

## Department of Transport Speed Limit Review – Divided Roads

In September 2023, the Department of Transport published a report documenting the findings and recommendations of the Speed Limit Review<sup>1</sup>.

A key objective of the Speed Limit Review was to undertake a high-level review of the framework of both rural and urban speed limits, having regard to the Vision Zero principle integral to Ireland's Road Safety Strategy 2021 – 2030<sup>2</sup>.

Based on modelling and research on international practice, the Review recommends some changes to the default speed limits on the rural road network, including:

- A reduction in the default speed limit on National Secondary Roads from 100km/h to 80km/h.
- A reduction in the default speed limit on Local Roads from 80km/h to 60km/h.

The Review also includes recommendations that the following Safe Systems changes are implemented across the rural road network:

- For sections of the current road network where it is proposed to maintain a speed limit over 80km/h, the requirements to divide these roads and manage pedestrians/cyclists shall be investigated.
- All new sections of the rural road network that are to have a speed of over 80 km/h, not yet through the planning process, should be designed as divided roads and have appropriate segregated provision for pedestrians or cyclists.
- All new pedestrian and cycle infrastructure should be segregated from general traffic on sections of the road network where the speed limit is greater than 60 km/h.

In support of the Review, an implementation task force, led by the Department of Transport, has been established to oversee the delivery and recommendations contained therein.

In response to the findings of the Review, TII is in the process of undertaking further research on the approach to rural road cross-section selection and design. This research will include consideration of the types of divided road cross-sections available and appropriate for adoption on high-speed roads, which may result in new divided road cross-sections being recommended to complement those already included in TII Publication DN-GEO-03036 *Cross Sections and Headroom*. On completion of the research, TII will update any associated standards as required and will also develop an implementation plan by the end of 2025.

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<sup>1</sup> gov - Speed Limit Review ([www.gov.ie](http://www.gov.ie)) - <https://www.gov.ie/en/publication/012b3-speed-limit-review/>

<sup>2</sup> Ireland's Government Road Safety Strategy 2021 - 2030 ([rsa.ie](http://rsa.ie)) - <https://www.rsa.ie/about/safety-strategy-2021-2030>

In the interim, the selection of an appropriate cross-section for rural National Roads shall continue to follow a thorough appraisal process with reference to the TII Project Appraisal Guidelines, and should also take into consideration the recommendations of the Speed Limit Review as detailed above.



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