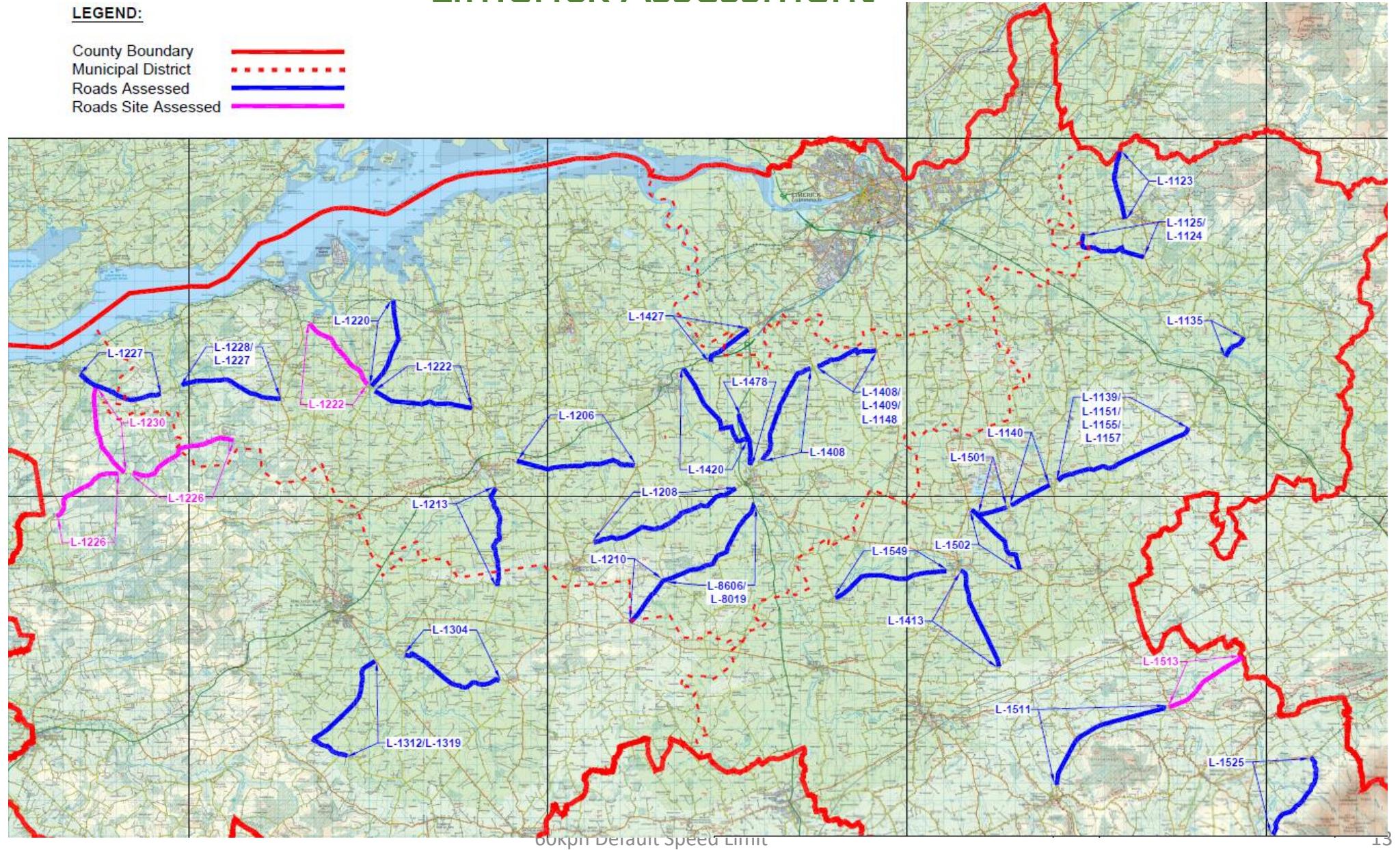
Stage 3 Assessment – Further Criteria (Quantitative Assessment)

Further to Stage 1 and Stage 2 assessments, a more detailed quantitative assessment may be carried out based on more detailed data such as traffic volume, collision, and speed data.

Limerick Assessment

LEGEND:

County Boundary
Municipal District
Roads Assessed
Roads Site Assessed



Limerick Assessment

Road Name	Location Description	Site Assessment Result	Reason
L-1222	N69 Robertstown to Creeves	Assessment Incomplete	Not Desirable, must be additional justification
L-1226	L-1226 Cahernagh Existing 60kph to Knockdown	Assessment Incomplete	Proceed to On Site Assessment
L-1226	Knockdown to Blaine Cross R-524	Assessment Incomplete	Not Desirable, must be additional justification
L-1230	Knockdown to Glin	Assessment Incomplete	Not Desirable, must be additional justification
L-1513	Garryspillane to Ballywire Cross Tipperary	Assessment Incomplete	Not Desirable, must be additional justification

Limerick Assessment

5 Roads were brought forward to a Stage 2 Assessment.

These roads were driven and the remainder of the criteria examined and accessed through a site survey.

