



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 |

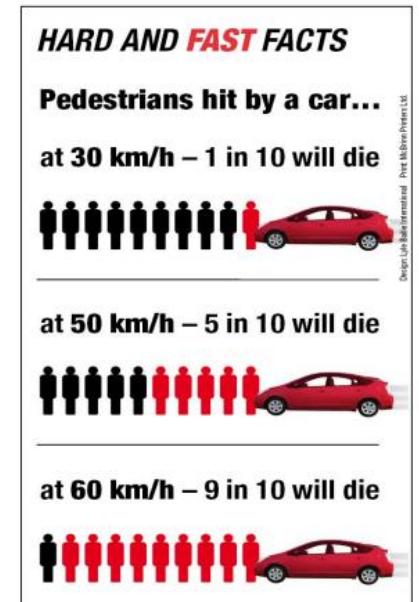


Figure 4.2: Illustration from the Road Safety Authority showing the impact of vehicle speeds on pedestrian fatalities. This is of primary consideration when considering appropriate speeds and levels of pedestrian activity.

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.

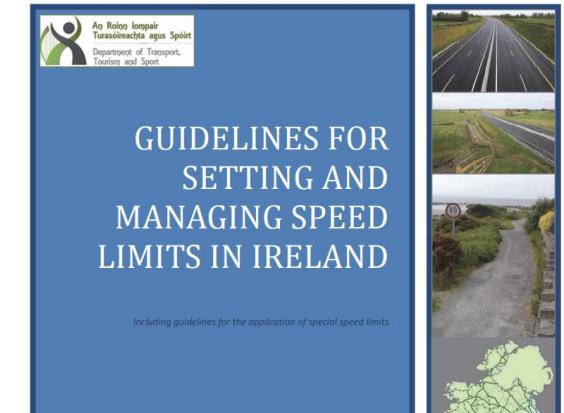
The focus of Limerick City and County Council is on Phase 1 for now. Additional workshops will be held in relation to future phase in due course.

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.

