

*Report to the Chairperson and the Members of the Transportation
Strategic Policy Committee on the non statutory public consultation on
proposals to revise speed limits on arterial roads in Dublin City*

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1. Introduction.

Dublin City Council has undertaken a number of reviews of speed limits in the city since 2017 and specifically the introduction, in a number of phases, of 30 km/h in residential areas. The current round of review and consultation which started in 2020 is specifically regarding the appropriate speed limits on the arterial roads in the city and it should be noted that the vast majority of arterial roads in Dublin are in fact residential also.

Furthermore the review proposed that as the majority of roads in Dublin City were already at 30 km/h it was now more appropriate that the default speed limit for Dublin City should be 30 km/h with specific posted exceptions to this default. This would provide better clarity to motorists and allow for significant reduction in the number of poles and signage required for the speed limits.

The review of current speed limits was undertaken in accordance with the publication of the 'Guidelines for Setting & Managing Speed Limits in Ireland' (March 2015) published by the Department of Transport Tourism & Sport. The principle objective of assessing the appropriate speed limits for our roads and streets is to ensure that the set speed limits are as safe and appropriate as possible for vulnerable road users, including children.

The Road Traffic Act of 2004 (Section 9) sets out the current legislative basis for the setting of speed limits. The setting of special speed limits is a function of the Elected Members of the council. The current speed limits were last reviewed and updated in 2019. The default speed limit in Dublin City is at present 50km/hr with a selection of areas, roads and streets where a special speed limit of 30, 60 or 80km/hr are also in place. It should be noted that because the current default speed limit is 50 km/h then extensive signage and introduction of sign poles is necessary at each junction where the speed limit changes to 30 km/h.

This report gives an overview on how both the current and past Special Speed Limit Bye Laws came into effect into Dublin City Council. Also it summarises the results of the Non Statutory Public Consultation on the proposed Special Speed Limit Bye- Laws 2021 that commenced on the 9th of April 2021 and concluded on the 23rd of April 2021

2. Concerns re Media Campaign and Information Presented as part of the Public Consultation Process

Concerns were raised by some Elected Members in relation to the public consultation process in particular that the information presented was pro 30 km/h and did not provide members of the public with the full picture and also that the running of a 'Love 30' media campaign during the public consultation process introduced a degree of bias. The issues are considered below:

'Love 30' Campaign

The decision to run a 'Love 30' media campaign at the same time as the public consultation process was unusual, and does not accord with normal Council practice. The Council was open to the charge that it was seeking to unduly influence the outcome of the public consultation process.

On balance it is considered that in any future 30 kph speed limit public consultation the 'Love 30' media campaign should not be run.

Information Presented/Messaging

We have examined the information presented as part of the speed limit public consultation process. It is evidence based and derived from the sources listed below.

- Hard and Fast Fact pedestrian hit by a car from the Road Safety Authority
- Survivability at 30km/h v 40km/h from the European Commission Mobility and Transport Road Safety, 2021.
- The Department of Transport "Guidelines for setting and managing Speed Limits in Ireland" (March 2015)
- The stopping distance in an emergency braking from the Source of World Health Organization Speed management a Road safety manual for decision maker and practitioners.

The information was posted as part of the process to make members of the public aware both of the consultation and to explain the rationale for the speed limit review was being undertaken and the benefits of the 30kph speed limit.

However, it is accepted that the case against the adoption of a 30kph default speed limit was not set out in the information presented

On balance it is considered that in any future 30 km/h default speed limit campaign the Council should set out the arguments both for and against the adoption of a default 30kph speed limit to allow participants in the public consultation process make a more informed decision on the matter

3. Summary of Special Speed Bye Law Phases.

The Special Speed Limit of 30km/h has been introduced to residential areas in the Dublin City Council Administrative Areas in line with Government guidelines in phases which are as follows;

Phase 1 – (April / May 2017).

