



**Love 30,
the Campaign
for 30 km/h
Speed Limits**

County of Louth Road Traffic Special Speed Limit Bye-Laws 2024

Submission by:

Love 30

5 Foster Place
Dublin 2
D02 V0P9

Email: info@love30.ie Web: www.love30.ie

18 September 2024

Love 30, the Campaign for 30 km/h Speed Limits, welcomes the general proposed reduction in speed limits brought about by the Road Traffic Act 2024 and supports Louth County Council's proposed special speed limit bye-laws 2024.

We understand the council's proposals to maintain a higher speed limit on one road, but we have specific concerns about a number of locations. See paragraph 5 below.

Implementing lower speed limits on rural roads will bring numerous benefits to the County, including enhanced safety, environmental sustainability, and overall quality of life.

1. Improved Road Safety

Lowering speed limits on rural roads is a crucial step towards reducing the number and severity

of traffic collisions. Rural roads often have sharp bends, narrow lanes, and limited visibility, making them particularly hazardous at higher speeds. RSA collision data shows that between 2018 and 2021, 38% of road fatalities occurred on 80km/h roads and 30% of serious injuries. By reducing speed limits on these roads, we can significantly decrease the risk of collisions, thereby protecting the lives of drivers, passengers, cyclists, and pedestrians.

2. Environmental Benefits

Reducing speed limits can also contribute to environmental sustainability. Lower speeds typically result in reduced fuel consumption and lower emissions of greenhouse gases and pollutants. This change aligns with Ireland’s target of reducing emissions from the transport sector by between 42% and 50% by 2030.

3. Enhanced Quality of Life

Lower speed limits can improve the quality of life for residents living near rural roads. Reduced traffic noise and vibrations will create a more peaceful and pleasant environment. Additionally, safer roads encourage more walking and cycling, promoting healthier lifestyles and fostering a greater sense of community.

4. Economic Advantages

Safer roads can lead to economic benefits as well. Fewer collisions mean lower costs related to emergency services, medical care, and vehicle repairs. Moreover, a safer and more attractive rural environment can boost local tourism and support small businesses.

5. Specific concerns:

The table below lists locations where an 80 km/h speed limit is proposed. Further consideration is needed on whether this is an appropriate speed limit, and if so whether additional road markings and/or signage is required.

Location	Comments
SL-01-2024	1. An 80 km/h speed limit is indicated through the roundabout (at the entrance to Dundalk Science and Technology Park, etc.) on the Southern Link in Dundalk. Noting the expanding development in the area, such a speed limit is inappropriate on uncontrolled pedestrian crossings on multi-lane roads. The

	<p>speed limit should change from 80 to 60 km/h west of the roundabout.</p> <p>2. There are some locations where an 80 km/h speed limit is inappropriate:</p> <ul style="list-style-type: none"> ● Bends at Newtownfane, Corbollis (note damage to bridge approach parapets¹) and Mapastown townlands. ● Soraghan's Pub at Hanestown ● Narrow cutting at Gilbertstown townland, with no hard shoulders or verge. ● Unforgiving roadsides, e.g. telephone poles at Killincoole townland.
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We have provided a detailed list of comments in Appendix A, which we hope will be useful to identify gaps in the bye-laws and remove any inconsistencies.

Yours sincerely

Muireann O'Dea

Love 30 Campaign

Who We Are

Love 30, the Campaign for 30 km/h Speed Limits, is a national alliance of individuals and organisations who support lower speed limits in urban areas. We are campaigning for the introduction of lower speed limits and more 30 km/h zones in urban areas, but particularly in town centres, residential areas, and near schools and other places of public assembly. The Campaign consists of walking groups, cycling campaigners, health groups, supporters of children's right to walk & play, and others who recognise the benefits of lower speed limits. We are a member group of the Irish Cycling Campaign (formerly Cyclist.ie), the Irish Cycling Advocacy Network.

¹ See imagery from July 2023

https://www.google.com/maps/@53.8991664,-6.5007587,3a,75.7y,71.69h,71.26t/data=!3m7!1e1!3m5!1sKH_5E3k_quH0ORJOj7AzSQ!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D18.74253293925939%26panoid%3DKH_5E3k_quH0ORJOj7AzSQ%26yaw%3D71.68964731725453!7i16384!8i8192?coh=205410&entry=ttu

Appendix A

























General

1. There are formatting issues throughout the document, which make it harder to read. These include:
 - a. There are multiple changes in font and font size, some of which might not be intended.
 - b. At various points in the document, there is a shift between a single blank line between paragraphs, to two blank lines. Additionally, some paragraphs have extra space before or after them, while others don't.
 - c. Indents, tabbing and alignment appears to be off in places, e.g. reference numbers are further right than some text.

