

Proposed South Dublin County Council Special Speed Limit Bye-Laws 2026

1. Purpose of Report

To seek the approval of the Elected Members for the adoption of the proposed South Dublin County Council **'South Dublin County Council Special Speed Limit Bye-Laws 2026'** following completion of a comprehensive technical and consultative Urban Speed Limit review process.

The proposed urban speed limit byelaws are intended to improve road safety, protect vulnerable road users, support active travel, and provide a consistent countywide approach to speed limit management in accordance with the legislative framework established under the Road Traffic Acts 2004, as amended and the 'Guidelines for Setting and Managing Speed Limits in Ireland.'

2. Background

The Minister for Transport issued Circular **RW 21 of 2025** directing South Dublin County Council to commence a review of speed limits throughout the County in accordance with Sections 10D and 10E of the Road Traffic Act 2004, as amended. The Urban Speed Limit review was undertaken to ensure that speed limits across the County are appropriate to the function of each road, surrounding land uses, road safety considerations, and the needs of pedestrians, cyclists and local communities. The review has been carried out in accordance with the provisions of the Road Traffic Act and is reflected in the proposed South Dublin County Council Special Speed Limit Bye-Laws 2026. The Bye-Laws provide for Special Speed Limits of 30 km/h, Periodic 30 km/h, 50 km/h, 60 km/h, 80 km/h, 100 km/h and 120 km/h as applicable throughout the County.

The review considered:

- National speed limit legislation and guidance;
- Road hierarchy and function;
- Existing speed environments;
- Road safety considerations;
- School locations and vulnerable road users;
- Residential amenity;
- Walking and cycling activity;
- Existing and future development patterns; and
- Consistency of speed limits across the County.

3. Review Process Undertaken

Using the **‘Guidelines for Setting and Managing Speed Limits in Ireland’** an extensive technical review of the County road network was undertaken by our Traffic Section to identify locations where changes to existing speed limits should be considered.

The review included:

- Assessment of existing speed limits throughout the County;
- Review of school locations and school zones;
- Assessment of residential areas and town/village centres;
- Consideration of active travel routes and vulnerable road users;
- Review of national legislation and Department guidance; and
- Preparation of draft speed limit proposals.

Several meetings were held with Elected Members to present the draft proposals for urban speed limits and receive feedback prior to commencement of the public consultation process.

Following consideration of Elected Members observations, the draft speed limit proposals were prepared for public consultation.

4. Public Consultation

Public consultation on the proposed **South Dublin County Council Special Speed Limit Bye-Laws 2026** was conducted between **6th August 2026** and **4th September 2026**.

The consultation invited submissions from:

- Members of the public;
- Residents' associations;
- Community groups;
- Elected Representatives;
- Schools;
- Businesses; and
- Other interested stakeholders.

A total of **43 no. submissions** were received during the consultation period.

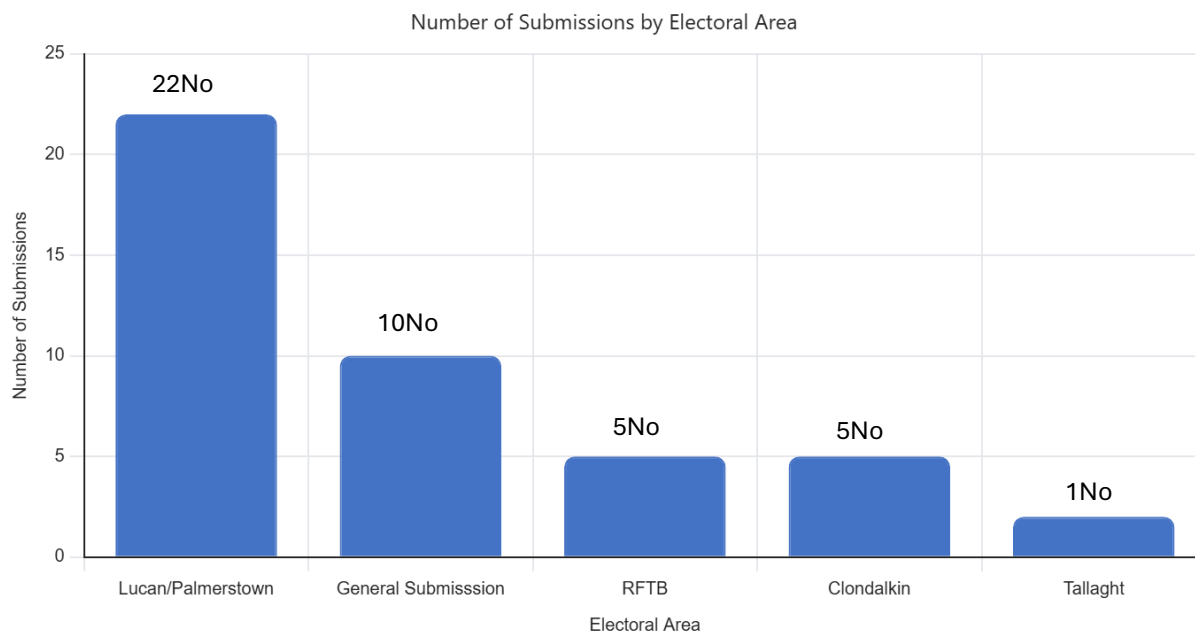


Figure 1: Number of Submissions by Electoral Area

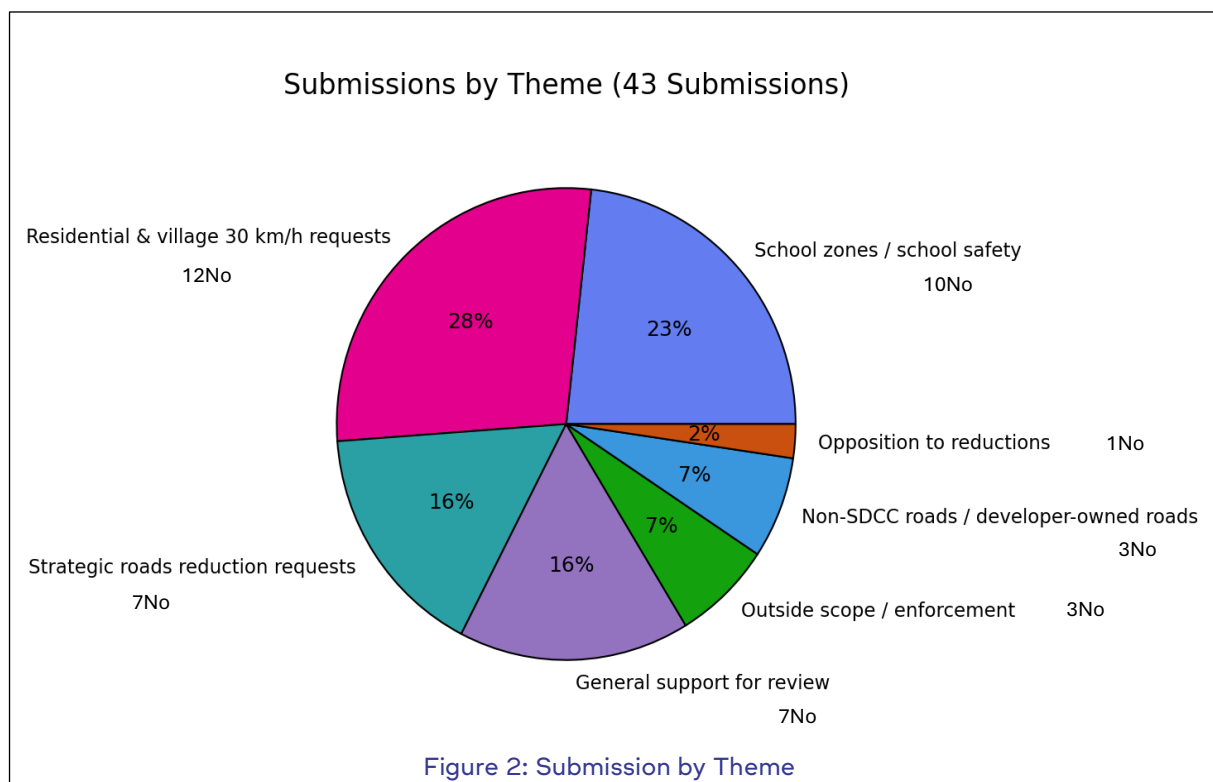
5. Summary of Consultation Responses

An analysis of the submissions received shows some key concerns raised by the public. These concerns are summarised as follows:

- Requests for additional 30 km/h speed limits;
- Requests to convert Periodic 30 km/h school speed limits to permanent 30 km/h limits;
- Requests for additional school speed limits;
- Concerns regarding safety of pedestrians and cyclists;
- Traffic speeds within residential areas;
- Speed limits within town and village centres;
- Road safety at schools; and
- Enforcement of speed limits.

The majority of submissions supported lower speed limits in areas with high pedestrian activity, schools, residential developments and town centres.

Figure 2 below demonstrates the number of submissions received under each theme.



6. The Main Topics of Submissions:

- **Strong Support for Lower Urban Speed Limits**

Many submissions expressed support for the introduction of lower speed limits within urban areas, particularly in residential neighbourhoods, town centres and locations with significant pedestrian activity. Respondents highlighted the potential benefits for road safety, quality of life and active travel.

- **Permanent Speed Limits in School Zones**

A significant number of submissions requested that proposed Periodic 30 km/h school speed limits be replaced with Permanent 30 km/h speed limits. Respondents considered continuous lower speeds more appropriate in areas with schools, residential development and regular pedestrian activity throughout the day.

- **Requests for Additional Speed Limit Reductions**

Several submissions sought further reductions in speed limits at locations not included in the draft proposals. These requests primarily related to residential estates, local roads, town and village centres, and roads with identified road safety concerns.

- **Enforcement and Driver Behaviour**

A recurring theme was the need for effective enforcement of speed limits. Many respondents noted concerns regarding driver behaviour, speeding, and compliance with existing speed limits. Suggestions included increased Garda enforcement, additional speed monitoring measures and driver awareness initiatives.

- **Active Travel and Cycling Safety**

Numerous submissions referred to walking, wheeling and cycling safety. Respondents highlighted the importance of lower vehicle speeds in supporting active travel, improving safety for vulnerable road users and encouraging greater use of sustainable transport modes.

- **Roads Outside the Scope of the Review**

Some submissions related to national roads and other routes outside the scope of the Special Speed Limit Review 2026. These included requests for changes to speed limits on roads for which South Dublin County Council is not the road authority or where speed limits are determined through separate legislative and regulatory processes.

These submissions were noted and assessed accordingly.

Appendix 2 at the end of this report shows the Special Speed Limit Review 2026: Public Consultation Submissions and Council Responses.

Overall, the submissions demonstrated strong public support for measures aimed at improving road safety, particularly around schools, residential areas and locations with high levels of pedestrian and cyclist activity.

7. Assessment of Submissions

Following completion of the public consultation process, all 43no. submissions were reviewed and assessed by the Traffic Section.

The submissions were evaluated against:

- The Road Traffic Acts and associated regulations;
- Department of Transport Speed Limit Guidelines;
- Road function and hierarchy;
- Road safety considerations;
- Land use characteristics;
- School and community facilities;
- Active travel considerations;
- Network consistency; and
- Operational requirements of the road network.

Following assessment, 17no. amendments to the pre consultation urban speed limit proposals were recommended. The 17no. approved speed limit amendments related to 25no. of the submissions received.

