



For immediate issue

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Minister for Transport directs review of urban speed limits to enhance road safety

Minister for Transport Darragh O'Brien has today, 16th October 2025, directed local authorities to review existing speed limits on roads in built-up and urban areas.

Local authorities will, where appropriate, implement lower speed limits including the introduction of 30 km/h speed limits, such as in roads in cities and towns.

The direction by the Minister is for local authorities to start this process with the objective of having the 30km/h speed limits in built-up and urban areas operational by 31st March 2027.

It aligns with Action 5 of the Government's Road Safety Strategy Phase 2 Action Plan for 2025 to 2027, published in July this year. It supports the overall objective of the Road Safety Strategy of reducing deaths and serious injuries on our roads by 50% by 2030.

Minister O'Brien said:

"The Government's Road Safety Strategy guides Ireland towards "Vision Zero", aiming to halve fatalities and serious injuries on our roads by the end of this decade. Making this vision a reality means we need to work together to increase protection for all, but particularly vulnerable road users. Having lower speed limits in built-up and urban areas will greatly improve road safety, especially for those who walk, scoot or cycle.

In recent years, we have made significant investment to improve our road infrastructure, by reallocating street space for pedestrians, crossing facilities, and cycling facilities. Increasing Active Travel is a critical component of Ireland's Climate Action Plan, and lower speed limits will encourage more people to walk and cycle.

As I announced in last week's budget, my Department has made provision of €20 million in funding for local authorities to support these changes, including buying and installing poles and signs."

Minister of State with responsibility for Road Safety, Seán Canney, said:

"The Government's Road Safety Strategy sets out to reduce speeds to safe, appropriate levels for the roads being used, and the people using them. We know that the risk of being killed or seriously

injured is much greater when a car and a vulnerable road user collide at 50 km/h, compared to the same type of collision at 30 km/h. This is why protecting vulnerable road users is a key focus in setting speed limits.

We already have 30km/h speed limits on many roads in built-up and urban areas, including in Dublin City, Cork City, Limerick City, Galway City, Dundalk, and across the administrative area of Dun Laoghaire – Rathdown County Council in Dublin. Over the past ten years, local authorities have also introduced 30km/h speed limits in many housing estates, supported by funding from the Department of Transport. This phase of speed limit changes builds on the positive work that local authorities have already carried out in this area, by setting speed limits that are appropriate and credible.”

Speed limit changes will be implemented by local authorities, through the adoption of special speed

limit bye-laws, rather than by changing default limits. Making bye-laws is a reserved function of local authorities.

This means that local authorities will hold a statutory public consultation process, where people can take an active part in the decision-making process. Members of the public and stakeholders can make representations to local authorities and elected members on any proposed speed limit changes, in line with the provisions of the Road Traffic Act 2004, as amended.

Speed limits on roads in built-up and urban areas can only be changed where a majority of the elected members in a Local Authority vote to do so.

This approach recognises the positive and important role local authorities, and the elected members, fulfil in setting speed limits in urban areas. It will allow local authority engineers, who are familiar with the roads and traffic conditions in their administrative areas, to review the existing speed limits and recommend changes where appropriate. Any changes must be made in line with the procedures and criteria set out in the updated Speed Limit Guidelines which have issued to local authorities.

The speed limit changes will come into effect on the dates specified by each local authority in their new bye-laws. Signs showing the new speed limit will be installed at appropriate locations, so that road users are aware of any change.

As with all speed limits, it will be an offence to exceed the stated limit. The Department of Transport works closely with An Garda Síochána, along with other stakeholders, to ensure that speed limits are enforced.

For information on speed limits, visit gov.ie/speedlimits

For information on changes in your local area, contact your local authority. Use localgov.ie/find-my-local-authority to find yours

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NOTES FOR EDITORS

View the [Road Safety Strategy Phase 2 Action Plan](#)

View the Circular and updated Speed Limit Guidelines