



Meath County Council

Road Traffic (Special Speed Limits) (M3/M2)

County of Meath Bye-Laws (No.1) 2010

June 2010

Index

	Page No.
I Title and Interpretation	3
II First Schedule – Part 1 - Roads in respect of which a special speed limit of 100km/h is prescribed.	12
III First Schedule – Part 2 - Roads in respect of which a special speed limit of 100km/h is prescribed within a “built up area”.	14
IV Second Schedule – Part 1 - Roads in respect of which a special speed limit of 80km/h is prescribed.	16
V Second Schedule – Part 2 - Roads in respect of which a special speed limit of 80km/h is prescribed within a “built up area”.	23
VI Third Schedule – Part 1 - Roads in respect of which a special speed limit of 60km/h is prescribed.	25
VII Third Schedule – Part 2 - Roads in respect of which a special speed limit of 60km/h is prescribed within a “built up area”.	30
VIII Fourth Schedule – Roads in respect of which a special speed limit of 50km/h is prescribed.	32
IX Maps:	35
Appendix A – Speed Limit Maps, Dunshaughlin Area.	
1. Ashbourne / N2 Finglas to Ashbourne Road (Map D1) Rev. A	
2. Batterstown (Map D3) Rev.A	
3. Clonee / Dunboyne (Map D4) Rev. A	
4. Drumree (Map D7) Rev.A	
5. Dunshaughlin QBC (Map D9) Rev.A	
6. Rathbeggan NS (Map D15) Rev.A	
Appendix B – Speed Limit Maps, Kells Area.	
1. Carnaross (Map K4) Rev.A	
2. Drumbaragh (Map K9) Rev.A	
3. Kells (Map K12) Rev.A	
4. Derver N3 (Map K25)	
Appendix C – Speed Limit Maps, Navan Area & Town Council.	
1. Cannistown (Map N2) Rev.A	
2. Lismullin NS (Map N8) Rev.A	
3. Navan (Map N9) Rev.A	
4. Blundelstown M3 (Map N15) Rev.A	
5. Grange M3 (Map N16)	
Appendix D – Speed Limit Maps, Kells/Navan/Slane Area	
1. N52 (Map K/N/S1) Rev.A	
2. N51 (Map K/N/S2) Rev.A	

COMHAIRLE CONTAE NA MÍ

MEATH COUNTY COUNCIL

Road Traffic (Special Speed Limits) (M3/M2) County of Meath Bye-Laws (No.1) 2010

I. Title and Interpretation

Meath County Council in exercise of the powers conferred on it by Section 9 of the Road Traffic Act, 2004 (No. 44 of 2004) propose to make the following bye-laws in respect of the locations listed below all being within the administrative County of Meath.

1. These bye-laws may be cited as the Road Traffic (Special Speed Limits) (M3/M2) County of Meath Bye-Laws (No.1) 2010
2. These bye-laws shall come into operation on the 04th day of June 2010.
3. These bye-laws are to reflect changes to the layout and designation of roads due to the M3 Clonee – North of Kells Motorway Scheme 2002 and the relevant provisions of the Roads Act 2007 (Declaration of Motorways) Order 2009, as far as it relates to the County of Meath, and where appropriate provide amendments to the Road Traffic (Special Speed Limits) (County of Meath) Bye-Laws 2008.
4. In these bye-laws:-

“**the Act of 1993**” means the Roads Act, 1993 (No. 14 of 1993);

“**the Act of 2004**” means the Road Traffic Act, 2004 (No. 44 of 2004);

“**built up area**” means the area of a town within the meaning of the Local Government Act 2001;

“**distance**” means distance measured along the centreline of a road;

“**estates**” means all cul de sac residential commercial and industrial developments within the charge of the Road Authority;

“**junction**” in the context of measurements recited as being from a junction of two or more roads shall mean the point of intersection of the projected centrelines of such roads

“the Minister” means the Minister for the Environment Heritage and Local Government;

“national road” has the meaning assigned to it by the Act of 1993;

“regional road” has the meaning assigned to it by the Act of 1993;

“local road” has the meaning assigned to it by the Act of 1993;

“motorway” has the meaning assigned to it by the Act of 1993;

“road” means a public road and includes a motorway;

“maps” means the maps attached hereto

“hatched area” means the area shown hatched on the maps for the relevant locations.

“perimeter road” means a road on and along the roadway of which there runs the boundary of a county and shall be considered as being within such boundary for the purposes of these by-laws.

“split road” means any section of a public road the carriageway of which is located partly within the functional area of a Town Council and partly within the functional area of Meath County Council.

“Ardee Road Roundabout” means the roundabout North of Kells in the townland of Cakestown Glebe at the junction of the Kells Bypass (N52) and the Kells to Ardee Road (N52).

“Athboy Road Grade Separated Junction” means the grade separated junction West of Navan in the townland of Boyerstown at the location where the Athboy Road (N51) crosses over the M3.

“Athboy Road Overbridge” means the bridge West of Navan in the townland of Boyerstown which carries the Athboy Road (N51) over the M3.

“Blackbull Overbridge” means the bridge North of Dunboyne in the townland of Piercetown which carries the Trim Road (R154) over the M3.

“Blackbull Roundabout” means the roundabout North of Dunboyne in the townland of Piercetown at the junction of the Ratoath Road (R155), the Dublin Road (R147) and the Trim Road (R154).

“Blundelstown Grade Separated Junction” means the Grade Separated Junction West of Skreen in the townland of Blundelstown and Castletown Tara at the location where the R147 (Formerly N3 Navan - Dublin Road) crosses over the M3.

“Castlefarm Roundabout” means the roundabout Southwest of Dunboyne in the townland of Castlefarm at the junction of the Dunboyne Bypass (R157), the Maynooth Road (R157) and the L2227.

“Cooksland Roundabout” means the roundabout North of Dunshaughlin in the townland of Cooksland at the junction of the Dunshaughlin Link Road (R125) and the R147 (Formerly N3 Navan - Dublin Road).