Phase 1 was the area located within the Canals and the North Circular and South Circular Roads. The core of Dublin City Centre was identified to commence a roll out of new 30km/hr zones for the following reasons:

- The 2011 revision of Special speed limits agreed the area in the vicinity of Portobello as the next zone for consideration to introduce a 30km/hr speed limit;
- The City Centre is where the higher density/numbers of vulnerable road users are present (pedestrians and cyclists) as recorded by the 2015 Cordon Counts.
- Many of the roads and streets have already had engineering interventions introduced to calm traffic so many are conducive to a self-enforcing lower speed limit being introduced.
- It supports a continuation or progression of the existing 30km/hr speed limit which is in place in the core city centre. This also supports a consistency of policy for communication purposes to motorists (road signage).
- Over 400,000 vehicles cross the canal cordon on any given week day, (Source: November 2015 Cordon Count).

Phase 2 – (June 2017).

Phase 2 was the area located around residential areas around the periphery of the Dublin City Council area. The areas in the 2nd phase for introducing 30km/hr speed limits were identified for the following reasons:

- The 2011 revision of Special speed limits agreed the area in the vicinity of Portobello as the next zone for consideration to introduce a 30km/hr speed limit;
- Submissions from Elected Representatives and members of the public over the past couple of years;
- Many of the roads and streets have already had engineering interventions introduced to calm traffic so many are conducive to a self-enforcing lower speed limit;
- Assessment against the accident data base and close consultation with the Gardai

Phase 3 – (October, 2018).

Phase 3 was the area located around residential areas around the periphery of the Dublin City Council, city core area and also along the administrative boundary. The areas in the 3rd phase for introducing 30km/hr speed limits were identified for the following reasons:

- Submissions from the Elected Representatives and members of the public during the course of the Phase 1 & 2 roll out;
- Many of the roads and streets have already had engineering interventions introduced to calm traffic so many are conducive to a self-enforcing lower speed limit;
- To provide a consistent speed limit as motorists move through different areas /zones of the city.

Phase 4 – (July, 2019 to January 2020).

Phase 4 was the area located around residential areas around the city core area, along the administrative boundary and periphery of the Dublin City Council area.

The following areas of the City were part of Phase 4.

- Parts of the North West and Central Area.
- Parts of the South Central and South East Area.
- Parts of North Central Area.

At the January 2020 Monthly Council Meeting the Phase 4 Dublin City Council Special Speed Limit Bye-Laws 2020 were adopted by the Council. The installation of speed limit signage in most residential areas was suspended due to Covid-19 related actions. Currently, the installation of the new speed limit signage has been resumed in phases for all remaining areas and is expected to be fully in place by mid-2021. Please see current speed limit map phase 4.