	Original text	Comments
	COMHAIRLE CONTAE LÚ	
	LOUTH COUNTY COUNCIL	
	COUNTY OF LOUTH ROAD TRAFFIC DRAFT SPECIAL SPEED LIMIT BYE LAWS 2024	2. Delete temporary text "DRAFT". 3. Hyphenate "BYE-LAWS". 4. Title should match exactly the title in Bye-law 1.
	COUNTY OF LOUTH ROAD TRAFFIC DRAFT SPECIAL SPEED LIMIT BYE-LAWS 2024	5. Delete temporary text "DRAFT". 6. Title should match exactly the title in Bye-law 1.
	Louth County Council, in exercise of the powers conferred on it by Section 9 of the Road Traffic Act, 2004 (No. 44 of 2004), as amended, and with the consent of Transport Infrastructure Ireland (TII) in the case of National Roads and having given notice to the Commissioner of An Garda Síochána, hereby make the following Special Speed Limit Bye-Laws in respect of the administrative area of Louth County Council.	7. No national road is affected by these bye-laws. Reference to TII is unnecessary. Consider deleting. 8. Lower case "national roads" 9. Lower case "special speed limit bye-laws".
1	These Bye-Laws may be cited as the County of Louth, Road Traffic, Special Speed Limit Bye-Laws 2024.	10. Lower case "bye-laws" (first instance). 11. Title case "Bye-laws" (second instance). 12. At least some level of consistency should be sought in naming such bye-laws. Bye-law 7 suggests there is no consistency.
2	These bye-laws shall come into operation on the 22nd November, 2024.	13. It may be useful to include a provision such that the Chief Executive can use a commencement order to designate a specific date, but to allow flexibility in the setting of that date, e.g. "These bye-laws will come into operation on such date or dates as are fixed by order of the Chief Executive of Louth County Council".
3	In these bye-laws:	
	"the Act of 1993" means the Roads Act, 1993 (No. 14 of 1993);	14. Not meaningfully used in these bye-laws. Consider deleting.

	Original text	Comments
	“the Act of 2004” means the Roads Traffic Act, 2004 (No. 44 of 2004);	15. Not used in these bye-laws. Consider deleting.
	“the Act of 2024” means the Roads Traffic Act, 2024 (No. 10 of 2024);	16. Not used in these bye-laws. Consider deleting.
	“built up area” means the area of a city, a borough or a town within the meaning of the Local Government Act 2001; In County Louth the Built up Areas are Dundalk, Drogheda and Ardee;	17. Not used in these bye-laws. Consider deleting. 18. Lower case “built up areas”. 19. Delete “In County Louth the Built up Areas are Dundalk, Drogheda and Ardee;”.
	“motorway” has the meaning assigned to it by the Act of 1993;	20. Not meaningfully used in these bye-laws. Consider deleting.
	“national road” has the meaning assigned to it by the Act of 1993;	21. Not meaningfully used in these bye-laws. Consider deleting.
	“regional road” has the meaning assigned to it by the Act of 1993;	22. Not used in these bye-laws. Consider deleting.
	“road” means a public road and includes a motorway;	
	“drawing” means the drawings attached hereto;	23. Change semi-colon to full stop.
4	The Special Speed Limits, made by these Bye-Laws, are indicated on the attached drawing:	24. This text is bloated. Consider something as simple as “A special speed limit of eighty kilometres per hour shall apply as indicated on the map in the Appendix.” 25. Lower case “special speed limits, made by these bye-laws”.
	SL-01-2024	26. Check alignment.
	The default speed limit will apply in all cases not regulated by these Road Traffic Special Speed Limit Bye-Laws 2024 or by the other Speed Limit Bye-Laws in force as listed at 7 below.	27. This will be the case anyway, making this text irrelevant. Consider deleting. 28. Should this paragraph be numbered? Numbering would have knock-on effects, here and in the Appendix. 29. Lower case “speed limit bye-laws”.
	The applicable default speed limits are specified in the Road Traffic Act 2004 as amended by the Road Traffic Act 2024 (subject to the commencement of the relevant section of the Act specifying the revised default speed limit).	30. The Road Traffic Act 2004 has been amended by acts other than the Road Traffic Act 2024. The acts can be collectively cited as the “Road Traffic Acts 1961 to 2024” ² . 31. This will be the case anyway, making this text irrelevant. Consider deleting.
	On commencement, the default speed limit on Rural Local Roads will be 60km/h.	32. Assuming the relevant provisions of the Road Traffic Act 2024 are commenced, this will be the case anyway, making this text irrelevant. There bye-laws can’t come into force until those provisions are commenced (an 80 km/h speed limit can’t be applied to a local road outside a built-up area. Consider deleting.