“Clonee Grade Separated Junction” means the Grade Separated Junction North of Clonee in the townland of Clonee at the location where the Kilbride Road (L5028) crosses over the M3.

“Derver Roundabout” means the roundabout Northwest of Kells in the townland of Derver at the junction of the N3, the R147 (Formerly N3 Kells – Cavan Road) and the L28245.

“Drumbaragh N3 / R163 Roundabout” means the roundabout West of Kells in the townland of Drumbaragh at the junction of the N3 and the Oldcastle Road (R163).

“Dunboyne Bypass” means the new R157 which runs from Castlefarm Roundabout Southwest of Dunboyne to the West side of Dunboyne as far as the Pace Grade Separated Junction North of Dunboyne.

“Dunshaughlin Grade Separated Junction” means the Grade Separated Junction West of Dunshaughlin in the townland of Knocks and Johnstown at the location where the R125 crosses over the M3.

“Dunshaughlin Link Road” means the new R125 road which runs from the Dunshaughlin Grade Separated Junction to the West side of Dunshaughlin and meets up with the R147 (Formerly N3 Navan - Dublin Road) at Cooksland Roundabout.

“Durhamstown Overbridge” means the bridge West of Navan in the townland of Ardraccan which carries the Durhamstown Road (L4005) over the M3.

“Grange Overbridge” means the bridge Northwest of Navan in the townland of Grange which carries the local road L80005 over the M3.

“Kells Bypass” means the National Road N52 which runs to the West side of Kells from the M3 / N3 / N52 Junction to the Ardee Road Roundabout.

“Kilbride Road Roundabout” means the roundabout North of Clonee in the townland of Clonee which forms the western part of the Clonee Grade Separated Junction.

“Kilcarn Interchange” means the interchange on the M3 South of Navan in the townland of Kennastown which connects the M3 to the Kilcarn Link Road (N3).

“Kilcarn Link Road” means the National Road N3 which runs from the Kilcarn Interchange South of Navan to link up with the R147 (Formerly N3 Navan - Dublin Road) South of Navan at the Kilcarn Roundabout.

“Kilcarn Overbridge” means the bridge over the M3 South of Navan in the townland of Kennastown at the Kilcarn Interchange.

“Kilcarn Roundabout” means the roundabout South of Navan in the townland of Balreask Old at the junction between the Kilcarn Link Road (N3) and the R147 (Formerly N3 Navan - Dublin Road).

“Kilmainham Interchange” means the Interchange on the M3 South of Kells in the townland of Cookstown Great which connects the M3 to the Kilmainham Link Road (N3).

“Kilmainham Link Road” means the National Road N3 which runs from the Kilmainham Interchange to link up with the R147 (Formerly N3 Kells – Navan Road) South of Kells at the Kilmainham Roundabout.

“Kilmainham Roundabout” means the roundabout Southeast of Kells in the townland of Kilmainham (Headfort) at the junction of the Kilmainham Link Road (N3) and the R147 (Formerly N3 Kells – Navan Road).

“Loughsallagh Roundabout” means the roundabout Southeast of Dunboyne in the townland of Loughsallagh at the junction of the Clonee to Pace Road R147 and the Loughsallagh to Dunboyne Road L2228.

“M3 / N3 / N52 Junction” means the junction Southwest of Kells in the townlands of Calliaghstown and Newrath Little where the M3 diverges into the N3 and N52 National Roads.

“Merrywell Roundabout” means the roundabout Southwest of Dunshaughlin in the town land of Merrywell at the junction of the Trim Road (R154), the new R125 link road and the Drumree Road (L5047).

“Moynalty Road Roundabout” means the roundabout North of Kells in the townland of Townparks and Archdeaconry at the junction of the Moynalty Road (R164) and the Kells Bypass (N52).

“Newtown Bridge Roundabout” means the roundabout Northwest of Dunboyne in the townland of Dunboyne at the junction of the Summerhill Road (R156) and the Dunboyne Bypass (R157).

“Oldcastle Road Overbridge” means the bridge west of Kells in the townland of Townparks and Commons of Lloyd which carries the Oldcastle Road (R163) over the Kells Bypass (N52).

“Pace Grade Separated Junction” means the Grade Separated Junction North of Dunboyne in the townland of Pace at the location where the Dunboyne Bypass (R157) crosses over the M3.

“Pace Roundabout” means the roundabout North of Dunboyne in the townland of Pace at the junction of the Dublin Road (R147) and the Pace Link Road (R157).

“Rath Roundabout” means the roundabout north of Ashbourne in the townland of Rath at the junction of the N2: Finglas – Ashbourne Road scheme (N2) national road and the R135 (Old N2) regional road.

“Virginia Road Roundabout” means the roundabout Northwest of Kells in the townland of Townparks at the junction of the Kells Bypass N52 and the R147 (Formerly N3 Kells – Cavan Road).

Any words or terms used herein which are not specifically defined above shall have the meaning (if any) attributed to them in the Road Traffic Acts 1961 to 2007.

4.