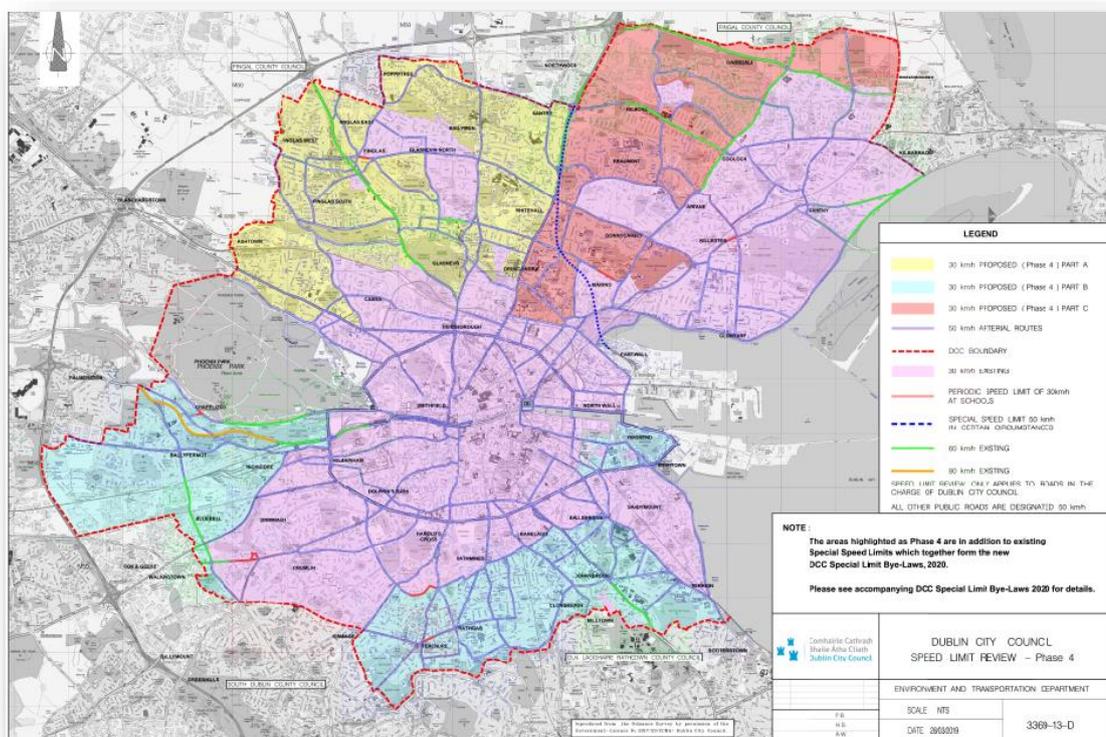


Figure 1: Current Dublin City Council Special Speed Limit Bye-Laws 2020.

Phase 5 – Proposal Reduction of Speed Limit on the Arterial Road (from December 2019 up to May 2021).

- At The Traffic and Transport SPC Meeting held on Wednesday the 4th of December 2019, the Report of the outcome of the Public Consultation on Dublin City Council Special Speed Limit Bye-Laws 2019 was presented and Members agreed to proceed with Special Speed Limit draft Bye-Law. The members further requested that the executive would review the speed limits on arterial routes and bring back proposals to them in 2020. A commitment was given to review the arterial roads and bring a proposal to the SPC in 2020.
- At The Traffic and Transport SPC Meeting Held on Wednesday the 3rd of June 2020, the proposed Phase 5 of The Dublin City Council Special Speed Limit Bye-Laws, 2020 (Covid 19) was presented and the Report and Bye-Laws was agreed by Members that they should go forward to the June City Council meeting for approval to go to the Public Consultation Stage.
- At the Monthly City Council Meeting on Monday the 8th of June 2020, The Dublin City Council Special Speed Limit Bye-Laws, 2020 (Covid 19) received the approval to carry out Statutory Public Consultation on the proposed Special Speed Limit Bye –Laws. Please see concept design 2020.

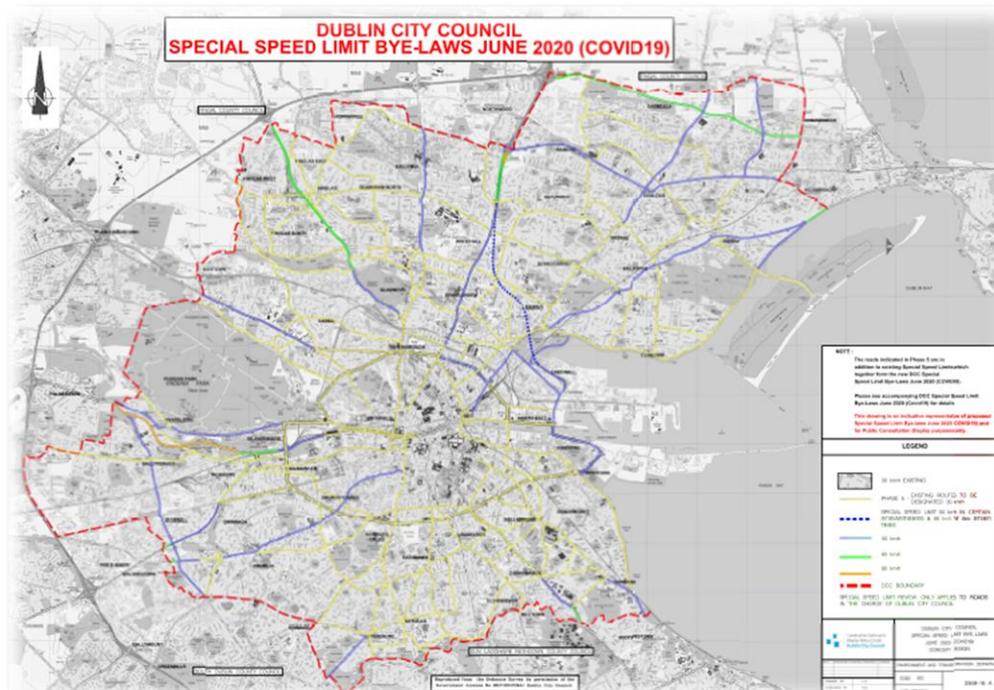


Figure2: Dublin City Council Special Speed limit bye-Laws June 2020 (COVID-19)

The Public Consultation was carry out and the Road Safety Section received a total of 2174 responses. The result was 56% opposed and 44% in support.