² See <https://www.irishstatutebook.ie/eli/2024/act/10/section/1/enacted/en/html#sec1>

	Original text	Comments																
	<p>The Special Speed Limits, as prescribed by these Bye-Laws, are indicated as follows:</p> <p style="text-align: center;">Legend</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30px;"></td> <td>30km/h</td> </tr> <tr> <td></td> <td>40km/h</td> </tr> <tr> <td></td> <td>50km/h</td> </tr> <tr> <td></td> <td>60km/h</td> </tr> <tr> <td></td> <td>80km/h</td> </tr> <tr> <td></td> <td>100km/h</td> </tr> <tr> <td></td> <td>120km/h</td> </tr> <tr> <td></td> <td>50km/h zone</td> </tr> </table>		30km/h		40km/h		50km/h		60km/h		80km/h		100km/h		120km/h		50km/h zone	<p>33. Lower case “special speed limits, made by these bye-laws”.</p> <p>34. Most of the text is tabbed and stays in Line. The text “50km/h zone” has a series of space characters in front of it and isn’t quite in line with the rest of the text.</p>
	30km/h																	
	40km/h																	
	50km/h																	
	60km/h																	
	80km/h																	
	100km/h																	
	120km/h																	
	50km/h zone																	
5	<p>Ambulances, Fire Brigade vehicles and Garda Síochána vehicles, while being used in the course of duty, are exempt from all special speed limits prescribed by these Bye-Laws.</p>	<p>35. Spelling “Síochána”.</p> <p>36. Lower case “bye-laws”.</p> <p>37. This provision is problematic. Provisions for exemptions for emergency vehicle drivers are unnecessary as the matter is dealt with by Section 87 of the Road Traffic Act 2010 (as amended by section 23 of the Road Traffic Act 2014³). Section 87 applies whether it is mentioned in the bye-laws or not. Moreover, the provision could be open to abuse.</p>																
6	<p>Appendix I includes drawings where permanent special speed limits are prescribed.</p>	<p>38. Delete “permanent”.</p>																

³ See <https://www.irishstatutebook.ie/eli/2014/act/3/section/23/enacted/en/html>

	Original text	Comments
	SL-01-2024	<p>39. An 80 km/h speed limit is indicated through the roundabout (at the entrance to Dundalk Science and Technology Park, etc.) on the Southern Link in Dundalk. Noting the expanding development in the area, such a speed limit is inappropriate on uncontrolled pedestrian crossings on multi-lane roads. Having the change from 80 to 60 km/h west of the roundabout might make sense.</p> <p>40. There are some locations where an 80 km/h speed limit is less appropriate:</p> <ul style="list-style-type: none"> ● Bends at Newtownfane, Corbollis (note damage to bridge approach parapets⁴) and Mapastown townlands. ● Narrow cutting at Gilbertstown townland, with no hard shoulders or verge. ● Unforgiving roadsides, e.g. telephone poles at Killincoole townland.
7	The following Bye-Law shall remain in force:	<p>41. Lower case, plural “bye-laws”.</p> <p>42. Put list in date order.</p>
	<ul style="list-style-type: none"> • Louth County Council, Road Traffic Speed Limits, County of Louth Bye-Laws 2018. 	<p>43. Is this the exact title?</p> <p>44. At least some level of consistency should be sought in naming such bye-laws.</p>
	<ul style="list-style-type: none"> • Louth County Council, County of Louth, Housing Estates Special Speed Limit Bye-Laws, 2022. 	<p>45. Is this the exact title?</p> <p>46. At least some level of consistency should be sought in naming such bye-laws.</p>
	<ul style="list-style-type: none"> • Louth County Council, County of Louth, Special Periodic Speed Limits Bye Laws 2021 	<p>47. Is this the exact title?</p> <p>48. At least some level of consistency should be sought in naming such bye-laws.</p> <p>49. Full stop.</p>
	Made and adopted under the Common Seal of the Council of the County of Louth this	
	Day of October, 2024	<p>50. Insert date.</p> <p>51. Check alignment.</p>
	Present when the Common Seal of the Council of the County of Louth was affixed hereto:	
	CATHAOIRLEACH _____ _____	52. Check spacing.

⁴ See imagery from July 2023

https://www.google.com/maps/@53.8991664,-6.5007587,3a,75.7y,71.69h,71.26t/data=!3m7!1e1!3m5!1sKH_5E3k_quH0ORJOj7AzSQ!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D18.74253293925939%26panoid%3DKH_5E3k_quH0ORJOj7AzSQ%26yaw%3D71.68964731725453!7i16384!8i8192?coh=205410&entry=ttu

	Original text	Comments
	DIRECTOR OF SERVICES	53. Check spacing.
	Appendix I	
	Road(s) in respect of which permanent special speed limits are prescribed:	
		54. There appears to be a blank table on the page after the Appendix cover page.