Most recommended amendments were for submissions seeking the conversion of school-time Periodic 30 km/h speed limits to permanent 30 km/h speed limits where the surrounding environment and road characteristics supported such a change.

8. Second Round of Elected Member Consultations: (Post Public Consultation process)

A second round of Elected Member consultations was conducted on the 14th and 15th of September 2026 after the Public Consultation process was completed. The assessment of the public consultation submissions report and recommended amendments were presented to the Elected Members for consideration at the second-round meetings.

The Elected Members were broadly supportive of the post public consultation analysis and the recommended amendments to speed limit proposals put forward.

9. Proposed Amendments Following Public Consultation

Following assessment of the submissions received during the public consultation process, it is proposed to amend 17no. locations that were originally advertised as either Periodic 30 km/h school speed limits or 50 km/h speed limits to Permanent 30 km/h speed limits.

Proposed Speed limit Changes Post Consultation	
Area	No. of Locations
Lucan	6no.
Tallaght	3no.
Clondalkin	6no.
Rathfarnham, Templeogue, Firhouse & Bohernabreena	2no.
Total	17no.

Please note that **Appendix 1** at the end of this report shows detail of the recommended Amended Speed Limit proposals post public consultation.

10. Justification for Introducing Permanent 30 km/h Speed Limits

The proposed permanent 30 km/h speed limits have been developed having regard to the Department of Transport's National Urban Speed Limit Review guidance and the objective of creating safer urban environments, particularly around schools and areas with high levels of pedestrian and cyclist activity.

While periodic school speed limits can be effective in certain locations, they are generally most appropriate where a school fronts directly onto a distributor road and where traffic conditions outside school operating hours support the retention of a higher speed limit. In a number of locations assessed as part of this review, the

road environment and surrounding land use characteristics support the introduction of a permanent 30 km/h speed limit rather than a time-based restriction.

The principal reasons for this recommendation are:

- **Complex Road Networks and Multiple Access Points**

Many of the roads concerned contain numerous side roads, residential estate entrances, junctions and commercial accesses. The implementation of periodic speed limits would require additional electronic variable speed limit signs at multiple entry points to ensure drivers are adequately informed of the applicable speed limit.

- **Consistency and Driver Compliance**

A permanent 30 km/h speed limit provides a clear and consistent speed environment for all road users. This reduces uncertainty regarding the times at which restrictions apply and is expected to improve driver understanding and compliance.

- **Cost and Operational Efficiency**

The installation, operation and long-term maintenance of multiple electronic signs and associated infrastructure would involve significant cost. Permanent speed limits achieve the desired road safety objectives in a more efficient and sustainable manner.

- **Urban Environment Characteristics**

The locations concerned are situated within established urban areas characterised by residential development, schools, pedestrian movements, cycling activity and frequent crossing points. These characteristics support the application of a permanent lower speed environment.

Having regard to the national guidance, the characteristics of the surrounding urban environment, the practical challenges associated with implementing periodic speed limits on roads with multiple junctions and access points, and the views expressed during the public consultation process, the introduction of permanent 30 km/h speed limits at these locations is considered the most appropriate and effective solution.

11. Statutory Consultation

In accordance with the Road Traffic Act 2004, as amended, South Dublin County Council undertook the required statutory consultation process in relation to the proposed **Special Speed Limit Bye-Laws 2026**. The proposed Bye-Laws have also been prepared having regard to the requirements relating to consultation with the Garda Commissioner, the National Transport Authority, Transport Infrastructure Ireland and the SDCC neighbouring Local Authorities.

Any observations received through the statutory consultation process have been considered in the preparation of the final proposed Bye-Laws.

13. Implementation

Funding will be required for:

- Regulatory speed limit signage;
- Installation works;
- Mapping and database updates;
- Public information measures; and
- Ongoing maintenance and replacement of signage.

The initial cost of the new speed limit signage will be funded by the Department of Transport and the ongoing costs associated with the speed limit implementation will be accommodated within the SDCC Transport Department's approved works programme and revenue budgets.

14. Summary and Recommendation

The Milestones of the 'Special Speed Limit Bye Law 2026' review were:

- Detailed technical assessment by the Traffic Section;
- First Round Elected Member workshops held during the month of July;
- Public consultation between 6th August and 4th September 2026;
- Consideration and assessment of 43no. public submissions; and making of recommendations (amendments)
- Second Round of Elected Member consultations;
- Completion of the statutory consultation process;
- Approval by Council of the Special Speed Limit Bye-Laws 2026.

The proposed Special Speed Limit Bye-Laws 2026 provide a balanced and evidence-based approach to speed management throughout South Dublin County and will contribute to improved road safety, particularly for pedestrians, cyclists, school children and other vulnerable road users.

Special Speed Limit technical assessment was undertaken by qualified engineering staff (Chartered Engineer) within the Traffic Section in accordance with the Guidelines for Setting and Managing Speed Limits in Ireland.

Interactive map of Special Speed Limit Bye-Laws 2026 is available at :

<https://sdublincoco.maps.arcgis.com/apps/instant/basic/index.html?appid=656050808f0444678fb4a46a939f0d0d>

The Chief Executive recommends the making of the proposed Special Speed Limit Bye-Laws 2026.

15. Resolution:

That South Dublin County Council approve the proposed '**South Dublin County Council Special Speed limit Bye-Laws 2026**' as shown on the accompanying interactive mapping system and schedules forming part of the proposed Bye-Laws.

APPENDICES

Appendix 1 : Details of the recommended Amended Speed Limit proposals post public consultation:

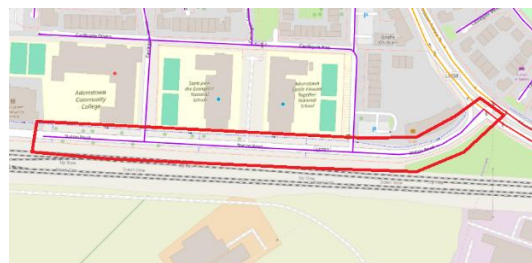
LUCAN / PALMERSTOWN / NORTH CLONDALKIN AREA

Amendment:

Adamstown Road – The proposed Periodic 30 km/h speed limit has been amended to a permanent 30 km/h speed limit.



Pre-consultation



Post-Consultation

Amendment:

Balgaddy Road – The proposed 50 km/h speed limit has been amended to a permanent 30 km/h speed limit.



Pre-consultation



Post-Consultation

Amendment:

Collinstown Road– The proposed 50 km/h speed limit has been amended to a permanent 30 km/h speed limit.



Pre-consultation



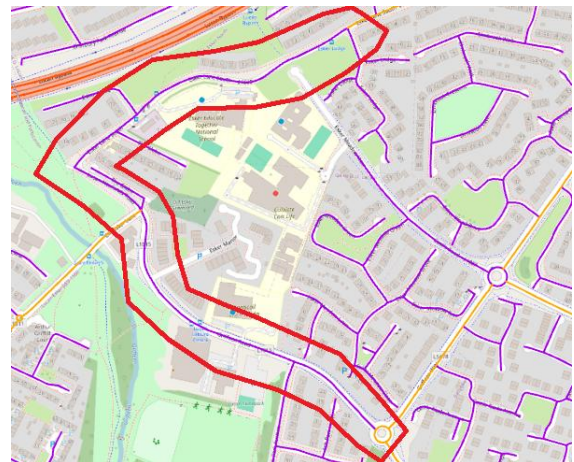
Post-Consultation

Amendment:

Lucan School Cluster – The proposed 50 km/h speed limit and Periodic 30 km/h speed limit have been amended to a permanent 30 km/h speed limit.



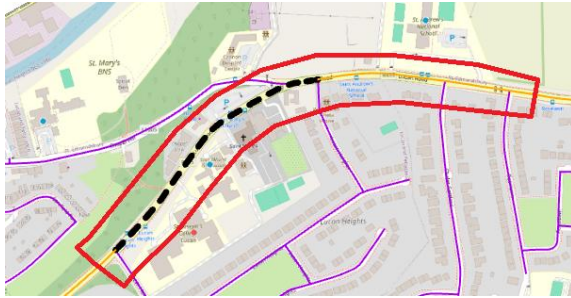
Pre-consultation



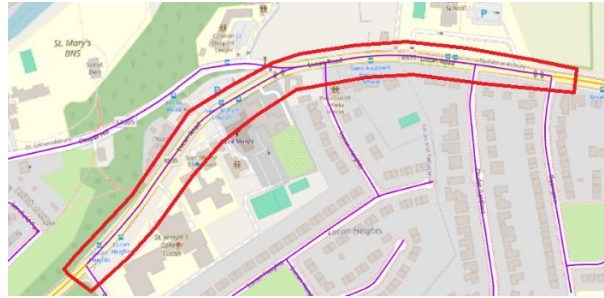
Post-Consultation

Amendment:

Lucan Road (R835) – The proposed 50 km/h speed limit and Periodic 30 km/h speed limit have been amended to a permanent 30 km/h speed limit.



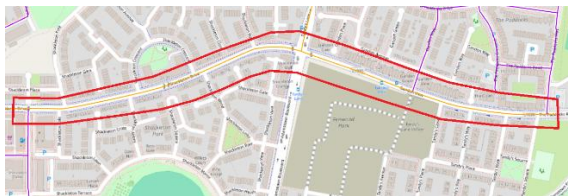
Pre-consultation



Post-Consultation

Amendment:

Shackleton Drive – The proposed 50 km/h speed limit has been amended to a permanent 30 km/h speed limit.



Pre-consultation

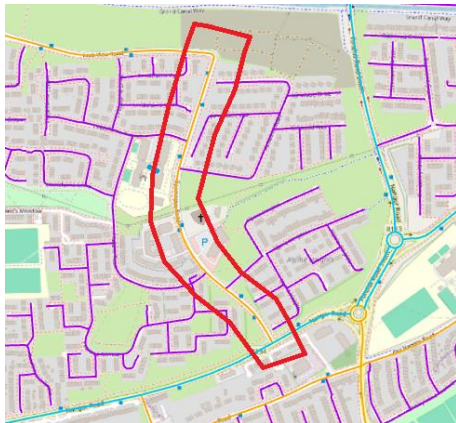


Post-Consultation

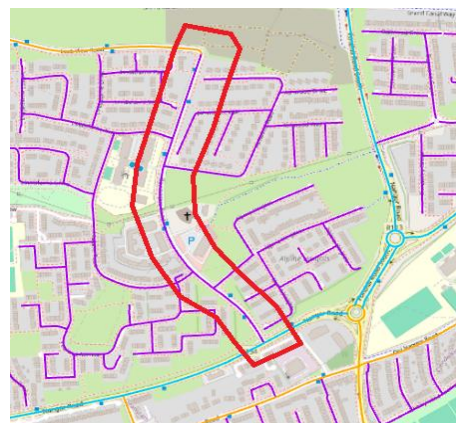
CLONDALKIN, NEWCASTLE, RATHCOOLE, SAGGART AND BRITTAS AREA

Amendment:

Bawnogue Road – The proposed 50 km/h speed limit has been amended to a permanent 30 km/h speed limit.