- (i) One Hundred (100) kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified in the first schedule to these bye-laws:
- (ii) Eighty (80) kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified in the second schedule to these bye-laws:
- (iii) Sixty (60) kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified in the third schedule to these bye-laws;
- (iv) Fifty (50) kilometres per hour shall be the speed limit for mechanically propelled vehicles on the roads specified in the fourth schedule to these bye-laws;

5. There shall be exempted from the special speed limits prescribed at 4 above the following:-
- (i) ambulance,
 - (ii) fire brigade vehicles,
 - (iii) vehicles used by members of the Garda Siochana in the performance of their duties as such members and
 - (iv) any vehicle subject to a speed limit as prescribed by The Minister pursuant to Section 4 of the Road Traffic Act 2004.
6. The following provisions of the Road Traffic (Special Speed Limits) (County of Meath) Bye-Laws 2008 are hereby **revoked**:-
- (i) The First Schedule (120km/h).
 - (ii) Paragraph (a) of Section 4 of the Second Schedule (80km/h).
 - (iii) Paragraph (b) of Section 6 of the Second Schedule (80km/h).
 - (iv) Paragraph (c) of Section 7 of the Second Schedule (80km/h).
 - (v) Paragraph (d) of Section 6 of the Third Schedule (60km/h).
 - (vi) Paragraph (a) of section 16 of the Third Schedule (60 km/h).
 - (vii) Paragraph (b) of Section 23 of the Third Schedule (60km/h).
 - (viii) Paragraph (d) of Section 23 of the Third Schedule (60km/h).
 - (ix) Paragraph (e) of Section 23 of the Third Schedule (60km/h).
 - (x) Paragraph (f) of Section 23 of the Third Schedule (60km/h).
 - (xi) Paragraph (g) of Section 23 of the Third Schedule (60km/h).
 - (xii) Paragraph (a) of Section 33 of the Third Schedule (60km/h).
 - (xiii) Paragraph (i) of Section 33 of the Third Schedule (60km/h).
 - (xiv) Paragraph (b) of Section 22 of the Fourth Schedule (50km/h).
 - (xv) Paragraph (e) of section 22 of the Fourth Schedule (50km/h).
 - (xvi) Paragraph (f) of Section 22 of the Fourth Schedule (50km/h).
 - (xvii) Paragraph (a) of Section 43 of the Fourth Schedule (50km/h).
 - (xviii) Paragraph (e) of Section 67 of the Fourth Schedule (50km/h).
7. The following provisions of the Road Traffic (Special Speed Limits) (County of Meath) Bye-Laws 2008 are hereby **amended** as follows:-
- (i) Paragraph (a) of section 1 of the Second Schedule (80km/h) – N2 to be changed to read M2.
 - (ii) Paragraph (b) of section 1 of the Second Schedule (80km/h) – N2 to be changed to read M2.
 - (iii) Paragraph (m) of section 1 of the Third Schedule (60km/h) – N2 to be changed to read M2.
 - (iv) Paragraph (n) of section 1 of the Third Schedule (60km/h) – N2 to be changed to read M2.
 - (v) Paragraph (o) of section 1 of the Third Schedule (60km/h) – N2 to be changed to read M2.

- (vi) Paragraph (p) of section 1 of the Third Schedule (60km/h) – N2 to be changed to read M2.
- (vii) Paragraph (r) of section 1 of the Third Schedule (60km/h) – N2 to be changed to read M2.
- (viii) Paragraph (s) of section 1 of the Third Schedule (60km/h) – N2 to be changed to read M2.
- (ix) Paragraph (t) of section 1 of the Third Schedule (60km/h) – N2 to be changed to read M2.
- (x) Paragraph (a) of section 9 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xi) Paragraph (b) of section 9 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xii) Paragraph (b) of section 16 of the Third Schedule (60 km/h) – R125 to be changed to read L5047.
- (xiii) Paragraph (b) of section 18 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xiv) Paragraph (c) of section 18 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xv) Paragraph (d) of section 18 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xvi) Paragraph (e) of section 18 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xvii) Paragraph (a) of section 23 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xviii) Paragraph (c) of section 23 of the Third Schedule (60km/h) – N52 to be changed to read R941.
- (xix) Paragraph (j) of section 23 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xx) Paragraph (b) of Section 33 of the Third Schedule (60km/h) - N3 to be changed to read R147.
- (xxi) Paragraph (f) of Section 33 of the Third Schedule (60km/h) – “Athboy road (N51)” to be changed to read “Old Athboy road (L1014).
- (xxii) Paragraph (k) of section 33 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xxiii) Paragraph (l) of section 33 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xxiv) Paragraph (m) of section 33 of the Third Schedule (60km/h) – N3 to be changed to read R147.
- (xxv) Paragraph (a) of section 1 of the Third Schedule Part 2 (60km/h within built up areas) – N3 to be changed to read R147.
- (xxvi) Paragraph (a) of section 16 of the Fourth Schedule (50km/h) – N3 to be changed to read R147.
- (xxvii) Paragraph (b) of section 16 of the Fourth Schedule (50km/h) – N3 to be changed to read R147.
- (xxviii) Paragraph (c) of section 16 of the Fourth Schedule (50km/h) – N3 to be changed to read R147.
- (xxix) Paragraph (a) of section 22 of the Fourth Schedule (50km/h) – R157 to be changed to read L2227.
- (xxx) Paragraph (a) (iii) of section 22 of the Fourth Schedule (50km/h) – “Maynooth Road R157” to be changed to read L2227.
- (xxxi) Paragraph (c) of section 22 of the Fourth Schedule (50km/h) – R156 to be changed to read R147.

- (xxxii) Paragraph (d) of section 22 of the Fourth Schedule (50km/h) – R156 to be changed to read R147.
- (xxxiii) Paragraph (g) of section 22 of the Fourth Schedule (50km/h) – R157 to be changed to read L2227.
- (xxxiv) Paragraph (a) of section 38 of the Fourth Schedule (50km/h) – All references to N3 to be changed to read R147.
- (xxxv) Paragraph (c) of section 43 of the Fourth Schedule (50km/h) – N3 to be changed to read R147.
- (xxxvi) Paragraph (g) of section 67 of the Fourth Schedule (50km/h) – N3 to be changed to read R147.
- (xxxvii) Paragraph (h) of section 67 of the Fourth Schedule (50km/h) – N3 to be changed to read R147.
- (xxxviii) Paragraph (a) of section 72 of the Fourth Schedule (50km/h) – N3 to be changed to read R147.
- (xxxix) Paragraph (b) of section 72 of the Fourth Schedule (50km/h) – N3 to be changed to read R147.