- At the Monthly City Council Meeting on the 14th of September 2020, with reference to the Public Consultation on Dublin City Council's Special Speed Limit Bye-Laws 2020 (Covid 19), Councillors passed a motion to introduce 40 km/h on the following roads: Griffith Avenue, Collins Avenue, & Collins Avenue East, Oscar Traynor Road and Malahide Road (Ardlea Road junction to Fairview). It was also agreed that the final designated roads should be agreed in consultation with each Area Committee. Once the Area Committee consultation is complete the proposal should be put on display for a further round of Public Consultation. The effect of

this amendment was that the Dublin City Council's Special Speed Limit Bye-Laws 2020 (Covid 19), was not agreed and the proposal fell.

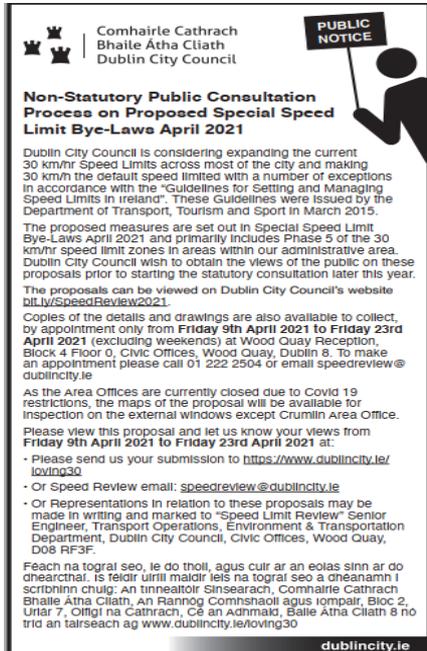
- In responses to this motion, the Road Safety Section in 2021 reviewed the 2020 proposal and produced a new concept design based on the observations received on the last public consultation from The September Monthly Council Meeting 2020 and the Public submissions.
- Furthermore the Road Safety Section organised a workshop around theme of the 30 km / h speed limit which was carried out on Thursday the 28th of January 2021.
- Both International and National speakers attended this workshop with the Councillors. This workshop was an opportunity to learn about the importance of speed for, not only road safety, but city vitality as well. Also, Councillors and other attendees used this as an opportunity to ask questions and understand better the views as to why it is viewed as important to lower the speed in our city. For more information please visit: <https://www.youtube.com/watch?v=q2rYn412LsU>
- It should be noted that as the original statutory process was not accepted by the elected members then that process was completed and no changes were made to the 2020 speed limit bye laws. The process underway at present is a non statutory consultation to better inform any future review of speed limits.
- A revised map showing the changes requested by the elected members was put out to non statutory public consultation in April 2021. This report summarises the responses received and makes recommendations on next steps.

Please find below the stages completed below.

- **Stage 1 (Completed):** The Proposal was presented at Each Area Committee Meeting during the month of March 2021.
- **Stage 2(Completed):** Councillors given 1 week to send feedback to speedreview@dublincity.ie.
- **Stage 3 (Completed):** The proposal went to the Public Consultation hub for a Non-Statutory Public Consultation Process based on the Councillors comments. This process was carried out for 2 weeks from Friday 9th April until Friday 23rd April 2021.
- **Stage 4 – (Current Stage):** The Road Safety Section will circulate the outcome of the Non-statutory public consultation to all councillors.
- **Stage 5 (Current Stage):** The report will be presented at the Traffic and Transport SPC meeting on Wednesday the 25th of May 2021.
- **Stage 6 –** The report will be presented at the City Council Monthly Meeting on the Monday the 14th June 2021 for discussion by the members.

4. Non Statutory Consultation Process.

The Non-Statutory Public Consultation on the Proposal Speed Limit Bye-Laws April 2021(Concept Design) was carried out from the 9th April until 23rd April 2021.