Pre-consultation



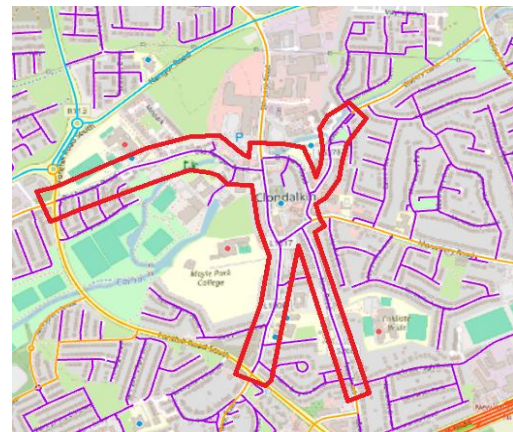
Post-Consultation

Amendment:

Clondalkin Village – The proposed 50 km/h speed limit and Periodic 30 km/h speed limit have been amended to a permanent 30 km/h speed limit.



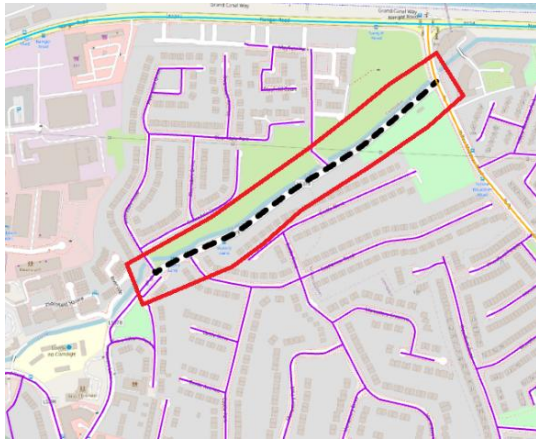
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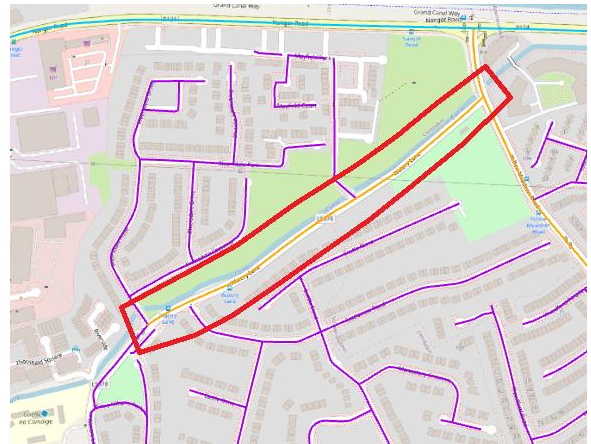
Post-Consultation

Amendment:

Watery Lane– The proposed Periodic 30 km/h speed limit has been amended to a permanent 30 km/h speed limit.



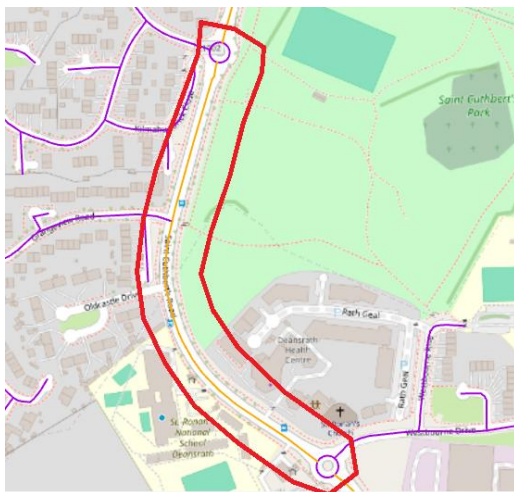
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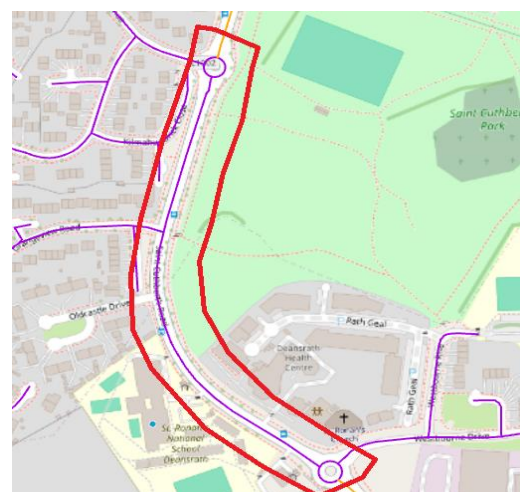
Post-Consultation

Amendment:

St.Cuthbert's Road – The proposed 50 km/h speed limit has been amended to a permanent 30 km/h speed limit.



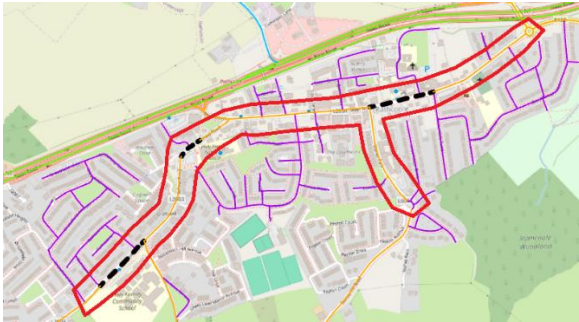
Pre-consultation



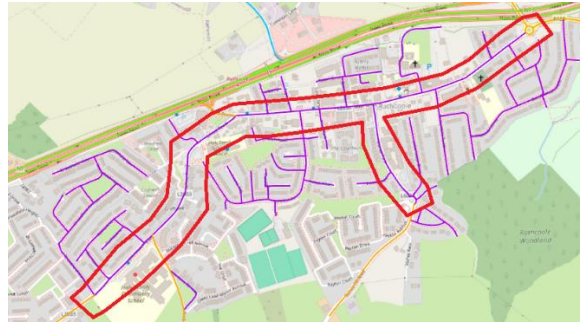
Post-Consultation

Amendment:

Rathcoole Main Street – The proposed 50 km/h speed limit and Periodic 30 km/h speed limit have been amended to a permanent 30 km/h speed limit.



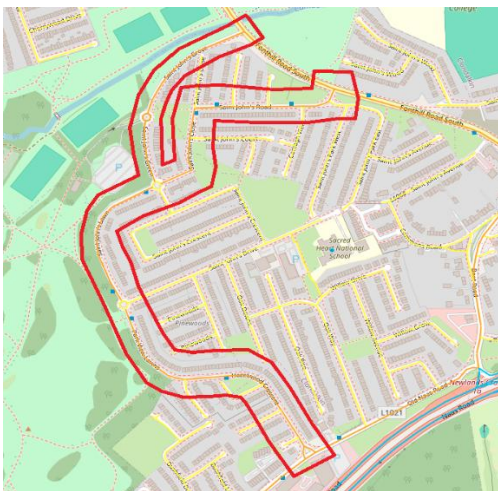
Pre-consultation



Post-Consultation

Amendment:

Hazelwood Crescent, Park View Lawns, St John's Lawn, St. John's Close, St John's Green, St John's Grove, St John's Road West – The proposed 50 km/h speed limit have been amended to a permanent 30 km/h speed limit.



Pre-consultation



Post-Consultation

TALLAGHT AREA

Amendment:

Ballymount Road– The proposed Periodic 30 km/h speed limit has been amended to a permanent 30 km/h speed limit.



Pre-consultation



Post-Consultation

Amendment:

Killinarden Heights– The proposed Periodic 30 km/h speed limit has been amended to a permanent 30 km/h speed limit.



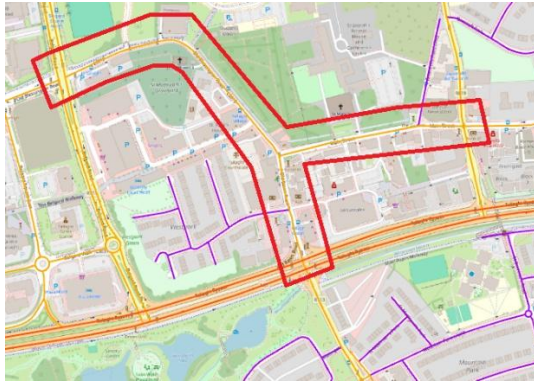
Pre-consultation



Post-Consultation

Amendment:

Tallaght Square– The proposed 50 km/h speed limit has been amended to a permanent 30 km/h speed limit.



Pre-consultation

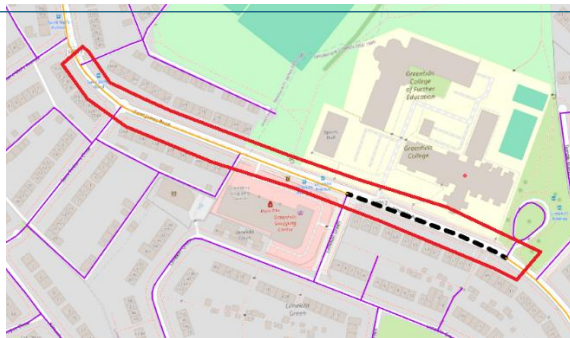


Post-Consultation

RATHFARNHAM / TEMPLEOGUE / FIRHOUSE / BOHERNABREENA AREA

Amendment:

Limekiln Avenue– The proposed 50 km/h speed limit and Periodic 30 km/h speed limit have been amended to a permanent 30 km/h speed limit.



Pre-consultation



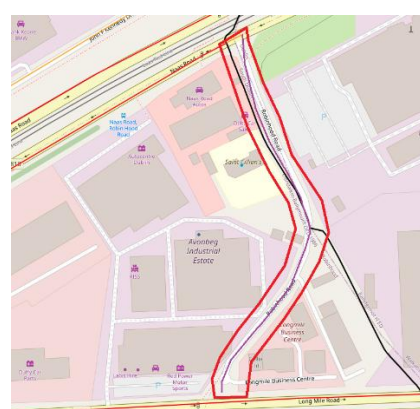
Post-Consultation

Amendment:

Robinhood Road– The proposed 50 km/h speed limit has been amended to a permanent 30 km/h speed limit.