This assessment accounted for

- The Horizontal and Vertical alignments
- Confirmation of pavement widths
- Types of Vehicles
- Types of Junctions

The Stage 2 Assessment excluded 4 from being considered for a higher speed limit of 80kph. This was mainly due to the measured width and horizontal and vertical alignment

Stage 1 Assessment – Primary Criteria

Criteria Description
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<ul style="list-style-type: none">• Is the road on a designated route for non-motorised vulnerable road users? Yes/No (Designated = where a Local Authority has the road delineated/signed, or the road is on a cycle network, such as the National Cycle Network or a EuroVelo route)• Is there linkage to a Greenway/Blueway? Yes/No (Linkage = are non-motorised vulnerable road users guided onto the road to connect to a Greenway/Blueway) Yes = remain at 60km/h No = may proceed to Stage 2

Table 7.3 – Local Roads - Stage 1 Assessment – Primary Criteria

Stage 2 Assessment - Other Criteria (Qualitative Assessment Basis)

If the Stage 1 assessment gives a result which may appear inappropriate, or may cause an unreasonable risk to road safety, the following factors should be considered:

Criteria Description
Horizontal alignment – due to terrain, topography, sight distance etc.
<ul style="list-style-type: none">• Are there seasonal peaks and / or local attractions, ie. Access to beaches.• Are there other destinations of interest such as schools and sports facilities.
Number and type of junctions – ie. crossroads, sight distance, visibility. Include traffic volume and collision data. This may be obtained in consultation with AGS.
Type of vehicles – ie. Is there a high number of agricultural vehicles. HGV %. Access to facilities such as quarries.
Number of accesses* (including collision data which may be obtained in consultation with AGS) L = Low Access numbering up to 5 per km – suitable M = Medium Access numbering 6 to 8 per km – undesirable H = High Access numbering 9 or more per km – unsuitable
* Alignment with relevant standards
Vertical alignment – due to terrain, topography, sight distance etc.

Table 7.4 – Local Roads - Stage 2 Assessment - Other Criteria (Qualitative Assessment Basis)

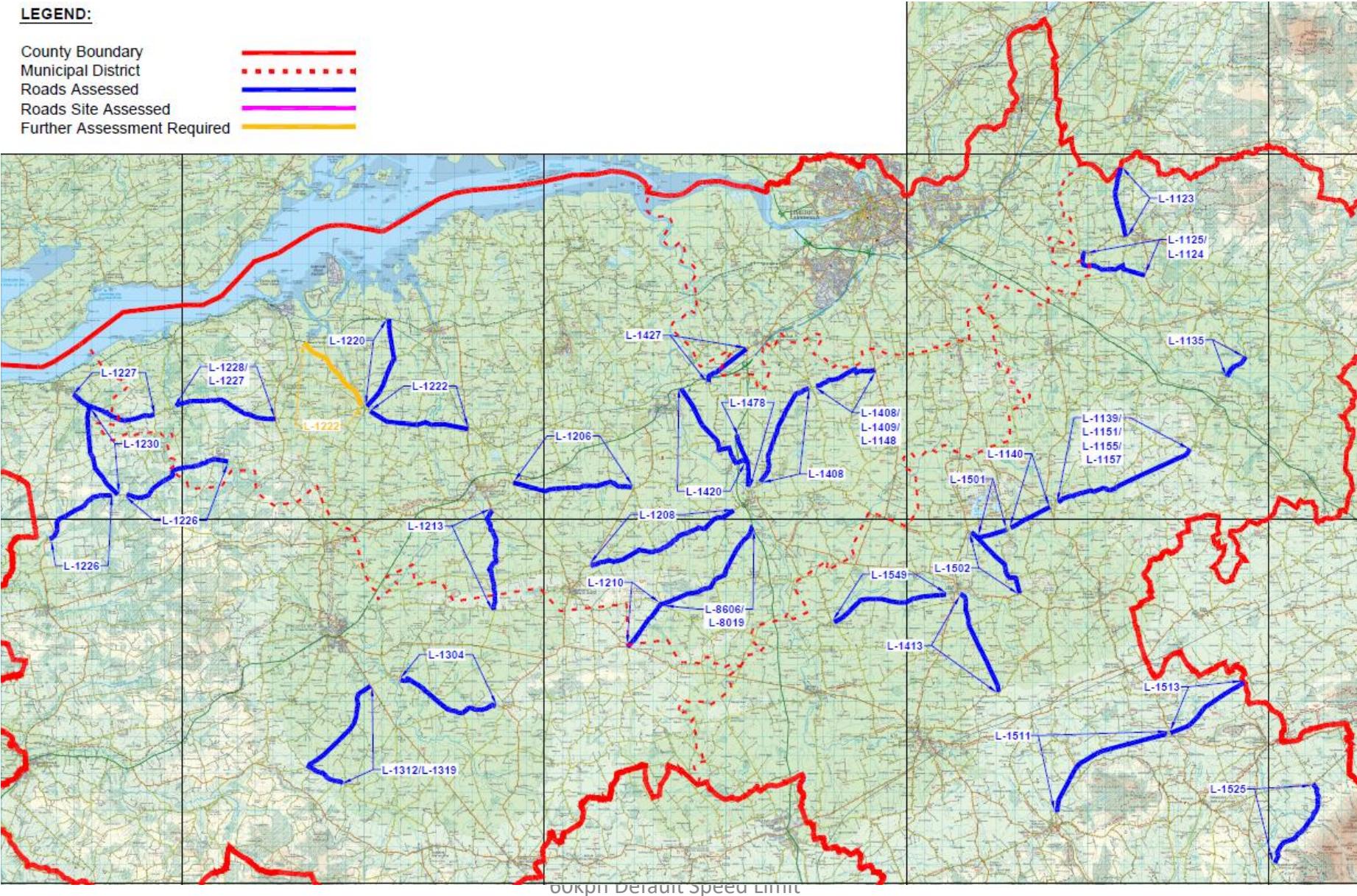
Stage 3 Assessment – Further Criteria (Quantitative Assessment)