8. The following Maps from the Road Traffic (Special Speed Limits) (County of Meath) Bye-Laws 2008 have now been superseded by the corresponding revision A of each such map in the appendix hereto which reflect the combined Road Traffic (Special Speed Limits) (County of Meath) Bye-Laws 2008 and these 2010 Bye-Laws:-

- i. N2 – Finglas to Ashbourne Road (Map D1)**
- ii. Batterstown (Map D3)**
- iii. Clonee Dunboyne (Map D4)**
- iv. Drumree (Map D7)**
- v. Dunshaughlin QBC (Map D9)**
- vi. Rathbeggan NS (Map D15)**
- vii. Carnaross (Map K4)**
- viii. Drumbaragh (Map K9)**
- ix. Kells (Map K12)**
- x. N51 (Map K/N/S2)**
- xi. N52 (Map K/N/S1)**
- xii. Cannistown (Map N2)**
- xiii. Lismullin NS (Map N8)**
- xiv. Navan (Map N9)**

II. First Schedule (100km/h) – Part 1

(Contents)

1. Ashbourne / M2 Finglas to Ashbourne Road (Map D1) Rev. A
2. Kells (Map K12) Rev.A

II. First Schedule – Part 1

Roads in respect of which a special speed limit of One Hundred (100) Kilometres per hour is prescribed:-

1. The following roads at M2 Finglas to Ashbourne Road (Map D1 Rev. A) – Appendix A

- i. The northbound carriageway of the M2 Finglas – Ashbourne road from a point 1016 metres south of the centreline of the circulating roadway of the Rath roundabout for a distance of 500 metres to a point 516 metres southwest of the centreline of the circulating roadway of the Rath roundabout.
- ii. The southbound carriageway of the M2 Finglas – Ashbourne road from a point 156 metres south of the centreline of the circulating roadway of the Rath roundabout for a distance of 460 metres to a point 616 metres south of the centreline of the circulating roadway of the Rath roundabout.

2. The following roads at Kells (Map K12 Rev. A) – Appendix B

Kilmainham Interchange:

- i. The M3 southbound on-ramp for a distance of 192 metres from a point 2 metres southeast of the centreline of the circulating roadway of the roundabout of the Kilmainham Interchange to a point 194 metres southeast of the centreline of the circulating roadway of the roundabout of the Kilmainham Interchange.

III. First Schedule (100km/h) – Part 2 “Built up Area”

(Contents)

1. Navan (Map N9) Rev.A

IV. First Schedule (100km/h) – Part 2 “Built up Area”

Roads in respect of which a special speed limit of one hundred (100) Kilometres per hour is prescribed within the “Built up Area” as defined in the Road Traffic Act 2004.

1. The following roads within the Navan Town Council (Map N9) Rev. A - Appendix C

- (a) The Kilcarn Link Road (N3) from the Navan Town Council Boundary to a point 200 metres southwest of the centreline of the circulating roadway of the Kilcarn Roundabout.
- (b) The new Athboy Road (N51) from the Navan Town Council Boundary to a point 120 metres west of the centreline of the circulating roadway of its roundabout junction with the Navan Inner relief road (2B)/ Athboy Road / Clogherboy housing estate through road.

V. Second Schedule (80km/h) – Part 1

(Contents)

1. Blundelstown M3 (Map N15)
2. Cannistown (Map N2) Rev.A
3. Clonee / Dunboyne (Map D4) Rev. A
4. Derver N3 (Map K25)
5. Dunshaughlin QBC (Map D9) Rev.A
6. Grange M3 (Map N16)
7. Kells (Map K12) Rev.A
8. N52 (Map K/N/S1) Rev.A
9. N51 (Map K/N/S2) Rev.A
10. Navan (Map N9) Rev.A

III. Second Schedule – Part 1

Roads in respect of which a special speed limit of Eighty (80) Kilometres per hour is prescribed:-

1. The following roads at Blundelstown M3 (Map N15) – Appendix C

- (a) The M3 northbound off-ramp at the Blundelstown Grade Separated Junction for a distance of 70 metres from a point 73 metres east of the centreline of the circulating roadway of the southern roundabout of the Blundelstown Grade Separated Junction to a point 3 metres east of the centreline of the circulating roadway of the southern roundabout of the Blundelstown Grade Separated Junction.
- (b) The M3 northbound on-ramp at the Blundelstown Grade Separated Junction for a distance of 240 metres from a point 18 metres northwest of the centreline of the circulating roadway of the southern roundabout of the Blundelstown Grade Separated Junction to a point 258 metres northwest of the centreline of the circulating roadway of the southern roundabout of the Blundelstown Grade Separated Junction.
- (c) The M3 south bound off-ramp at the Blundelstown Grade Separated Junction for a distance of 130 metres from a point 149 metres southwest of the centreline of the circulating roadway of the northern roundabout of the Blundelstown Grade Separated Junction to a point 19 metres west of the centreline of the circulating roadway of the northern roundabout of the Blundelstown Grade Separated Junction.
- (d) The M3 southbound on-ramp at the Blundelstown Grade Separated Junction for a distance of 221 metres from a point 13 metres southeast of the centreline of the circulating roadway of the northern roundabout of the Blundelstown Grade Separated Junction to a point 234 metres southeast of the centreline of the circulating roadway of the northern roundabout of the Blundelstown Grade Separated Junction.

2. The following roads at Cannistown (Map N2) Rev. A – Appendix C

- (a) The M3 northbound on-ramp at the Kilcarn Interchange for a distance of 240 metres from a point 143 metres southwest of the centreline of the Kilcarn Overbridge to a point 383 metres west of the centreline of the Kilcarn Overbridge.

- (b) The M3 southbound off-ramp for a distance of 409 metres from a point 246 metres west of the centreline of the Kilcarn Overbridge to a point 328 metres north of the centreline of the M3.
- (c) The M3 southbound on-ramp for a distance of 425 metres from a point 328 metres north of the centreline of the M3 to a point 255 metres southeast of the centreline of the Kilcarn Overbridge.
- (d) Both carriageways on the N3 Kilcarn Overbridge for a distance of 405 metres from a point 328 metres north of the centreline of the M3 to a point 77 metres south of the centreline of the M3.