Pre-consultation



Post-Consultation

Appendix 2

South Dublin County Council - Special Speed Limit Review 2026: Public Consultation Submissions and Council Responses

Submission	Observation	EA	Road Mentioned	Submission	Proposed response
SD-C446-13 Objection to proposed increase of speed limit on Shackleton Drive from 30 km/h to 50 km/h	Increase of speed limit on Shackleton Drive from 30 km/h to 50 km/h	Lucan/Palmerstown	Shackleton Drive	I wish to object to the proposed change to the speed limit on Shackleton Drive from the current 30 km/h to 50 km/h under the SDCC Speed Limit Bye-Laws 2026. Shackleton Drive runs directly through a densely populated residential area, comprising predominantly newer housing developments with a significant number of young families. Children, pedestrians and cyclists regularly use and cross this road, including residents accessing the surrounding estates, green spaces, local shops and other community facilities. Of particular concern is that the existing 30 km/h speed limit is already frequently not observed by motorists. Residents have witnessed vehicles travelling at speeds noticeably above the current limit, and there have already been road traffic incidents along this road. Increasing the permitted speed to 50 km/h would therefore appear contrary to improving road safety in what is fundamentally a residential environment. The consequences of a collision also become substantially more serious as vehicle speed increases. Raising the limit could additionally encourage higher actual driving speeds, making it more difficult and less safe for children and other pedestrians to cross Shackleton Drive. There is also a noise and residential amenity concern. Shackleton Drive is surrounded closely by homes, and permitting higher vehicle speeds is likely to increase traffic noise, particularly from accelerating vehicles and motorcycles. This would negatively affect residents whose homes are immediately adjacent to the road. I therefore request that SDCC: Retain the existing 30 km/h speed limit on Shackleton Drive rather than increasing it to 50 km/h. Review the existing traffic-calming measures, particularly the speed humps, as the current design does not appear sufficient to consistently reduce vehicle speeds to the designated 30 km/h limit. Consider upgrading or redesigning the traffic-calming measures so that the physical road environment reinforces the 30 km/h limit, rather than relying principally on signage and enforcement. Consider pedestrian safety along the full length of Shackleton Drive, particularly at estate entrances, junctions and locations regularly crossed by children and families. Review available collision/incident and speed data for Shackleton Drive before making any decision to increase the speed limit. Given the residential density surrounding Shackleton Drive and the number of young families and vulnerable road users in the area, I do not believe that increasing the speed limit from 30 km/h to 50 km/h is appropriate or justified. The priority	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-15 Speed Limit - Shackleton Drive	Shackleton Drive	Lucan/Palmerstown	Shackleton Drive	I wish to strongly object to the proposal to designate Shackleton Drive as a 50 km/h road under the proposed South Dublin County Council Special Speed Limit Bye-Laws 2026. Shackleton Drive is a residential street, with homes directly adjoining the road and regular pedestrian activity, including children and families. The current speed limit is 30 km/h, which is entirely appropriate for the character and function of the street. I can see no reasonable road-safety justification for increasing the speed limit from 30 km/h to 50 km/h in this location. On the contrary, doing so would appear to run directly against current national road-safety policy. The Department of Transport has specifically directed local authorities to introduce and expand 30 km/h speed limits in built-up and urban areas, including residential areas, as part of Ireland's Road Safety Strategy and the move towards Vision Zero. The Government has also emphasised the substantially increased risk of death or serious injury to vulnerable road users where collisions occur at 50 km/h rather than 30 km/h. Shackleton Drive is precisely the type of road where a 30 km/h limit should apply. It is not a high-capacity arterial route or distributor road where a higher speed limit might conceivably be justified. It forms part of a residential neighbourhood where pedestrians, cyclists and particularly children should reasonably be expected to be present. There is also a basic question of consistency. South Dublin County Council has previously implemented 30 km/h limits extensively in residential areas, and national policy is now seeking to expand the use of those limits. Increasing an existing residential 30 km/h limit to 50 km/h would therefore represent a significant and unexplained reversal of that approach. I would ask the Council to specifically address the following questions before any decision is made: Why is the existing 30 km/h speed limit on Shackleton Drive proposed to be increased to 50 km/h? What road-safety assessment or speed-limit assessment has been undertaken to support that increase? What consideration has been given to the residential nature of the road and the presence of children, pedestrians and cyclists? Has collision risk at 30 km/h versus 50 km/h been considered as part of the assessment? How does the proposed 50 km/h limit comply with current Department of Transport policy seeking the introduction of 30 km/h limits in built-up and residential areas? What characteristics of Shackleton Drive are considered to justify treating it differently from other residential streets subject to a 30 km/h limit? Unless there is an exceptional and evidence-based justification which has not been made apparent in the consultation documentation, I believe that the existing 30 km/h limit should be retained. Indeed, given the residential character of Shackleton Drive, retaining 30 km/h is not simply preferable; it is the speed limit which most appropriately reflects the function of the road and the Council's obligation to prioritise the safety of vulnerable road users.	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-16 Speed Limit Shackleton Drive	Proposed speed limit unacceptable	Lucan/Palmerstown	Shackleton Drive	The current speed limit on Shackleton Drive is 30km/h and according to the proposal here the new speed limit is supposed to be 50km/h. This constitutes a major risk in my opinion and is counterproductive to the general aim of the bylaws in making roads and neighbourhoods safer. As it is the 30km/h limit on Shackleton Drive is barely adhered to by a large amount of drivers, officially raising it to 50 would make even more drivers regard Shackleton Drive as a road where it is okay to drive fast. However, Shackleton Drive remains a through road of a very big and busy housing estate, with many side roads leading onto and off the Drive, pedestrians crossing, children playing on the footpaths etc. In line with the council's own initiative of introducing 30km/h	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-17 Speed limit on Shackleton Drive, Lucan	Speed limit on Shackleton Drive, Lucan	Lucan/Palmerstown	Shackleton Drive	Taking in consideration that this street is the main artery of the Shackleton estate, busy with pedestrians, cyclists, bus stops and parking spots on both sides of the street, I disagree with the increase of the speed limit that is currently 30km/h to 50km/h. Several drivers already speed up the street putting our community at risk, if we increase that to 50km/h they will speed up even more. There were recently two incidents at the corner of Shackleton Drive and Shackleton Mill (entrance to Lidl) where cars ran over the sidewalk and cycle lane and stopped at the bushes, fortunately no one got hurt. Other near misses of children cycling their bikes crossing the Shackleton Drive - this has cameras and can show anyone interested.	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-18 Speed Limit Bye Laws Shackleton	Shackleton Drive	Lucan/Palmerstown	Shackleton Drive	To promote road safety and to adhere to Vision Zero, the current 30 km/h speed limit on Shackleton Drive should be not only maintained, but enforced fully. The current levels of speeding on Shackleton Drive are a danger to all road users. Increasing the speed limit only encourages this illegal behaviour and does NOTHING for road safety. Additional traffic calming measures should be added, not the speed limit increased	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-20 Speed limit Bye-Laws 2026	SHACKLETON DRIVE LUCAN CO. DUBLIN	Lucan/Palmerstown	Shackleton Drive	This is currently 50km per hour and needs to be 30 km per hour as it is a built up estate	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-21 Speed Limit Shackleton Drive	Reduce speed limit on shackleton drive to 30km	Palmerstown	Shackleton Drive	Shackleton Drive has number of houses with small children and I live on (NUMBER PROVIDED) Shackleton Drive. There is huge for kids living in the estate with cars travelling through at 50km /hr speed. So requesting the speed limit to be reduced to 30km/hr	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-22 Shackleton Drive speed limit (PR)	Opposing 50kmh speed limit for Shackleton drive	Lucan/Palmerstown	Shackleton Drive	Opposing your planned speed limit increase for Shackleton Drive. You are putting my life and my kids life at risk. The road is very busy and getting in and out of the car is a constant risk. I must step onto the road to get in and out. The Shackleton Drive road is too close to the carpark space and too narrow for a 50kmh limit. I OPPOSE THE PLANNED SPEED LIMIT INCREASE FOR SHACKLETON DRIVE.	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-23 Shackleton Drive speed limit (PR)	Opposing 50kmh limit for Shackleton limit	Lucan/Palmerstown	Shackleton Drive	I OPPOSE the planned speed limit increase for SHACKLETON DRIVE LUCAN. The speed limit should remain as is 30kmh. By increasing you are endangering residents lives!	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-24 Concerns about speed limits	Concerned about speed limits	Lucan/Palmerstown	Shackleton Drive	The proposed changes to speed limits, in particular on Shackleton Drive from 30 to 50 kmph are very concerning. This is a very dense housing development with homes along the drive exiting directly into the road and adjacent footpath. There are only three pedestrian crossings. There is nothing to separate the road and vehicles travelling at speed on it from small children leaving their homes. We already have issues with significant speeding on this road with a speed limit of 30, changing it to 50 with only further embolden drivers to speed excessively. A well documented lack of road policing by the Gardai only exacerbates this. Shackleton Drive is about 700m long. A car travelling at 30 kmph will take 84 seconds to travel its length. A car travelling at 50 kmph will take 50 seconds. The RSA states that a collision with a pedestrian at 50 km/h is fatal while one at 30 kmph gives a much greater chance of survival. Why gamble with our children's lives for the sake of 30 seconds?	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-25 Speed limit 30kph for Shackleton Drive	Speed limit 30kph Shackleton Drive	Lucan/Palmerstown	Shackleton Drive	Dear SDCC, Please bring the official speed limit for Shackleton Drive (our main entrance road) down to 30kph. Please also add more speed calming devices to this road. The reason is that people are passing along this road in cars, trucks and motorcycles at unsafe speeds, above 30kph, all day everyday and it's unsafe for our children and pets - it's just a matter of time before catastrophic injuries arrive to one of our residents. Thank you for your time. Tahar	Following assessment of the road and consideration of the issues raised during the public consultation process, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive, and no increase to 50 km/h is proposed.
SD-C446-35 Love 30	Love 30	Lucan/Palmerstown	Shackleton Drive Gandon View Main Street in Rathcoole Templeogue Village Clondalkin Village	Dear South Dublin County Council, I request the most ambitious possible 30km/h coverage, including on main streets and roads in the urban area where there is a significant and regular interaction with vulnerable road users. I welcome Esker Drive in Lucan being 30km/h. I have concerns that Shackleton Drive appears to have a proposed 50km/h speed limit, an increase from its current 30km/h speed limit. I request that this be 30km/h. Similarly, I request that Gandon View also be considered for 30km/h. I welcome the proposed 30km/h speed zone on Griffen Avenue from Griffen Glen Boulevard to the R136. I request the Main Street in Rathcoole, from Forest Hills to Rathcoole Shopping Centre, be 30km/h. I request Templeogue Village be 30km/h, ideally from the R817 to the R112 to match the Templeogue Village signs, and at least from Templeogue Tennis Club to Hollingsworth Cycles. I request the centre of Clondalkin be 30km/h, including: Main Street from Tower Road to Monastery Road and Laurel Park, Tower Road from Main Street to the junction with Orchard Lane, and Orchard Lane from the junction with Main Street to the junction with Watery Lane. I think Shackleton Drive, Rathcoole, Templeogue and Clondalkin in particular are must-have 30km/h zones please. I have paid detailed attention to the speed limit review in other places I've lived, worked and am familiar with, namely Cork, Waterford, Clare and Kerry, and I note the inconsistency of the current proposals in South Dublin with these, particularly in the urban centres as detailed above. I think it is extraordinary that there would be more ambition and a higher standard of safety in urban centres	Following assessment of the submissions received, it is proposed to retain the existing 30 km/h speed limit on Shackleton Drive and in Clondalkin Town Centre. It is also proposed to introduce a 30 km/h speed limit on Rathcoole Main Street, while the request to apply a 30 km/h speed limit on Griffen Avenue is not recommended having regard to its function as a key public transport corridor and strategic route.
SD-C446-1 Lucan speed limits	N4 speed limit	Lucan/Palmerstown	N4	I believe that it is safe to have a speed limit of 100km/h on the N4 between Liffey Valley and the M4.	As outlined in the consultation materials, the N4 is a National Road under the responsibility of Transport Infrastructure Ireland (TII), and South Dublin County Council does not have the authority to alter speed limits on this route as part of the current Speed Limit Review. They fall outside the scope of this review.
SD-C446-2 Speed limit	Speed limit	Lucan/Palmerstown	Redford Development	I would recommend speed limit to be installed in Redford celtbridge link road	Please be noted that the Redford development has not yet been taken in charge by SDCC.
SD-C446-4 Comments on Special Speed Limit By-Laws	Palmerstown (R148)	Lucan/Palmerstown	R148(Palmerstown)	The R148 divides Palmerstown. It is characterised by high-speeds, dangerous driving and frequent red light breaking. There are significant pedestrian movements in the area, with pedestrians accessing the core bus corridor. A special 30km/h speed limit between the Kennelsford Road Lower junction and the Oval junction should be implemented. This should help to reduce average speeds, which are currently far in excess of the posted 60km/h.	Due to the R148's function as a key strategic distributor route carrying significant traffic and public transport movements, a 30 km/h speed limit is not considered appropriate at this location. Accordingly, no change to the existing speed limit is proposed as part of the Speed Limit Review.
SD-C446-4 Comments on Special Speed Limit By-Laws	General Observations	Lucan/Palmerstown	Lucan Village	SDCC should some more ambition. 30km/h per hour should become the de-facto default limit. We all need to slow down and save lives! There are several roads proposed to stay at 50km/h which are utterly inappropriate. For example several roads in Lucan, including Lucan Village will remain at 50km/h, despite high levels of movement by vulnerable road users all throughout the day. We need to be brave and make 30km/h the norm. As per the RSA and backed by international research, the benefit of 30km/h include: The benefits of 30km/h speed limits include: reduced road danger/increasing health increase our economy and business reduced risk of pedestrians and cyclists being killed or injured/traffc moves more smoothly with minimal effects on journey times and noise pollution are reduced/more people walking and cycling/more children playing outdoors/young people and elderly people are more likely to move about independently/our urban and village streets and residential estates can be transformed from car dominated through-roads to vibrant living "people-friendly" spaces/our urban roads to become lively streets and safer for children, older people and those	30 km/h speed limits have been proposed in Lucan Village and other areas with high pedestrian activity and strong place-making functions, while roads with a strategic traffic distribution role are proposed to remain at 50 km/h. Accordingly, no further changes to the proposed speed limits are recommended as part of this review.