Further to Stage 1 and Stage 2 assessments, a more detailed quantitative assessment may be carried out based on more detailed data such as traffic volume, collision, and speed data.

Limerick Assessment

LEGEND:

- County Boundary
- Municipal District
- Roads Assessed
- Roads Site Assessed
- Further Assessment Required



Limerick Assessment

Following the site survey the L-1222 road required further assessment as it met the criteria in a number of areas, however the number of access per kilometer was 6 which means in order to qualify additional justification would be required.

This road however was deemed not to have met the additional criteria in that there is a quarry and concrete plant located along this road and the %HGV was 36.29% which would be considered higher than normal.

Location Description		Criteria	Measurement	Comment	Stage 2 Assessment - Other Criteria (Qualitative Assessment Basis)
L-1222	N69 Robertsown to Creeses Adare Rathkeale	Road Width (m)	6	Greater than 5.5m (may proceed to Stage 2)	Horizontal alignment – due to terrain, topography, sight distance etc.
		Road Length Assessed Between Nodes (km)	4.7	Length sufficient to consider as it is greater than 3km and between two identifiable node points	• Are there seasonal peaks and / or local attractions, ie. Access to beaches. • Are there other destinations of interest such as schools and sports facilities.
		Designated route for VRU or Linkage to Greenway	NO	Will not impact the route assessment	Number and type of junctions – ie. crossroads, sight distance, visibility. Include traffic volume and collision data. This may be obtained in consultation with AGS.
		Horizontal and Vertical Alignment	Good Visibility, Good Sight lines, no sharp bends, no sections of continuous bends, no hidden dips, no undulating sections	Alignment is generally good	Type of vehicles – ie. Is there a high number of agricultural vehicles. HGV %. Access to facilities such as quarries.
		Seasonal peaks or local attractions or destinations of interest such as schools and sports facilities	NO	Will not impact the route assessment	Number of accesses* (including collision data which may be obtained in consultation with AGS) L = Low Access numbering up to 5 per km – suitable M = Medium Access numbering 6 to 8 per km – undesirable H = High Access numbering 9 or more per km – unsuitable
		Number of accesses over total Length	29		* Alignment with relevant standards
		Number of accesses per km	6	Not Desirable, must be additional justification. The guidelines suggest that the road stay at 60kph unless other mitigating factors apply.	Vertical alignment – due to terrain, topography, sight distance etc.
		Estimated HGV % (Over 7.5% considered High)		Quarry and Concrete plant present	Table 7.4 – Local Roads - Stage 2 Assessment - Other Criteria (Qualitative Assessment Basis)
					Stage 3 Assessment – Further Criteria (Quantitative Assessment)
Further to Stage 1 and Stage 2 assessments, a more detailed quantitative assessment may be carried out based on more detailed data such as traffic volume, collision, and speed data.					

Summary

- Phase 1 of the speed limit review is ongoing and no local roads have met the criteria for an increase in speed limit. The default limit of 60kph will apply from the scheduled date of November.
- The Byelaws are being reviewed to ensure that any over laps of amendments are being captured and these will be flagged to the members if byelaws are necessary.
- Limerick City and County Council are working with the department with respect to procurement and installation of the necessary signage within the ambitious timeline.
- There will be further workshops in relation to Phase 2 which will address national secondary roads and Urban environments.

Questions

Questions
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Initial feedback