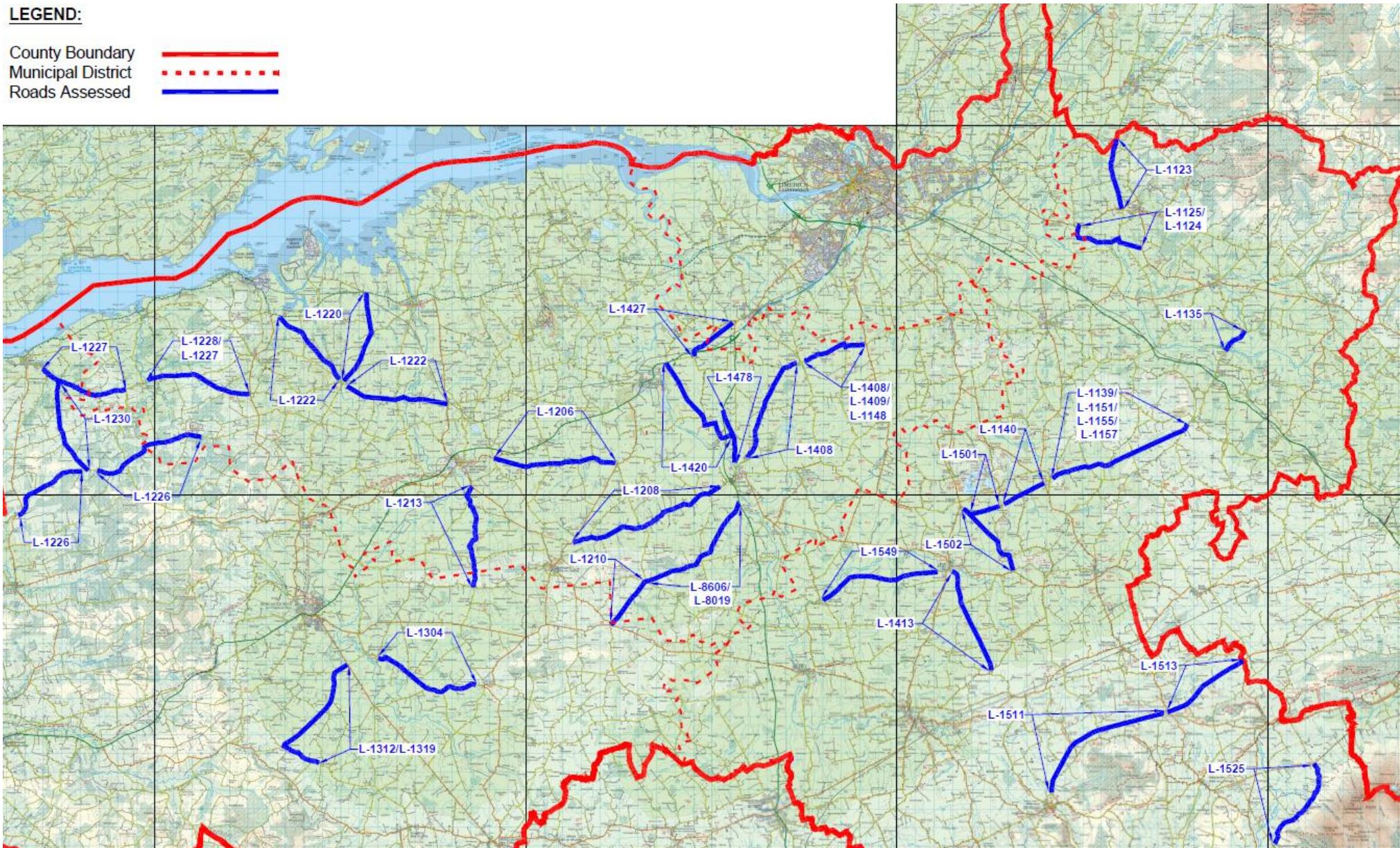
Limerick Assessment

| 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. |
| 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)

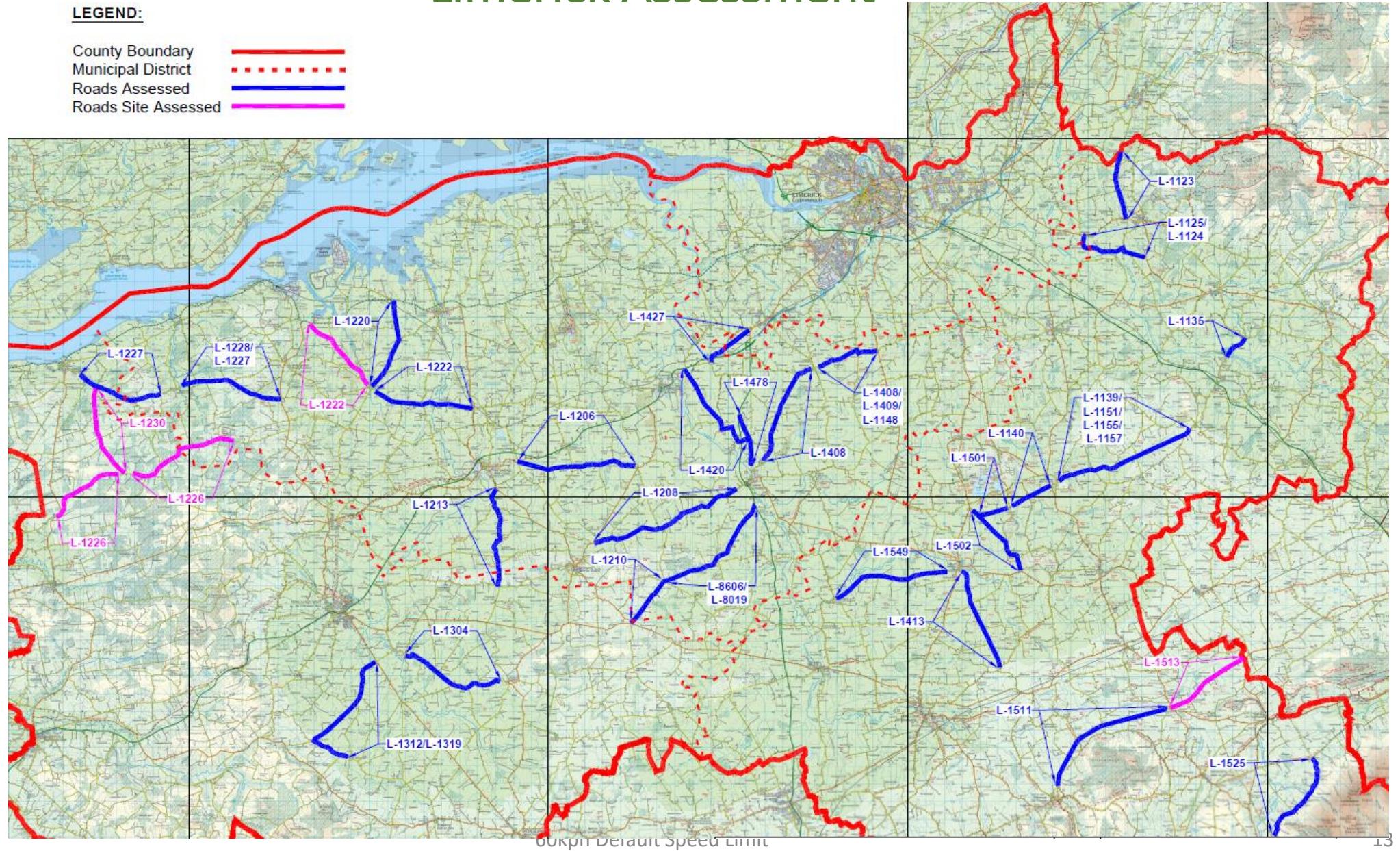
Stage 3 Assessment – Further Criteria (Quantitative Assessment)