South Dublin County Council - Special Speed Limit Review 2026: Public Consultation Submissions and Council Responses					
Submission	Submission	EA	Road Marked	Submission	Proposed Response
SD-C446-6 Lower the Speed to 30 km/h for Aderigg Park Avenue	Aderigg Park Avenue	Lucan/Palmerstown	Aderigg Park Avenue	I clicked into the map, and it seems that there's a proposal to reduce the speed limit of Shackleton Street to 30km/h (which would eventually run between the school site #4 and Airlee Park). But what's infuriating is there is no proposed speed change for Aderigg Park Ave, which is an extension of the same street as it moves southward. I believe this is a mistake since dozens of homes open onto this road. Instead, the 30 km/h should stretch south to Adamstown Way. This change is crucial to protect the many children who live on this road and the surrounding areas, and who may be walking, scooting or bicycling to Airlee Park (and the reserved school site which lies adjacent). Our neighbors have been unable to arrange for speed bumps because the road is still developer-owned — although we have made plenty of requests to Evara for such a change. Sadly, the map feature is not working on my phone.	Aderigg Park Avenue has not yet been taken in charge by South Dublin County Council, it falls outside the scope of the current Speed Limit Review; therefore, no speed limit change is proposed for this road at this time.
SD-C446-29 30 Periodic Wattery Lane	30km/hr Periodic St. Andrew's Ns	Lucan/Palmerstown	Lucan Rd, St Andrews school	Please consider periodic speed limit front of St Andrews school lucan	Your suggestion to introduce a periodic 30 km/h speed limit in the vicinity of St. Andrew's School, Lucan, has been noted and will be considered as part of the assessment of submissions received during the public consultation process, having regard to national guidance, road characteristics, traffic conditions, and road safety objectives around schools.
SD-C446-37 School Zones	School Zones - 30km Periodic	Lucan/Palmerstown	St. Mary's Collinstown Rd	My observation is to state there are 2 schools in North Clondalkin that are not receiving a 30kph periodic speed limit in this reviews. Both these schools have pedestrian entrances from a 50kph speed limit road and St. Marys has a vehicle entrance from a 50kph road. Please find photos attached.	Following assessment of the locations identified, your request has been accepted, and a permanent 30 km/h speed limit is proposed to be introduced at the school frontages concerned in order to enhance safety for school children and other vulnerable road users.
SD-C446-39 Palmerstown - R148 Chapelod Bypass - Excessive Speeding. 80/100kmph mindset.	Welcome of the Review or Special Speed Limit Bye Laws - Request for calming and control measures	Lucan/Palmerstown	R148(Palmerstown)	Children attending St Lorcans and St Brigids schools on other side of R148 Observation: Speed Limits at School Crossing Junction, Palmerstown Main Road I am writing regarding the current consultation on speed limits in and around schools, specifically concerning the dual carriageway that forms the main thoroughfare into the city through Palmerstown. The general speed limit on this road is 80km/h. However, at two junctions controlled by traffic lights, drivers are required to reduce to 60km/h. One of these junctions has an overhead pedestrian footbridge. The other — adjacent to two primary schools with a combined enrolment of approximately 800 pupils — has no footbridge. Pedestrians, including large numbers of children, must cross at road level using pedestrian traffic lights, right at the edge of a road where traffic frequently travels at 80-100km/h and above, with little to no reduction in speed on approach to the 60km/h zone. A further serious concern is driver behaviour at amber and red lights. Amber is increasingly treated not as an instruction to slow and stop, but as a cue to accelerate through the junction before it turns red. Red itself is often treated as 'stop unless unsafe to do so' rather than an absolute instruction. This is a marked and relatively recent shift in driver behaviour. This is compounded by standard traffic light sequencing: the pedestrian 'green man' activates immediately once the vehicle light turns red. At this wide junction, children can reasonably begin to cross at that point — precisely when some drivers are still accelerating to beat the lights. The combination of high approach speeds, poor amber/red compliance, and immediate pedestrian release creates a serious and foreseeable risk to child safety. The review is welcome, however enforcement is the ongoing concern with any such measures. Signage is one thing, traffic calming and forced speed reduction is another. I welcome this review, but would ask the Council to address the following: How is the 60km/h limit at this junction actually enforced, given that posted limits alone are evidently not changing driver behaviour on approach? What engineering measures (e.g. average speed cameras, physical traffic calming, advance warning signage, red-light cameras) are being considered to address consistent, severe non-compliance, rather than relying on signage alone? Could the pedestrian phase be delayed by a few seconds after the vehicle light turns red, to account for drivers who fail to stop in time? Should a footbridge, similar to the one at the neighbouring junction, be provided here, given the pupil numbers involved and the demonstrated unwillingness of drivers to slow for an at-grade crossing? I would appreciate the Council's	Due to the R148's function as a key strategic distributor route carrying significant traffic and public transport movements, a 30 km/h speed limit is not considered appropriate at this location. Accordingly, no change to the existing speed limit is proposed as part of the Speed Limit Review.
SD-C446-41 Gaelscoil Naomh Pádraig, K78 RK40	Urgency review	Lucan/Palmerstown	Full Time School Restriction Griffin Rd Esker Lane South	04/09/26 04/09/26 SUBJECT: Letter of support for a speed limit reduction outside Gaelscoil Naomh Pádraig to South Dublin County Council Dear South Dublin County Council, We, the Board of Management of Gaelscoil Naomh Pádraig are very supportive of the introduction of a speed reduction to 30km/hr outside our school and surrounding area. A 30km/hr zone: • Is the default speed limit in urban areas in other countries. • Is an organic fit as speed tests carried out in the area outside of peak traffic times showed average speeds of 50 km /hr . • Would provide consistency, as many streets in the area already have a speed limit of 30km/hr . • Has significant implications for safety. • Assists children under 12 who are unable to judge speed and distance as well as other vulnerable road users. • Complies with the National Climate Adaptation Strategy, which promotes sustainable travel. • Complies with the Stockholm Declaration, which Ireland adopted in Feb 2020. We are aware that a periodic 30 km/h speed limit (during school closing and opening times) is pro posed for Castle Road in front of our school . We would like to stress the importance of a permanent rather than periodic speed limit outside our school for the following reasons: • The periodic speed limit would only be applied on a short section of the road outside our school rather than the entire route that our students walk, wheel, scoot or cycle and therefore does not make their journey safe enough. • Some students arrive or leave the school outside of school opening and	Following assessment of the road environment, surrounding schools, and pedestrian activity, it is proposed that the periodic 30 km/h speed limit on Castle Road be amended to a full-time 30 km/h speed limit, recognising the significant level of child and vulnerable road user activity throughout the day.
SD-C446-14 Reducing Speed Limits at certain Schools	Schools	Lucan/Palmerstown	Balgaddy Road	Request a periodic speed limit of 30km/h from 50km/h and Driver feedback signs during school times along Balgaddy Road outside of Divine Mercy JNS and Divine Mercy SNS and Lucan Community National School	The request for a periodic 30 km/h speed limit on Balgaddy Road is supported for the sections fronting Divine Mercy Junior National School and Divine Mercy Senior National School, where significant school-related pedestrian activity occurs. The frontage of Lucan Community National School is already subject to a 30 km/h speed limit, and therefore no further speed limit change is proposed at this location.
SD-C446-9 Submission on the South Dublin County Council Special Speed Limit Bye-Laws 2026	Submission on the South Dublin County Council Special Speed Limit Bye-Laws 2026	RFTB	Robinhood Road (St. Cillian's National School)	The submission requests the introduction of a 30 km/h school zone on Robinhood Road outside St. Cillian's National School, citing concerns regarding child safety, visibility, congestion, illegal parking, and significant pedestrian activity during school arrival and collection times. The submission notes that the location already benefits from school-related traffic management measures and argues that a lower speed limit is necessary to further improve safety for pupils, families, staff, and other vulnerable road users.	The concerns raised regarding road safety outside St. Cillian's National School are acknowledged. Following assessment, it is proposed to amend the Draft Special Speed Limit Bye-Laws 2026 to provide a permanent 30 km/h speed limit on the relevant section of Robinhood Road, recognising the high level of pedestrian activity, vulnerable road users, and the school environment;
SD-C446-11 Kiltipper Road, Killinarden to Kiltipper Park 30km Proposal	Amend Kiltipper Road limit from 50 to 30	RFTB	Kiltipper Rd	Brief Summary of Submission Request to reduce the speed limit on the upper section of Kiltipper Road (L3017) from 50 km/h to 30 km/h. Concerns raised include inappropriate speeds, rat-running traffic, collision history, blind bends, livestock and wildlife presence, and the absence of footpaths for pedestrians and cyclists. The road provides access to Kiltipper Park and the Dodder Greenway and is experiencing increasing traffic levels due to nearby development. The submission states that a lower speed limit would improve safety for vulnerable road users and support active travel	This section forms part of the rural road network and is outside the scope of the Urban Speed Limit Review; in accordance with national guidance, rural roads are assessed separately and assigned speed limits appropriate to their function and surrounding environment.
SD-C446-26 Roads around Templeogue and Rathfarnham	Roads with sub-standard cycling facilities	RFTB	Wainsfort Road Whitehall Road West Butterfield Avenue Willbrook Road	SDCC has done great work in recent years to create excellent cycling infrastructure such as the Dodder Greenway. However there are still many gaps in the network. Many roads with sub-standard or no cycling infrastructure should have speed limits of 40kph for less so that cyclists of all ages can travel for everyday journey. This affects schoolchildren in particular, many of whom continue to cycle on footpaths because the roads are unsafe. Some examples of roads where speed limits should be lowered include Wainsfort Road Whitehall Road West Butterfield Avenue Willbrook Road	The roads identified, namely Wainsfort Road, Whitehall Road West, Butterfield Avenue and Willbrook Road, have been assessed as part of the Urban Speed Limit Review and, having regard to their role as key distributor routes and, in some cases, public transport corridors, the proposed 50 km/h speed limits are considered appropriate in accordance with national guidance.
SD-C446-32 Submission on Special Speed Limit Byelaws 2026	General support for proposed Bye Laws but potential change needed to road running alongside Cruagh Woods	RFTB	Cruagh Woods	I am writing in general support for the proposed Bye Laws to reduce speed limits at appropriate locations within the County. However if my reading of the map is correct and the proposed speed limit on the narrow winding road running east-west immediately to the north of Cruagh Woods is 60km/hour I would like to propose that this limit should be 50km/h. This is a narrow road which is heavily used for recreational walking and cycling and therefore a lower speed limit is appropriate. The two narrow roads running north-south leading up to this east-west road which also seem to be shown in red i.e. 60km/h should also be considered for a more appropriate 50km/h limit, for the same reasons of narrow width and bends and heavy recreational cycling and walking usage.	The roads referred to in your submission, in the vicinity of Cruagh Woods, form part of the rural road network and are outside the scope of the current Urban Speed Limit Review. Accordingly, no changes to the existing speed limits on these roads are proposed as part of this process. Rural roads are assessed separately in accordance with national speed limit guidance
SD-C446-40 Comments on Speed Limit Review	Special Speed Limit Bye Laws	RFTB	Ballyboden Rd, Willbrook Rd, Ballyroan Rd, Whitechurch Rd and Butterfield Ave Tibradden Rd Ticknock Rd	I welcome the review of the speed limits in SDCC, however I am very disappointed by the lack of ambition and the retention of 50 km/h limits on so many roads where cyclists mix with motor traffic. I live just off Ballyroan Road, and my parents live on the Whitechurch Road. Despite the close proximity of our homes, there is no safe route to cycle between them. The painted cycle lanes on the roads in this area are insufficient to ensure safety for cyclists. While I am a confident cyclist and will use these routes regardless, that is not the case for my parents or my partner, who also won't allow me to cycle on these roads with our 2-year old daughter on the back due to the safety issues. We are currently a one-car household, but despite our best intentions we are expecting to have to purchase a second car as it is the only safe way to transport our daughter to school or other activities in the local area. Reducing the speed limits on roads such as the Ballyboden Rd, Willbrook Rd, Ballyroan Rd, Whitechurch Rd and Butterfield Ave is a must if you genuinely want to enable modal shift away from private car use. Even a reduction to 40 km/h should be considered. The entirety of Willbrook Road from the junction with the Whitechurch Rd in particular needs to be reduced to 30 km/h, as it is so windy and narrow. Similar can be said for the Whitechurch Rd, which provides access to the Dublin mountains, and in particular the mountain biking trails at Ticknock, as well as the Dundrum South Dublin athletics facilities and Stillorgan Rathfarnham Rugby Club on Tibradden Rd. I always have to take the centre of the lane when cycling along here, to try and ward off aggressive overtaking from motorists behind me on blind bends. Reducing to 30 km/h will have negligible impact on journey times, as the Willbrook Rd is so short and there are speed bumps all along the Whitechurch Road already, presumably in an effort to slow drivers below the existing 50 km/h limit. In reality, most drivers are already used to driving at 30km/h or lower behind cyclists anyway on these roads. Other access routes to the mountains, such as Cruagh Rd and Killakee Rd, need lower speed limits too. I would love to be able to cycle up to the Hellfire or the view point up above Cruagh with my daughter, but the reality is that the traffic on these routes is just too fast and it would be negligent of me as a parent to attempt this. A 40 km/h limit would make a significant difference here. I note the intention to apply periodic 30km/h speed limits outside schools, but disagree with this approach. Periodic speed limits create confusion, and don't take into account activities outside the core school hours. For example, there is a basketball club on the grounds of Coláiste Eanáir CBS, and Ballyboden GAA pitches adjacent to Sancta Maria College's grounds. These venues host training and matches most weeknights and weekend mornings, yet the periodic speed limits do not take this into account. If we want to encourage modal shift, it has to be from a young age, and anything we can do to get children out of cars and walking or cycling to sports and other activities should be prioritised. Routes to and from busy sports or community facilities should be	Following consideration of the submission received, a number of the recommendations have been accepted and incorporated into the proposed amendments to the Draft Special Speed Limit Bye-Laws. In particular, the Council supports the extension of permanent 30 km/h speed limits on several roads adjacent to schools where assessment has identified significant pedestrian activity, school-related movements, and characteristics consistent with the Department of Transport guidance.
SD-C446-29 30 Periodic Wattery Lane	30 Periodic	Clondalkin	Wattery Lane	I support the introduction of a periodic speed limit on Wattery Lane; however, the proposed restriction extends well beyond the school zone. I would request that the length of the restricted area be shortened and focused on the sections directly affected by school-related pedestrian activity.	Following assessment, the recommendation is to introduce a permanent 30 km/h speed limit on Wattery Lane. A consistent speed limit along the route is considered the most effective measure to improve safety for pedestrians, cyclists, school children, and all road users.