3. The following roads at Clonee / Dunboyne (Map D4) Rev. A – Appendix A

- (a) The M3 northbound carriageway at the Blackbull Toll Plaza for a distance of 410 metres from a point 502 metres southeast of the centreline of the Blackbull Overbridge to a point 92 metres southeast of the centreline of the Blackbull Overbridge.
- (b) The M3 northbound carriageway at the Blackbull Toll Plaza for a distance of 280 metres from a point 408 metres northwest of the centreline of the Blackbull Overbridge to a point 688 metres northwest of the centreline of the Blackbull Overbridge.
- (c) The M3 southbound carriageway at the Blackbull Toll Plaza for a distance of 408 metres from a point 1023 metres northwest of the centreline of the Blackbull Overbridge to a point 615 metres northwest of the centreline of the Blackbull Overbridge.
- (d) The M3 southbound carriageway for a distance of 283 metres from a point 112 metres northwest of the centreline of the Blackbull Overbridge to a point 171 metres southeast of the centreline of the Blackbull Overbridge.
- (e) The M3 southbound off-ramp at the Clonee Grade Separated Junction from a point 247 metres northwest of the centreline of the circulation roadway of the northern roundabout of the Clonee grade separated junction to the circulation roadway of the northern roundabout of the Clonee grade separated junction.
- (f) The M3 northbound off-ramp at the Pace Grade Separated Junction for a distance of 198 metres from a point 198 metres south from the centreline of the circulating roadway of the Pace Grade Separated Junction to the centreline of the circulating roadway of the Pace Grade Separated Junction.

- (g) The M3 northbound on-ramp at the Pace Grade Separated Junction for a distance of 45 metres from a point 89 metres north from the centreline of the circulating roadway of the Pace Grade Separated Junction to a point 134 metres north of the centreline of the circulating roadway of the Pace Grade Separated Junction.
- (h) The M3 southbound off-ramp at the Pace Grade Separated Junction for a distance of 149 metres from a point 163 metres north from the centreline of the circulating roadway of the Pace Grade Separated junction to a point 14 metres north of the centreline of the circulating roadway of the Pace Grade Separated Junction.
- (i) The M3 southbound on-ramp at the Pace Grade Separated Junction for a distance of 70 metres from the centreline of the circulating roadway of the Pace Grade Separated Junction to a point 70 metres south from the centreline of the circulating roadway of the Pace Grade Separated Junction.

4. The following roads at Derver N3 (Map K25) – Appendix B

- (a) The N3 from a point 203 metres southeast of the centreline of the circulating roadway of the Derver Roundabout to a point 206 metres northwest of the centreline of the circulating roadway of the Derver Roundabout.
- (b) The circulating roadway of the Derver Roundabout.

5. The following roads at Dunshaughlin (Map D9 Rev. A) – Appendix A

- (a) The M3 northbound off-ramp at the Dunshaughlin Grade Separated Junction for a distance of 130 metres from a point 144 metres southeast of the centre line of the circulating roadway of the western roundabout of the Dunshaughlin Grade Separated Junction to a point 14 metres southeast of the centre line of the circulating roadway of the western roundabout of the Dunshaughlin Grade Separated Junction.
- (b) The M3 northbound on-ramp at the Dunshaughlin Grade Separated Junction for a distance of 193 metres from a point 12 metres north of the centre line of the circulating roadway of the western roundabout of the Dunshaughlin Grade Separated Junction to a point 205 metres north of the centre line of the circulating roadway of the western roundabout of the Dunshaughlin Grade Separated Junction.

- (c) The M3 southbound off-ramp at the Dunshaughlin Grade Separated Junction for a distance of 193 metres from a point 207 metres north of the centre line of the circulating roadway of the eastern roundabout of the Dunshaughlin Grade Separated Junction to a point 14 metres north of the centre line of the circulating roadway of the eastern roundabout of the Dunshaughlin Grade Separated Junction.
- (d) The M3 southbound on-ramp at the Dunshaughlin Grade Separated Junction for a distance of 122 metres from a point 21 metres south of the centre line of the circulating roadway of the eastern roundabout of the Dunshaughlin Grade Separated Junction to a point 143 metres south of the centre line of the circulating roadway of the eastern roundabout of the Dunshaughlin Grade Separated Junction.

6. The following roads at Grange M3 (Map N16) – Appendix C

- (a) The M3 northbound carriageway at the Grange Toll Plaza for a distance of 423 metres from a point 767 metres northwest of the centreline of the Durhamstown Overbridge to a point 1190 metres northwest of the centreline of the Durhamstown Overbridge.
- (b) The M3 northbound carriageway at the Grange Toll Plaza for a distance of 290 metres from a point 296 metres southeast of the centreline of the Grange Overbridge to a point 6 metres southeast of the centreline of the Grange Overbridge.
- (c) The M3 southbound carriageway at the Grange Toll Plaza for a distance of 423 metres from a point 324 metres northwest of the centreline of the Grange Overbridge to a point 99 metres southeast of the centreline of the Grange Overbridge.
- (d) The M3 southbound carriageway at the Grange Toll Plaza for a distance of 290 metres from a point 1396 metres northwest of the centreline of the Durhamstown Overbridge to a point 1106 metres northwest of the centreline of the Durhamstown Overbridge.

7. The following roads at Kells (Map K12 Rev. A) – Appendix B

- (a) The M3 northbound off-ramp at the Kilmainham Interchange for a distance of 206 metres from a point 338 metres southeast of the centreline of the Kilmainham Interchange Overbridge to a point 132 metres southeast of the centreline of the Kilmainham Interchange Overbridge.
- (b) The Kilmainham Link Road (N3) from a point 210 metres south of the centreline of the circulating roadway of the Kilmainham Roundabout to the circulating roadway of the Kilmainham Roundabout.
- (c) The circulating roadway of the Kilmainham Roundabout.