The public notice was published in the following newspapers:

- Irish Independent 9th April
- Irish Times 9th April
- Sunday Independent 11th April
- Dublin People (N&S) 14th April
- Dublin Gazette 15th April

Radio Campaign in the following radios stations:

- National: RTE Radio 1/2FM/Lyric, Newstalk
- Regional/Local: 98FM, Spin 103.8, FM104, Q102



The proposals can be viewed on Dublin City Council's website [bit.ly/SpeedReview2021](https://www.dublincity.ie/loving30)

Copies of the details and drawings were available to collect, by appointment only during the Non-Statutory Public Consultation (excluding weekends) at Wood Quay Reception, Block 4 Floor 0, Civic Offices, Wood Quay, Dublin 8. To receive an appointment the member of the public could make a call 01 222 2504 or email speedreview@dublincity.ie.

As the Area Offices are currently closed due to Covid 19 restrictions, the maps of the proposal were available for inspection on the external windows except Crumlin Area Office.

Submissions from the Non-Statutory Public Consultation:

- Submission could be made online to the online survey <https://www.dublincity.ie/loving30>
- Or Speed Review email: speedreview@dublincity.ie
- Submissions could have also been made in writing marked "Speed Limit Review" to the Senior Engineer, Transport Operations, Environment & Transportation Department, Dublin City Council, Civic Offices, Wood Quay, D08 RF3F, or via email to speedreview@dublincity.ie

5. Results of the Non-Statutory Public Consultation:

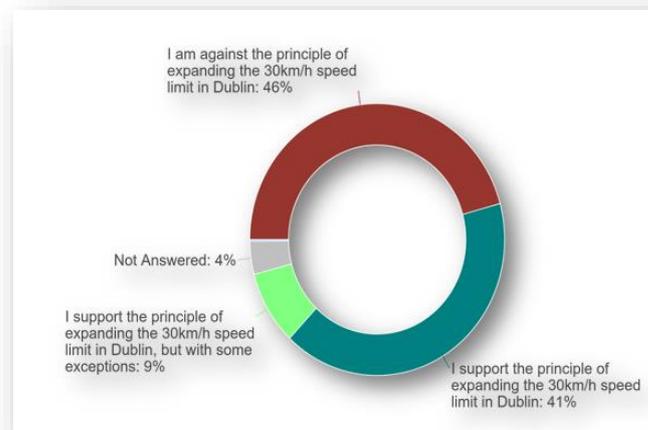
A. Consultation Hub Public Survey: 4,629 responses

Overall Support / Opposition in principle of expanding the 30 km/h Speed limit.

46% of the Public were against the principle of expanding the 30 km/h Speed limit.

41% of the Public were in support in principle of expanding the 30 km/h Speed limit.

9 % of the Public were in support in principle of expanding 30 km/h Speed limit with some exceptions.

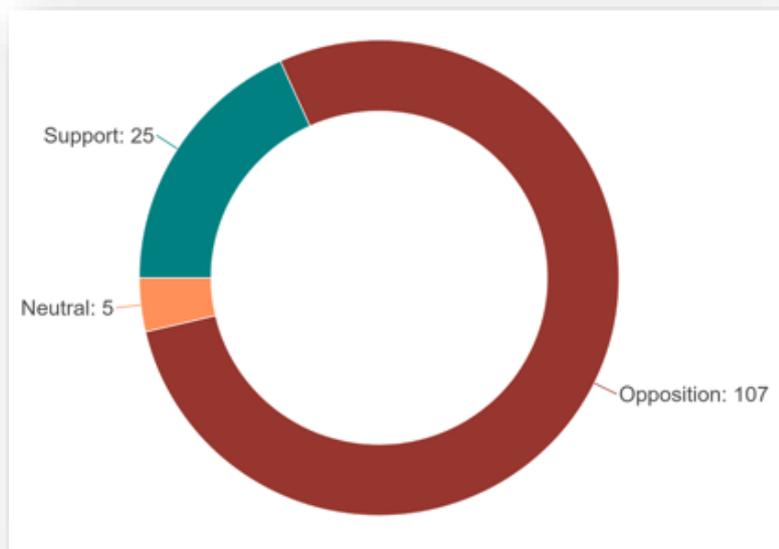


• Overall Support for 30 Km/h in principle by Areas:

Area	Support %	Support with Exceptions %	Opposed %
South East Area	44	4	46
Central Area	45	5	45
South Central Area	44	4	45
North Central Area	44	4	45
North West Area	42	3	44
Average	43.8	4	45

B. Email and Hard-Copy Submissions – 137 submissions

- 136 submissions were received by email, and one in hard-copy.
- 107 of these (78%) were broadly opposed to the proposals. 25 of these (18%) were broadly supportive of the proposals, and 5 were broadly neutral on the proposals.