South Dublin County Council - Special Speed Limit Review 2026: Public Consultation Submissions and Council Responses					
Submission	Observation	EA	Road Mentioned	Submission	Proposed response
SD-C446-34 St. Ronan's South Dublin County Council Special Speed Limit Bye-Laws 2026	St. Ronan's NS South Dublin County Council Special Speed Limit Bye-Laws 2026	Clondalkin	Full Time School Restriction St Cutbert's Road	We, the Board of Management of St. Ronan's N.S. are very supportive of the introduction of a speed reduction to 30km/hr outside our school and surrounding area. A 30km/hr zone: •Is the default speed limit in urban areas in other countries. •Is an organic fit as speed tests carried out in the area outside of peak traffic times showed average speeds of 50+ kph. •Would provide consistency, as many streets in the area already have a speed limit of 30km/hr. •Has significant implications for safety. •Assists children under 12 who are unable to judge speed and distance as well as other vulnerable road users. •Complies with the National Climate Adaptation Strategy, which promotes sustainable travel. •Complies with the Stockholm Declaration, which Ireland adopted in Feb 2020. We are aware that a 50kph speed limit is proposed on St Cutbert's Road in front of our school. We would like to stress the importance of a reduction to 30 kph, ideally a permanent rather than periodic change to the limit outside our school for the following reasons: •The periodic speed limit would only be applied on a short section of the road outside our school rather than the entire route that our students walk, wheel, scoot or cycle and therefore does not make their journey safe enough. •Some students arrive or leave the school outside of school opening and closing times, e.g. when they walk, scoot or cycle to afterschool activities. A permanent 30km/hr speed limit would not only benefit the approximate 410 students using the area daily, but would also	The proposal includes a 30 km/h speed limit on St Cutbert's Road outside St. Ronan's N.S. The recommendation is that this reduced speed limit be implemented to improve safety for school children and other vulnerable road users.
SD-C446-36 Comments on proposed speed limits	Proposed speed limits	Clondalkin	Clondalkin	I believe, after looking through the scientific information on speeding that the speed limits for the whole of the Clondalkin area should be set at 30 kph. The reduction in greenhouse gasses and the increased safety for pedestrians and cyclists would be hugely beneficial for everyone in our area. The love 30 campaign and Dublin cycling campaign have brilliant information on the benefits of a 30 kph speed limit. Having just returned from Austria I noticed that static speed cameras are everywhere in Suburbia. It feels incredibly safe there for cyclists and pedestrians. These would be essential to make the new speed limits work properly. Urgle SDCC to show real vision and courage and set the limit at 30 kph.	The recommendation is to introduce a 30 km/h speed limit within Clondalkin Village Centre, and the surrounding areas outlined in the proposal. This will support improved road safety for pedestrians, cyclists, and all road users in the town centre.
SD-C446-38 Greenpark / St John's Meadows	50 km/h Speed Limits In Place Within Residential Estate Proposed to be Retained?	Clondalkin	Hazelwood Crescent Park View Lawns St John's Lawn St John's Close St John's Green St John's Grove St John's Road West	Hello, I hope you're keeping well. I would like to bring to your attention what appears to be an anomaly in the both the existing speed limit regime and the proposed speed limit mapping. The following roads are located within a residential housing estate and are currently subject to a posted speed limit of 50 km/h rather than 30 km/h: Hazelwood Crescent, Park View Lawns, St John's Lawn, St John's Close, St John's Green, St John's Grove and St John's Road West. These are all local residential streets within a housing estate, and I believe a 50 km/h speed limit is inappropriate in this context and is inconsistent with South Dublin County Council policy and the principles set out in DMURS. I'm not sure of another example of a 50km/h speed limit roads such as these within the rest of the SDCC area. The Speed Limits Review 2026 map presented as part of this consultation proposes retaining the existing 50 km/h regime on these streets, which I believe must be an oversight. I would also note that sections of these roads have limited forward visibility and a reduced effective carriageway width due to on-street parking. Furthermore, given the residential nature of the area, there is likely to be a high presence of pedestrians, including children walking, cycling and engaging in outdoor recreation. For clarity, I have attached an image identifying the higher-order streets surrounding the estate which should appropriately remain subject to a 50 km/h speed limit (i.e. Fonthill Road, Boot Road, Old Naas Road), together with the lower-order residential streets which I believe should be reduced to 30 km/h. On the matter of the road being a shared space for users of cars, bicycles, e-scooters, motorbikes and sometimes horses, the Cycle Design Manual of the Irish Department of Transport shows that for all roads with maximum speeds above 30KMPH separated cycle lanes are necessary for safety. This can be observed in the attached TABLE 2.1. Given the difficulty in rolling out separated cycle lanes across the county (for example despite commencing in 2020 the Cycle South Dublin Programme has not made it as far as Clondalkin yet), a default speed limit of 30KMPH would increase cyclist safety and have the added benefit of getting cyclists and e-scooters off the footpaths. Currently many cyclists and e-scooter riders use footpaths because they are afraid to go on the road because of the speed of the cars. The default speed limit in urban areas across SDCC should be 30KMPH. In this regard SDCC has been progressive with introducing this speed limit in housing estates many years ago. However the same speed limit should apply in the villages of the county. At 60kph, the chance of death for a pedestrian hit by a car is 9/10, at 50kph, it's a 5/10, and at 30kph it's 1/10. Where that statistic is most prevalent is on 50kph roads, because "mild" speeding will be somewhere close to 60kph... or an almost guaranteed road death if a pedestrian is hit. That's why default 30kph is so important, because even if a relatively complaint driver is "mildly" speeding, in an accident; there's a very good chance the pedestrian will live. The proposal from SDCC to have time bound 30KMPH speed limit outside of some schools is welcome. However there is a problem in that it will be difficult for drivers to read a sign which says that the speed limit is 50KMPH sometimes and 30KMPH other times. It also ignores that a school may be used outside of school hours for other sports and leisure community activities. Thus the speed limit outside of schools should be 30KMPH. Related to this the proposal ignores the journey that pupils make by foot or bicycle to the school through 50KMPH zones. The proposals from the SDCC roads team have New Road and Watery Lane in Clondalkin as 30KMPH roads during the school run period as there are schools on both roads. However a road parallel with New Road, Convent Road/Tower Road has three primary schools and a secondary school namely St Josephs BNS, Scoll Muire, Moyle Park and St Johns NS and does not receive the same	The request to reduce the speed limit on Hazelwood Crescent, Park View Lawns, St John's Lawn, St John's Close, St John's Green, St John's Grove and St John's Road West has been considered; however, these routes serve an important public transport function. In accordance with national speed limit guidance, the recommendation is to retain the 50 km/h speed limit.
SD-C446-42 Clr Eoin O Broin, Social Democrats	Roads as shared spaces	Clondalkin	Full Time School Restriction New Road, Convent Road/Tower Road St Cutberts Road St Josephs BNS, Scoll Muire, Moyle Park and St Johns NS	On the matter of the road being a shared space for users of cars, bicycles, e-scooters, motorbikes and sometimes horses, the Cycle Design Manual of the Irish Department of Transport shows that for all roads with maximum speeds above 30KMPH separated cycle lanes are necessary for safety. This can be observed in the attached TABLE 2.1. Given the difficulty in rolling out separated cycle lanes across the county (for example despite commencing in 2020 the Cycle South Dublin Programme has not made it as far as Clondalkin yet), a default speed limit of 30KMPH would increase cyclist safety and have the added benefit of getting cyclists and e-scooters off the footpaths. Currently many cyclists and e-scooter riders use footpaths because they are afraid to go on the road because of the speed of the cars. The default speed limit in urban areas across SDCC should be 30KMPH. In this regard SDCC has been progressive with introducing this speed limit in housing estates many years ago. However the same speed limit should apply in the villages of the county. At 60kph, the chance of death for a pedestrian hit by a car is 9/10, at 50kph, it's a 5/10, and at 30kph it's 1/10. Where that statistic is most prevalent is on 50kph roads, because "mild" speeding will be somewhere close to 60kph... or an almost guaranteed road death if a pedestrian is hit. That's why default 30kph is so important, because even if a relatively complaint driver is "mildly" speeding, in an accident; there's a very good chance the pedestrian will live. The proposal from SDCC to have time bound 30KMPH speed limit outside of some schools is welcome. However there is a problem in that it will be difficult for drivers to read a sign which says that the speed limit is 50KMPH sometimes and 30KMPH other times. It also ignores that a school may be used outside of school hours for other sports and leisure community activities. Thus the speed limit outside of schools should be 30KMPH. Related to this the proposal ignores the journey that pupils make by foot or bicycle to the school through 50KMPH zones. The proposals from the SDCC roads team have New Road and Watery Lane in Clondalkin as 30KMPH roads during the school run period as there are schools on both roads. However a road parallel with New Road, Convent Road/Tower Road has three primary schools and a secondary school namely St Josephs BNS, Scoll Muire, Moyle Park and St Johns NS and does not receive the same	The recommendation is to implement a permanent 30 km/h speed limit on the roads identified in the proposal, including areas around schools and within Clondalkin Village Centre. This approach will provide a consistent speed environment and improve safety for pedestrians, cyclists, school children, and other vulnerable road users.