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



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 |
|--|
| 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. |
| 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)

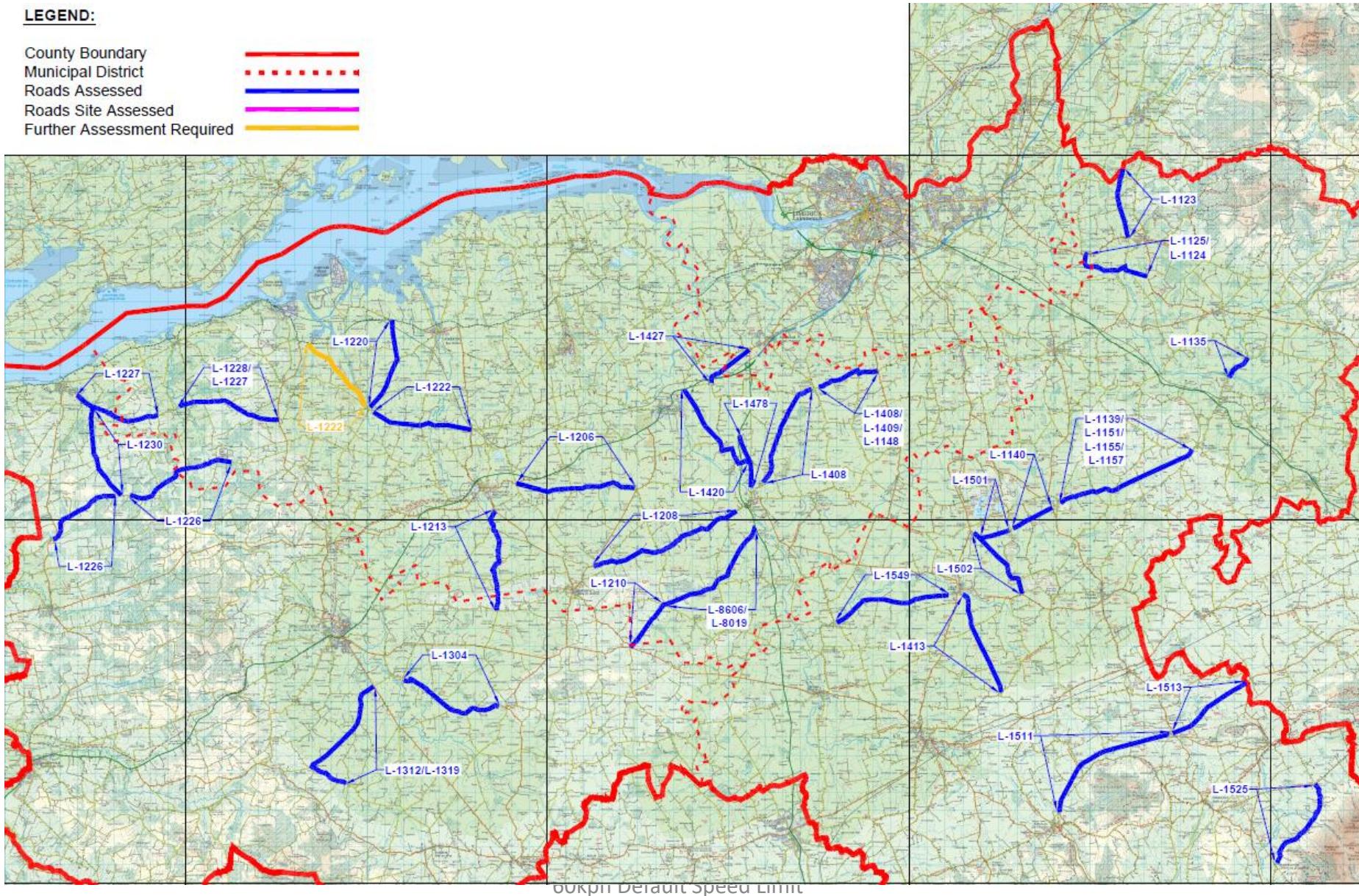
Stage 3 Assessment – Further Criteria (Quantitative Assessment)

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



0UKPH Default Speed Limit

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 Creeves | Adare Rathkeale | Road Width (m) | 6 | Greater than 5.5m (may proceed to Stage 2) | | |
| | | | Road Length Assessed Between Nodes (km) | 4.7 | Length sufficient to consider as it is greater than 3km and between two identifiable node points | | |
| | | | Designated route for VRU or Linkage to Greenway | NO | Will not impact the route assessment | | |
| | | | 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 | | |
| | | | 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 over total Length | 29 | | | |
| | | | 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. | | |
| | | | Estimated HGV % (Over 7.5% considered High) | | Quarry and Concrete plant present | | |
| | | | | | | | |
| 60kph Default Speed Limit | | | | | 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. | | |

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
&
Initial feedback