For more details on the online survey, speed review email and hard copy submission, please see the attached report : Dublin City Council 30kmh Public Survey Results April 2021

Dublin Bus Submission.

A submission was received from Dublin Bus outside of the time period of the Non Statutory Public Consultation. The Road Safety Section were in contact with Dublin Bus and they stated their submission was the opinion of Dublin Bus but that they were not opposed to the proposal, instead they proposed a number of changes to the proposed speed limits..

TII submission

Last year in the period of the Public Consultation of the Special Speed Limit Bye-Laws 2020 (Covid 19), Transport Infrastructure Ireland (TII) requested changes to be made to some of the descriptions in the Special Speed Limit Bye-Laws June 2020 (COVID19). These changes were suggested at The Dublin Port Tunnel and the northbound off-ramp (from the Santry By-pass to the Coolock Lane Interchange. These changes have been put in place in the current proposal 2021 and TII sent us their approval in writing.

Overall Comments from public:

Themes among those opposing the 30km/ h expansion.

- Against blanket 30km/h
- Wants better enforcement of existing limits and bye laws for all road users (incl. drivers / cyclists / pedestrians / scooter users etc.)
- 30km/h is not practical
- Adds to journey time
- constantly looking at speedometer, risk of loss of concentration
- Cars cannot operate efficiently at 30km/h (increase in fuel consumption, pollution, damage to engine)

Themes Among Those in Support of the 30km / h expansion.

- Suggestions for inclusion of more road to be 30 km/h
- Road speeds near schools should be reduced to 30 km/h and Parks
- To included school that are not already included on proposal
- Describing benefits of lower speed limits for vulnerable road users
- General expression of support for the proposals
- Consider pedestrian and cyclist needs in terms of infrastructure
- Request for traffic-calming measures / signage in specified area
- Pointing to implementation of lower speed limits in other jurisdictions
- Reference to the Stockholm Declaration on Road Safety / UN Sustainable Development Goals

Themes Among Those with a Neutral Position of the 30km/ h expansion.

- Support for 30km/h in residential and non-main roads
- Suggestion for 40km/h or higher in named main roads / arteries
- Suggestion for time-based variability in speed limits

6. Conclusion

The current global road safety agenda is concerned with creating a modal shift in travel towards walking and cycling with lower speed limits playing a key role as witnessed by the UN resolution on road safety and the Stockholm declaration. This international move towards providing a safer environment for vulnerable road users provides the backdrop to the urgent need for delivery of lower speed limits.

The making of speed limit Bye-Laws is a reserved function of the Elected Members of Local Authorities. The power to make Bye-Laws for the purpose of applying Special Speed Limits which was established in 1994, is retained in the Road Traffic Act 2004 and introduced fundamental changes to the process of making Bye-Laws and the range of powers available to Local Authorities.

The overriding principle that must inform any decision to change a default speed limit should be Road Safety, in particular, the reduction of fatal and serious road collisions. From our examination of international experiences and from an assessment of the existing 30km/h speed limit areas in Dublin City, all have recorded only positive outcomes in terms of this road safety objective.

However, the results from the non statutory consultation show that there is not clear consensus from the public on the merits of extending the 30 km/h to the arterial roads in the city. In part this may arise from the varying nature of the arterial roads in Dublin City, from 4 lane divided carriageways to two lane narrow roads with residential frontage and that the same arterial road in different locations has different features and passes through more residential areas.

Some sections of these arterial roads may have features which better lend themselves to 30 km/h and at other locations the current speed limit may be felt to be more appropriate.

7. Recommendation

The executive would recommend that the elected members consider the results of the non statutory consultation 2021 and decide if they wish to proceed further with reviewing the speed limits on arterial roads.

Alternatively do they wish at this stage to leave the speed limits on the arterial roads as they are at present and not conduct any further reviews at this time.

Dublin City Council would like to thank all parties who contributed to the non statutory public consultation and who shared their views regarding any changes to the existing speed limits on arterial roads.