SD-C446-31 Comments on Speed limits in Local Bye Laws	Speed limits in Citywest	Tallaght	Fortunestown Lane Citywest Road	Citywest is one of Ireland's fastest growing areas with many SHD's granted permission in recent years. It has become a 'de-facto' town but without the vision or infrastructure to match a new town. One issue is the speed that road traffic passes through it. This needs to be reduced. It is noted that these Bye Law proposal state that speed limit of 60kmph or 50kmph is acceptable but I think around the Shopping centre area, which is what could be described as the new 'town' core that 30kmph would be more appropriate. Note as part of the reducing of car speeds the roads should have DMURS measures introduced which can help to achieve better compliance with the speed limits. Note there is a new zebra crossing, with a speed ramp, close to Eddie Rockets restaurant, that crosses the Citywest Road and this has significantly helped reduce speed of traffic in this busy area adjacent to the Shopping centre. Note buses also set down passengers here and this adds to the pedestrian traffic. While it is accepted that SDCC does not have full ownership of roads in this area the Local Authority needs to consult with the private owners of the margins of the roads to ensure that a safer and more pleasant environment evolves for this new large population. One issue is footpath widths which in many cases are inadequate as they were made for a time when the vision for Citywest was to be a quiet sub-urban area with semi-detached low density housing. Similarly bike access infrastructure is missing in many areas of Citywest or where it has been put into a new development it stops abruptly. It is fundamental for the success of Citywest that these issues are tackled to ensure that it does not continue as a car-dominated poor environment for pedestrians and cyclists	The section of road adjacent to and through the shopping centre on Citywest Drive is not currently under the ownership or control of South Dublin County Council and therefore falls outside the scope of this Speed Limit Review. In relation to Fortunestown Lane and Citywest Road, these roads form part of the primary road network and provide an important public transport function; accordingly, the retention of higher speed limits is considered appropriate having regard to the Guidelines for Setting and Managing Speed Limits in Ireland and the objectives of the National Speed Limit Review.
General Submissions					
SD-C446-3 Speed review	Safety and Speed			please take as my feedback! Submission roads at Athgoe , Brownstown , and Aylmer rd (All in Newcastle) are huge safety risks with many reported accidents cherrywood villas speed, while SDCC have inserted ramps the speed on this road continues to be an issue cherrywood Crescent speed limit to high, please review this! Can guards - council work together to be clear on whos responsible and public informed so it clear for everyone and also state what public can do to get enforced.	
SD-C446-5 Speed Limit Bye Laws 2026 sub by Karla Doran	Submission: South Dublin County Council Special Speed Limit Bye-Laws 2026	General Submission		1. Overall Support for the Bye-Laws I support the introduction of the Special Speed Limit Bye-Laws 2026. Lower area-appropriate speed limits are essential for improving road safety, reducing serious injuries, supporting active travel, and aligning South Dublin with national climate and public health goals. South Dublin is experiencing rapid population growth, particularly in Lucan, Adamstown, and Clonburris. Our road network must reflect this reality by prioritising safety, walkability, and environmental protection. 2. Road Safety Benefits Reduced speed limits significantly lower: - Collision frequency - Collision severity - Pedestrian and cyclist injury risk - Child injury risk near schools and parks International evidence shows that reducing speeds from 50 km/h to 30 km/h can reduce fatality risk by up to 80%. This is a proven, effective public safety measure. Lucan has seen major increases in traffic volumes, especially around: - Lucan Village - Ballyowen Road - Adamstown Boulevard - Griffen Road - Willisbrook and Esker areas Schools and sports facilities Lower limits are urgently needed to protect vulnerable road users. 3. Environmental & Climate Benefits Reduced speed limits support SDCC's climate commitments by: - lowering vehicle emissions - reducing fuel consumption - improving air quality - reducing noise pollution - encouraging walking and cycling supporting compact development in SDZ areas SDCC continues to develop Clonburris and Adamstown, safe, low-speed environments are essential for reducing car dependency. 4. Community Wellbeing Lower speed limits improve: - neighbourhood livability - safety for children, older people, and people with disabilities - comfort for pedestrians and cyclists - noise levels - attractiveness of village centres Lucan Village, in particular, needs calmer traffic to support local businesses, outdoor seating, and safe pedestrian movement. 5. Specific Recommendations for Lucan & Surrounding Areas A. 30 km/h default in residential areas All residential estates should be set to 30 km/h, including: - Strongly support a reduction in speed limits in Adamstown in particular and Lucan as a whole. I also must mention the overall dangerous driving behaviour observed daily across Adamstown and the wider South Dublin area. motorists regularly speeding in residential areas; ignoring pedestrian crossings; and driving through red lights. Overall stricter traffic management and significant consequences for those driving in a way that endangers others, especially children, is badly needed.	A number of residential areas and village centre streets, including parts of Lucan Village, are proposed to operate at 30 km/h where the road environment, pedestrian activity, and surrounding development support such a limit. However, several of the roads identified, including Ballyowen Road, Griffen Road, and sections of the R136, form part of important distributor routes and public transport corridors, and their proposed speed limits have been determined in accordance with national guidance, road function, and transport needs.
SD-C446-7 Comments on speed limit bye law	Better traffic management systems needed	General Submission	Outside Scope	I strongly support a reduction in speed limits in Adamstown in particular and Lucan as a whole. I also must mention the overall dangerous driving behaviour observed daily across Adamstown and the wider South Dublin area. motorists regularly speeding in residential areas; ignoring pedestrian crossings; and driving through red lights. Overall stricter traffic management and significant consequences for those driving in a way that endangers others, especially children, is badly needed.	The concerns raised regarding speeding and unsafe driver behaviour are noted. While the Speed Limit Review seeks to establish appropriate speed limits, enforcement of traffic laws remains a matter for An Garda Síochána.
SD-C446-8 Dublin Cycling Campaign Submission	Dublin Cycling Campaign Submission	General Submission		Our submission is attached as a PDF document. Brief Summary of Dublin Cycling Campaign Submission The Dublin Cycling Campaign broadly supports the Urban Speed Limit Review but believes the proposals do not go far enough in reducing speed limits across South Dublin. The submission advocates for 30 km/h as the default speed limit in urban areas, residential neighbourhoods, village centres, school environments, and active travel corridors to improve safety for cyclists, pedestrians and other vulnerable road users. Key recommendations include: - Introduce 30 km/h as the default speed limit across urban areas, villages, residential neighbourhoods and school routes. - Extend 30 km/h speed limits in village centres including Lucan, Clondalkin, Rathcoole, Templeogue, Tallaght and Saggart. - Replace many proposed periodic school speed limits with permanent 30 km/h limits. - Review roads retaining 50 km/h or 60 km/h limits and publish the justification where national guidance exceptions are applied. - Consider lower speed limits on roads with cycling activity, sub-standard cycling facilities and popular leisure cycling routes.	Following consideration of the submission received from Dublin Cycling Campaign, a number of the recommendations have been accepted and incorporated into the proposed amendments to the Draft Special Speed Limit Bye-Laws. In particular, the Council supports the extension of permanent 30 km/h speed limits on several roads adjacent to schools where assessment has identified significant pedestrian activity, school-related movements, and characteristics consistent with the Department of Transport guidance. A number of village centre locations and urban roads have also been reviewed, with further 30 km/h speed limits proposed where considered appropriate. However, some requested changes have not been recommended where road function, network role, traffic distribution requirements, or consistency with the Speed Limit Guidelines support the retention of higher speed limits.
SD-C446-12 Amendment to Section 9 of the Road Traffic Act 2004	30k speed limit	General Submission		Dear Sir/Madam I strongly disagree with a blanket reduction of the speed limit throughout South Dublin council area to 30k. The is absolutely no necessity to do so unless in the close vicinity of a school or hospital. It is near impossible to keep car speed to 30k & less when not in a line of traffic. The amendment is propelling us back to pre industrial revolution transport options.	The proposed speed limits have been developed in accordance with national legislation and the Department of Transport's Guidelines for Setting and Managing Speed Limits in Ireland, with the objective of improving road safety and protecting vulnerable road users.