- (d) The M3 northbound carriageway at the M3/N3/N52 Junction for a distance of 207 metres from a point 329 metres southeast of the centreline of the circulating roadway of the western roundabout of the M3/N3/N52 junction to a point 122 metres southeast of the centreline of the circulating roadway of the western roundabout of the M3/N3/N52 junction.
- (e) The M3 southbound carriageway at the M3/N3/N52 Junction for a distance of 224 metres from a point 36 metres southeast of the centreline of the circulating roadway of the eastern roundabout of the M3/N3/N52 junction to a point 260 metres southeast of the centreline of the circulating roadway of the eastern roundabout of the M3/N3/N52 junction.
- (f) The N3 southbound carriageway at the M3/N3/N52 Junction for a distance of 542 metres from a point 662 metres west of the centreline of the circulating roadway of the western roundabout of the M3/N3/N52 junction to a point 120 metres west of the centreline of the circulating roadway of the western roundabout of the M3/N3/N52 junction.

8. The following sections of roads on the N52 (Map K/N/S1 Rev. A) – Appendix D

- (a) The Ardee Road (N52) from a point 120 metres north of the centreline of the circulating roadway of the Ardee Road Roundabout northeast of Kells to a point 196 metres southwest of its junction with Fyanstown Road (L6831) southwest of Carlanstown.

9. The following sections of roads on the N51 (Map K/N/S2 Rev. A) – Appendix D

- (a) The Navan /Athboy Road (N51) from a point 688 metres east of its junction with Monneystown Road (L8002) east of Rathmore to a point 89 metres northeast of the centreline of the circulating roadway of the eastern roundabout of the Athboy Grade Separated Junction, west of Navan.
- (b) The circulation carriageway of both roundabouts on the Athboy Grade Separated Junction, west of Navan.

10. The following roads at Navan (Map N9 Rev. A) – Appendix C

- (a) The M3 northbound off ramp at the Athboy Road Grade Separated Junction for a distance of 245 metres from a point 256 metres southeast of the centreline of the circulating roadway of the western roundabout of the Athboy Grade Separated Junction to a point 11 metres southeast of the centreline of the circulating roadway of the western roundabout of the Athboy Grade Separated Junction.

- (b) The M3 northbound on-ramp at the Athboy Road Grade Separated Junction for a distance of 226 metres from a point 13 metres northwest of the centreline of the circulating roadway of the western roundabout of the Athboy Road Grade Separated Junction to a point 239 metres northwest of the centreline of the circulating roadway of the western roundabout of the Athboy Road Grade Separated Junction.
- (c) The M3 southbound off ramp at the Athboy Road Grade Separated Junction for a distance of 251 metres from a point 268 metres northwest of the centreline of the circulating roadway of the eastern roundabout of the Athboy Road Grade Separated Junction to a point 17 metres northwest of the centreline of the circulating roadway of the eastern roundabout of the Athboy Road Grade Separated Junction.
- (d) The M3 southbound on-ramp at the Athboy Road Grade Separated Junction for a distance of 258 metres from a point 20 metres southeast of the centreline of the circulating roadway of the eastern roundabout of the Athboy Road Grade Separated Junction to a point 278 metres southeast of the centreline of the circulating roadway of the eastern roundabout of the Athboy Road Grade Separated Junction.

VI. Second Schedule (80km/h) – Part 2 “Built up Area”

(Contents)

1. Navan (Map N9) Rev.A

VII. Second Schedule (80km/h) – Part 2 “Built up Area”

Roads in respect of which a special speed limit of eighty (80) Kilometres per hour is prescribed within the “Built up Area” as defined in the Road Traffic Act 2004.

1. The following roads within the Navan Town Council (Map N9) Rev. A - Appendix C

- (a) The old Athboy Road (L1014) from the Navan Town Council Boundary to a point 61 metres southwest of it’s junction with the entrance road to the Mullaghboy industrial estate.

VIII. Third Schedule (60km/h) – Part 1

(Contents)

1. Batterstown (Map D3) Rev. A
2. Clonee / Dunboyne (Map D4) Rev. A
3. Drumbaragh (Map K9) Rev. A
4. Drumree (Map D7) Rev. A
5. Dunshaughlin QBC (Map D9) Rev.A
6. Kells (Map K12) Rev.A
7. Navan (Map N9) Rev.A

IV. Third Schedule

Roads in respect of which a special speed limit of Sixty (60) Kilometres per hour is prescribed:-

1. The following roads at Batterstown (Map D3 Rev. A) – Appendix A

- (a) The Raynestown Lane (L22091) from it's junction with the Dunshaughlin Road (L2209) to a point 36 metres southwest of it's junction with the Dublin Road (R147).
- (b) The cul-de-sac section of the old Raynestown Lane south of the M3 (L22098) for a distance of 220 metres from a point 36 metres southwest of the centreline of the M3 to a point 256 metres southwest of the centreline of the M3.
- (c) The cul-de-sac section of the old Raynestown Lane north of the M3 (L62083) for a distance of 200 metres from a point 29 metres northeast of the centreline of the M3 to a point 229 metres northeast of the centreline of the M3.

2. The following roads at Clonee / Dunboyne (Map D4 Rev. A) – Appendix A

- (a) The Dublin Road (R147) for a distance of 1669 metres from a point 100 metres northwest of the centreline of the circulating roadway of the Pace Roundabout to a point 100 metres southeast of the centreline of the circulating roadway of the Blackbull Roundabout.

3. The following roads at Drumbaragh (Map K9 Rev. A) – Appendix B

- (a) The N3 from a point 120 metres southeast of the centreline of the circulating roadway of the Drumbaragh N3/R163 Roundabout to a point 120 metres northwest of the centreline of the circulating roadway of the Drumbaragh N3/R163 Roundabout.
- (b) The circulating roadway of the Drumbaragh N3/R163 Roundabout.
- (c) The Oldcastle / Kells Road (R163) from a point 96 metres northeast of the centreline of the circulating roadway of the Drumbaragh N3/R163 Roundabout to a point 175 metres southwest of the centreline of the circulating roadway of the Drumbaragh N3/R163 Roundabout.