South Dublin County Council - Special Speed Limit Review 2026: Public Consultation Submissions and Council Responses					
Submission	Observation	EA	Road Mentioned	Submission	Proposed response
SD-C446-19 Submission on Speed Limit Bye Laws	Vital Road Safety Measures	General Submission	Edmondstown Road Templeogue Village Tallaght Village The Square Spawell Link Road Killinenny Road Whitestown Way Firhouse Road West Bohernabreena Road St. Colmcille's Way Ballinascoreney Road	I welcome the review of the Speed Limit Bye Laws and support the reduction in urban speed limits to 30km/hr across South Dublin County. Speed limits play a vital role in our road safety. Ireland is an outlier in Europe in that the number of deaths and serious injuries on our roads is increasing. Last year, 190 people lost their lives on Irish roads, the highest in over a decade. As a TD for Dublin South-West, I welcome all efforts by SDCC to enhance the safety of our roads via revised speed limits. At the outset, I want to praise the work and advocacy of the LOVE30 campaign group, and I would like to further endorse the excellent submission of the Dublin Cycling Campaign to this public consultation. I have had the pleasure of working with both groups prior to my political career and now in my capacity as a TD, and their commitment and dedication to fighting for safer roads for all road users is commendable. I believe we should have a default urban speed limit of 30km/hr in "built up areas". International evidence clearly suggests that such a measure is effective in improving road safety. In the first year after Wales reduced speed limits on certain road types to 20 miles/hour (32 km/hr), road casualties across all road types fell by almost 12%, while on the roads on which the speed limit was reduced casualties fell by more than 26%. Conversely, casualties on high-speed roads increased by more than 4%. Similarly, after Spain reduced speed limits on single lane urban roads to 30km/hr, there was a 25% reduction in crashes, a 32% reduction in fatal pedestrian collisions, and a 48% reduction in fatal cyclist collisions. Dublin is the 3rd most congested city in the world and the average speed at rush hour in Dublin is 13.5km/hr. A default speed of 30km/hr would actually be twice as fast as is currently the norm at peak hours, meaning the proposed changes would make little material difference to most drivers at busy parts of the day. SDCC's interactive map of speed limits in the area is very useful to see what has changed since the last by-laws in 2016, and it's heartening to see how much of the county is designated as 30km/hr zones. However, it's not immediately clear what has changed with these new by-laws and I would have expected SDCC to provide a list of roads where speeds were increased or decreased, rather than having to click on every single road on the map to understand this. I obviously welcome lower speed limits around schools, but the proposal for "periodic" 30km/hr speed limits in certain areas (e.g.	The recommendations regarding wider 30 km/h limits, school zones, signage, traffic calming measures and enforcement are noted; however, enforcement of speed limits remains primarily a matter for An Garda Síochána, while the Council will continue to consider appropriate engineering and road safety measures. The roads referenced, including Bohernabreena Road, Killinenny Road, Whitestown Way, Firhouse Road West, St. Colmcille's Way and Ballinascoreney Road, form part of the rural road network and fall outside the scope of the Urban Speed Limit Review, with the 60 km/h speed limit considered appropriate having regard to their function, character and national guidance.
SD-C446-27 Letter of support for a speed limit reduction outside St. Kilian's Junior School to South Dublin County Council	Letter of support for a speed limit reduction outside St. Kilian's Junior School to South Dublin County Council	Tallaght	Full Time School Restriction	Dear South Dublin County Council, We, the Board of Management of St. Kilian's Junior School are very supportive of the introduction of a speed reduction to 30km/hr outside our school and surrounding area. A 30km/hr zone: Is the default speed limit in urban areas in other countries. Would provide consistency, as many streets in the area already have a speed limit of 30km/hr. Has significant implications for safety. Assists children under 12 who are unable to judge speed and distance as well as other vulnerable road users. Complies with the National Climate Adaptation Strategy, which promotes sustainable travel. Complies with the Stockholm Declaration, which Ireland adopted in Feb 2020. With regard to the proposal to introduce periodic 30 km/h speed limit (during school closing and opening times) at 25 school locations, we would like to stress the importance of a permanent rather than periodic speed limit outside schools for various reasons: Periodic speed limits are only applied on a short section of the road outside schools rather than the entire route, and therefore do not make the journey of our students who walk, wheel, scoot or cycle to school safe enough. Some students arrive or leave the school outside of school opening and closing times, e.g. when they walk, scoot or cycle to afterschool activities. A permanent 30km/hr speed limit would not only benefit the approximate five hundred students using the area daily, but would also benefit the businesses, significant faith communities, residents and shoppers in the area. Yours Sincerely,	Following assessment of the comments received and having regard to the presence of significant pedestrian activity and vulnerable road users in the area, the proposed speed limit will be amended to a permanent 30 km/h speed limit.
SD-C446-28 SOUTH DUBLIN COUNTY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS 2026	Pedestrian Safety on Fairways	General Submission	Outside the Scope	For the safety of Fairways residents, (many elderly and parents with young children), going to Rathfarnham Shopping Centre a pedestrian crossing needs to be created at number 16 Fairways, (similar to the pedestrian crossing on the Springfield Avenue bridge on the north side of Rathfarnham Shopping Centre). This crossing is extremely dangerous at present as drivers, as soon as they drive onto Fairways from Butterfield Avenue, don't realise or notice pedestrians trying to cross the road. The pedestrian crossings at the junction of Fairways and Butterfield Avenue and the junction of Fairways and Dodder View Road are not convenient for the residents living in Fairways or for residents of nearby roads who use Fairways to access the shopping centre. As Fairways is a pay parking road very few cars park on the entrance side of the road and drivers, seeing a clear road, tend to speedup immediately and only slow down when approaching the cycleway ramp further up the road. Previously, before pay parking was introduced, drivers had to drive slower as parked cars created an artificial chicanes. The current speeding issue can be addressed by allowing free parking on one side of the road only and a no parking yellow line on the other side. The yellow line could be placed on the opposite side of the road every 50 meters. High standard cycle ways have been installed on the roads around the Butterfield area and while the improvements for cyclist and pedestrians is welcome many car drivers, (depending on cars to do their shopping and their hospital appointments), are struggling with the restricted space and finding driving very stressful. Future public reviews must be included so that ongoing traffic problems can be solved in a timely and efficient manner. The comment here relate to a single road, Fairways, but the comments could equally be of relevance to most roads in the Butterfield and Ballyroan environs.	The issues raised regarding pedestrian crossings, parking arrangements, traffic calming measures, and local traffic management are noted; however, these matters fall outside the scope of the current Speed Limit Review.
SD-C446-30 Dublin Commuter Coalition Response to SDCC Speed Limit Review	Dublin Commuter Coalition - Response to SDCC Road Speed Review	General Submission	Full Time School Restriction	Introduction Dublin Commuter Coalition was established in 2018 as a voluntary advocacy group for public transport users, cyclists, and pedestrians in Dublin and surrounding counties. The Coalition acts as a unifying voice for commuters in these areas so that they may express their concerns, their hopes, and their vision of a Dublin that works for all users of sustainable transport. Regarding Proposed By Laws As members of the Love30 campaign, the Dublin Commuter Coalition are supportive of any effort to create safer roads and road speeds. We welcome the proposed bylaws which sets the default speed limit as 30kph within the boundaries of South Dublin County Council. This should be the default position Nationally and we hope that other County Council's follow suit in that effort. Unfortunately we do have serious concerns with the strong move towards lower urban speed limits which set confusing time schedules as to when the default road speeds will apply, further still that this seems to solely be facilitated outside of children's schools is deeply worrying. As we are sure your elected members will know, education facilities are not only used during the traditional school hours. Their staff will often arrive before the school day and work later in the afternoon. School halls are often used as community facilities for after school activities, sports and theatre performances. As such, we don't see how the timed speed zones will be practical given the needs of the school users, but worse still the timed section denotes that the safety of those using the facility outside of traditional school hours are not as important of that of the students. We also have serious concerns as to how the periodic speed limit is displayed and communicated to road users. A similar system has been attempted in other countries and a huge issue has been the size and readability of the signage at the variable speed limit zones. If a driver is approaching a variable speed limit zone and travelling at 50kph, they will need to be alerted much earlier in than the zone in order to safely adjust their speed. Not only will this cause drivers to be distracted, trying to interpret several variable speed zones in a row, it will also lead to an over abundance of street furniture further displacing footpath users and potentially reducing space for buggies and wheelchairs to safely navigate the pedestrian areas.	Following consideration of submissions received, a number of the proposed periodic school speed limits have been reviewed and are now proposed to become permanent 30 km/h speed limits where this was considered appropriate having regard to the road environment and surrounding land use. While concerns regarding signage, driver awareness, and the operation of periodic speed limits have been noted, roads that form part of the strategic and public transport network must continue to balance safety objectives with their wider transport function.
SD-C446-33 SDCC Speed Limit Review	Irish Cycling Campaign Comments on Speed Limit Proposals	General Submission		Please see attached PDF submission on behalf of the Irish Cycling Campaign Brief Summary of the Submission The Irish Cycling Campaign welcomes the Draft Special Speed Limit Bye-Laws 2026 and commends South Dublin County Council for the clear presentation of the proposals and the strong move towards lower urban speed limits. The submission supports 30 km/h as the default speed limit in built-up areas, highlighting the road safety, public health, and active travel benefits associated with lower vehicle speeds. Key recommendations include: Extend 30 km/h speed limits to urban centres and village cores such as Tallaght, Clondalkin, Templeogue and other high pedestrian activity areas. Replace proposed periodic school speed limits with permanent 30 km/h zones where possible. Consider the use of 20 km/h and 40 km/h speed limits, which are available under national guidance but not proposed in the draft bye-laws. Review certain roads and cycle network routes where lower speed limits may be appropriate to improve cyclist safety. Clarify why some housing estates appear not to have a designated speed limit on the published mapping. Monitor speeds, compliance, collision trends and community feedback following implementation. Correct an apparent anomaly on a section of Firhouse Road shown as 30 km/h.	Many of the comments and recommendations received have been carefully considered, and a number of amendments are proposed, including the conversion of several previously proposed periodic school speed limits to permanent 30 km/h limits where appropriate. While some of the roads identified for further reductions serve important strategic and public transport functions and are therefore proposed to remain at 50 km/h, comments relating to village centres, school environments, and active travel have been considered and amended.
SD-C446-43 GST Submission 2026	GST Submission	General Submission	Full Time School Restriction Lucan School Cluster (Newlands Rd, Grifteen Way Etc) Clondalkin Cluster Kingwood School Cluster Adamstown Cluster Kilnarden Cluster	Green-Schools Travel welcomes the opportunity to submit to this review. Attached is our submission Brief Summary of Submission – Green-Schools Travel Green-Schools Travel welcomes and supports the proposed introduction of lower speed limits across South Dublin County and strongly advocates for safer conditions for children walking, cycling, and travelling to school. The submission recommends that schools in urban and built-up areas should be provided with permanent 30 km/h speed limits, rather than periodic school-time limits, to improve safety, remove confusion, and account for activities outside normal school hours. The submission also calls for a review of schools that remain on roads with proposed 50 km/h speed limits, together with supporting traffic-calming measures, improved crossings, public awareness campaigns, and enhanced speed enforcement. Green-Schools highlights the importance of lower speeds in encouraging active travel, reducing the risk and severity of collisions, and creating safer communities for children and other vulnerable road users. Overall, Green-Schools Travel strongly supports the Draft Special Speed Limit Bye-Laws 2026 and encourages the Council to maximise the use of permanent 30 km/h speed limits, particularly in school environments and along routes used by children	The Council carefully considered the recommendations relating to school environments, active travel, and school travel patterns as part of the review process. Following assessment of the submissions received, a number of school clusters and school-frontage locations were reviewed, resulting in several previously proposed periodic school speed limits being amended to permanent 30 km/h speed limits where appropriate. While it is not feasible to introduce permanent 30 km/h limits at every school location due to the function of certain roads within the wider transport network, the Council has sought to maximise the application of permanent 30 km/h limits where they align with national guidance and local conditions.