4. The following roads at Drumree (Map D7 Rev. A) – Appendix A

- (a) The L5047 (formerly R125 Trim Road) from its junction with Leshemstown Lane (L22082) to a point 215 metres northeast of the centreline of the circulating roadway of the Merrywell Roundabout.
- (b) The Warrenstown Road (L22071) from its junction with the L5047 (formerly R125 Trim Road) to a point 265 metres northwest from its junction with the L5047 (formerly R125 Trim Road).
- (c) Leshemstown Lane (L22082) from its junction with the old Dunshaughlin / Trim road (L5047) to its junction with the Dunsany Road (L2208).

5. The following roads at Dunshaughlin (Map D9 Rev. A) – Appendix A

- (a) The Dunshaughlin Link Road North (R125) from a point 120 metres southwest of the centre line of the circulating roadway of the Cooksland Roundabout to the centre line of the circulating roadway of the Cooksland Roundabout.
- (b) The circulating roadway of the Cooksland Roundabout.

6. The following roads at Kells (Map K12 Rev. A) – Appendix B

- (a) The M3 northbound carriageway at the M3/N3/N52 Junction for a distance of 120 metres from a point 120 metres southeast of the centreline of the circulating roadway of the western roundabout of the M3/N3/N52 Junction to the circulating roadway of the western roundabout of the M3/N3/N52 Junction.
- (b) The circulating roadway of both roundabouts at the M3/N3/N52 Junction.
- (c) The N3 from a point 120 metres west of the centreline of the circulating roadway of the western roundabout of the M3/N3/N52 Junction to the centreline of the circulating roadway of the western roundabout of the M3/N3/N52 junction.
- (d) The Kells Bypass (N52) from a point 120 metres northwest of the centreline of the circulating roadway of the eastern roundabout of the M3/N3/N52 junction to the centreline of the circulating roadway of the eastern roundabout of the M3/N3/N52 Junction.
- (e) The R941 (Formerly N52 Mullingar Road) from a point 224 metres southwest of its junction with Bective Street to the centreline of the circulating roadway of the eastern roundabout of the M3/N3/N52 Junction.

- (f) The Mullingar Road (N52) from the centreline of the circulating roadway of the eastern roundabout of the M3/N3/N52 Junction to a point 632 metres northeast from it's junction with Ballally Road (L6835).
- (g) The Oldcastle Road (R163) from a point 970 metres west of it's junction with the Circular Road (L2814) to a point 1699 metres west of it's junction with the Circular Road (L2814).
- (h) The Kells Bypass (N52) from a point 120 metres southwest of the centreline of the circulating roadway of the Virginia Road Roundabout to a point 120 metres northeast of the centreline of the circulating roadway of the Virginia Road Roundabout.
- (i) The circulating roadway of the Virginia Road Roundabout.
- (j) The Virginia Road (R147) from a point 269 metres northwest of it's junction with the Circular Road (L2814) to a point 90 metres northwest of the entrance to the Lloyd Business Park.
- (k) The Kells Bypass (N52) from a point 120 metres southwest of the centreline of the circulating roadway of the Moynalty Road Roundabout to a point 120 metres northeast of the centreline of the circulating roadway of the Moynalty Road Roundabout.
- (l) The circulating roadway of the Moynalty Road Roundabout.
- (m) The Moynalty Road (R164) from a point 43 metres north of it's junction with the entrance road to Blackwater Heights housing estate to a point 273 metres north of the centreline of the circulating roadway of the Moynalty Road Roundabout.
- (n) The Kells Bypass (N52) from a point 120 metres west of the centreline of the circulating roadway of the Ardee Road Roundabout to the centreline of the circulating roadway of the Ardee Road Roundabout.
- (o) The circulating roadway of the Ardee Road Roundabout.
- (p) The Ardee Road (R941) from a point 225 metres north of it's junction with Mill Lane to the centreline of the circulating roadway of the Ardee Road Roundabout.
- (q) The Ardee Road (N52) from the centreline of the circulating roadway of the Ardee Road Roundabout to a point 120 metres north of the centreline of the circulating roadway of the Ardee Road Roundabout.

6. The following roads at Navan (Map N9 Rev. A) – Appendix C

- (a) The R147 (formerly N3 Navan – Dublin Road) from the Navan Town Council Boundary to a point 285 metres southeast of its junction with the Forfas Road (L5055).

IX. Third Schedule (60km/h) – Part 2 “Built up Area”
(Contents)

1. Navan (Map N9) Rev.A

X. Third Schedule (60km/h) – Part 2 “Built up Area”

Roads in respect of which a special speed limit of sixty (60) Kilometres per hour is prescribed within the “Built up Area” as defined in the Road Traffic Act 2004.

1. The following roads within the Navan Town Council (Map N9 Rev. A) – Appendix C

- (a) The Dublin road (R147) from the Navan Town Council Boundary to a point 55 metres southeast of its junction with Swan Lane (L34141).
- (b) The Kilcarn Link Road (N3) from a point 200 metres southwest of the centreline of the circulating roadway of the Kilcarn Roundabout to the centreline of the circulating roadway of the Kilcarn Roundabout.
- (c) The entire circulating roadway of the Kilcarn Roundabout.
- (d) The new Athboy Road (N51) from a point 120 metres west of the centreline of the circulating roadway of its roundabout junction with the Navan Inner relief road (2B)/ Athboy Road / Clogherboy housing estate through road to the centreline of the circulating roadway of its roundabout junction with the Navan Inner relief road (2B) /Athboy Road / Clogherboy housing estate through road.

XI. Fourth Schedule (50km/h)

(Contents)

- (a) Cannistown (Map N2) Rev. A
- (b) Clonee / Dunboyne (Map D4) Rev. A
- (c) Grange M3 (Map N16)
- (d) Kells (Map K12) Rev.A

XII. Fourth Schedule (50km/h)

Roads in respect of which a special speed limit of fifty (50) Kilometres per hour is prescribed.

1. The following roads at Cannistown (Map N2) Rev. A – Appendix C

- (a) The cul-de-sac section of the old Cannistown road south of the M3 (L80343) for a distance of 200 metres from a point 44 metres south of the centreline of the M3 to a point 244 metres south of the centreline of the M3.
- (b) The M3 northbound off-ramp at the Kilcarn Interchange for a distance of 332 metres from a point 121 metres west of the centreline of the Kilcarn Overbridge to a point 78 metres south of the centreline of the M3.
- (c) The M3 northbound on-ramp at the Kilcarn Interchange for a distance of 250 metres from a point 78 metres south of the centreline of the M3 to a point 159 metres west of the centreline of the Kilcarn Overbridge.

2. The following roads at Clonee / Dunboyne (Map D4) Rev. A – Appendix A

- (a) The old Maynooth Road (L2227) from a point 19 metres northeast of its junction with the Milestown Road (L2219) to the centreline of the circulating roadway of the Castlefarm Roundabout.
- (b) The Maynooth Road (R157) from a point 120 metres west of the centreline of the circulating roadway of the Castlefarm Roundabout to the centreline of the circulating roadway of the Castlefarm Roundabout.
- (c) The entire circulating roadway of the Castlefarm Roundabout.
- (d) The Dunboyne Bypass (R157) from the centreline of the circulating roadway of the Castlefarm Roundabout to a point 120 metres north from the centreline of the circulating roadway of the Castlefarm Roundabout.
- (e) The entire circulating roadway of the Newtown Bridge Roundabout.
- (f) The Dunboyne Bypass (R157) from a point 120 metres south of the centreline of the circulating roadway of the Newtown Bridge Roundabout to a point 120 metres north of the centreline of the circulating roadway of the Newtown Bridge Roundabout.

- (g) The R156 Summerhill Road from the centreline of the circulating roadway of the Newtown Bridge Roundabout to a point 120 metres west of the centreline of the circulating roadway of the Newtown Bridge Roundabout.
- (h) The M3 northbound on ramp at the Clonee Grade Separated Junction from the centreline of the circulating roadway of the Kilbride Road Roundabout to a point 35 metres north of the centreline of the circulating roadway of the Kilbride Road Roundabout.
- (i) The R147 from the County boundary with Fingal on Main Street Clonee to a point 84 metres northwest of the centreline of the circulating roadway of the Loughsallagh Roundabout.
- (j) The Dunboyne road (L2228) from the centreline of the circulation roadway of the Loughsallagh Roundabout to a point 550 metres east of its junction with the entrance road to the Larchfield housing estate.
- (k) The entire circulating roadway of the Loughsallagh Roundabout.
- (l) The L2227 from a point 32 metres south of it's junction with the Woodpark / Naulswood Road (L2216) to a point 863 metres north of it's junction with the Woodpark / Naulswood Road (L2216).
- (m) The M3 northbound carriageway at the Blackbull Toll Plaza for a distance of 500 metres from a point 92 metres southeast of the centreline of the Blackbull Overbridge to a point 408 metres northwest of the centreline of the Blackbull Overbridge.
- (n) The M3 southbound carriageway for a distance of 504 metres from a point 615 metres northwest of the centreline of the Blackbull Overbridge to a point 111 metres northwest of the centreline of the Blackbull Overbridge.

3. The following roads at Grange M3 (Map N16) – Appendix C

- (a) The M3 northbound carriageway at the Grange Toll Plaza for a distance of 486 metres from a point 782 metres southeast of the centreline of the Grange Overbridge to a point 296 metres southeast of the centreline of the Grange Overbridge.
- (b) The M3 southbound carriageway at the Grange Toll Plaza for a distance of 495 metres from a point 100 metres southeast of the centreline of the Grange Overbridge to a point 595 metres southeast of the centreline of the Grange Overbridge.

4. The following roads at Kells (Map K12) – Appendix B

(a) All the roads lying between the Kells Town Council boundary to the following points:-

- i. To a point on the Ardee road (R941) 225 metres north of its junction with Mill lane.
- ii. To a point on the Moynalty road (R164) 43 metres north of it's junction with Blackwater Heights housing estate.
- iii. To a point on the Virginia road (R147) 269 metres northwest of it's junction with the Circular road (L2814).
- iv. To a point on the Oldcastle Road (R163) from a point 970 metres west of it's junction with the Circular Road (L2814).
- v. To a point on the Clonmellon road (R941) 224 metres southwest of its junction with Bective street.
- vi. To a point on the Cortown road (L2813) 470 metres southeast of the centreline of the M3.
- vii. To a point on the R147 (formerly N3 Navan road) 518 metres southeast of it's junction with the Slane road (R163).
- viii. To a point on the Slane road (R163) 272 metres east of it's junction with the R147 (formerly N3 Navan road).

(b) The M3 northbound off-ramp at the Kilmainham Interchange for a distance of 459 metres from a point 164 metres southeast of the centreline of the Kilmainham Interchange Overbridge to a point 34 metres northeast of the centre line of the circulating roadway of the Kilmainham Interchange roundabout.

(c) The M3 southbound off-ramp at the Kilmainham Interchange from a point 165 metres northwest of the centreline of the circulating roadway of the Kilmainham Interchange roundabout to the centreline of the circulating roadway of the Kilmainham Interchange roundabout.

(d) The M3 northbound on-ramp at the Kilmainham Interchange for a distance of 442 metres from a point 24 metres southwest of the centreline of the circulating roadway of the Kilmainham Interchange roundabout to a point 132 metres southeast of the centreline of the Kilmainham Interchange Overbridge.

Appendix A

Appendix B

Appendix C

Appendix D