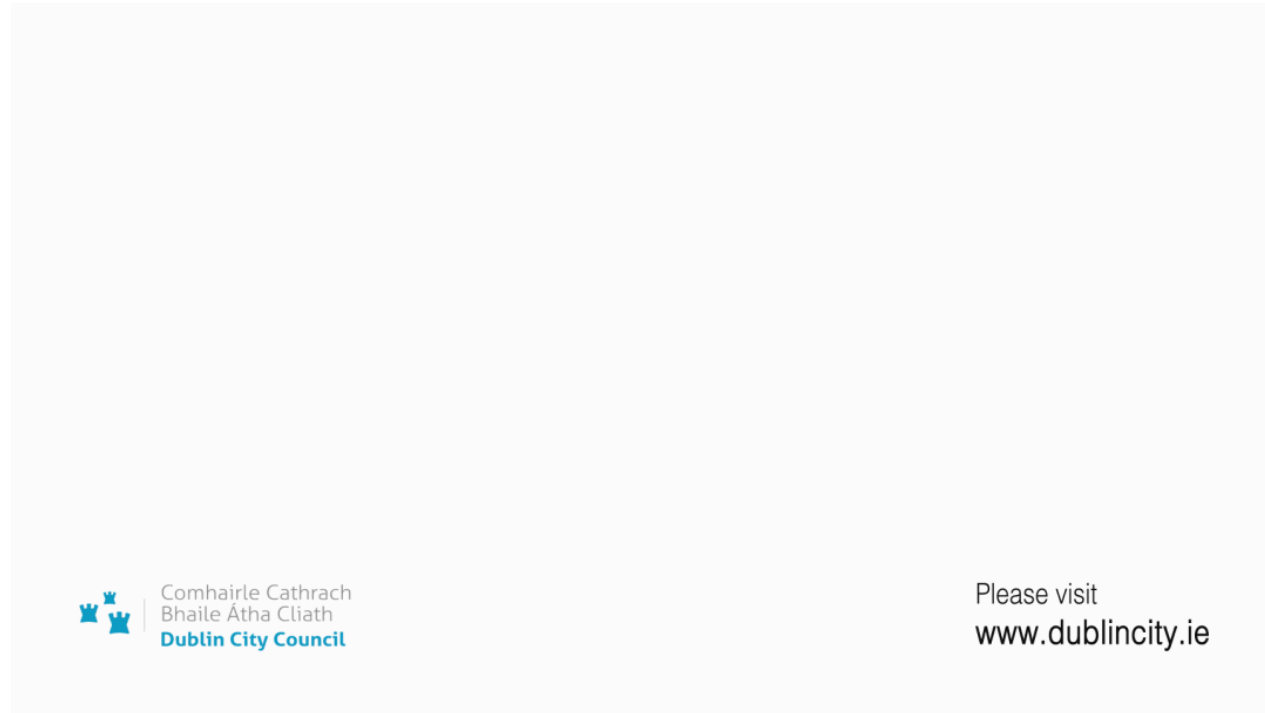


Proposal for Dublin City Council Special Speed Limit Bye-Laws, March 2021 Loving 30 Campaign (South Central Area)



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ENVIRONMENT AND TRANSPORTATION DEPARTMENT



What is Loving 30 Campaign?

The aim of the Loving 30 Campaign is reduce the speed of the Traffic throughout Dublin City.

The introduction of 30km/h speed limit in all roads of the city will make the city safer for more people to walk and cycle.

One of the main objectives is to make it easier for children to engage in active travel by walking and cycling to school.

We are looking for your support on this proposal before we go out to public consultation.

Hard and Fast Facts.

HARD AND *FAST* FACTS Pedestrians hit by a car...

at **30km/h** 1 in 10 will die



at **50km/h** 5 in 10 will die



at **60km/h** 9 in 10 will die



Source: Rules of the Road, 2007

Stopping Distances.

Figure 1.2 Illustration of the stopping distance in an emergency braking



Source: (6) adapted from the Australian Transport Safety Bureau

SOURCE: WORLD HEALTH ORGANISATION - SPEED MANAGEMENT: A ROAD SAFETY MANUAL FOR DECISION-MAKERS AND PRACTITIONERS

European Examples.



- London has 20mph (32km/h). Targeted 20mph zones have proven very successful in London and have improved road safety dramatically for all road users, reducing all casualties by 42 per cent and fatal or serious casualties by 46 per cent. The benefits have been felt particularly by children.
- Edinburgh, The speed limit in the capital was dropped from 30mph on the majority of streets, crashes fall by a third after Edinburgh's 20mph limit introduced.

European Examples.



- Paris has 30km/h in its core to improve air quality, but also to reduce noise pollution and traffic accidents. Research has shown that the greater the speed of vehicles in built-up areas, the higher is the incidence of acceleration, deceleration, and braking, all of which increase air pollution. This slower and calmer style of driving reduces emissions.
- Brussels has 30km/h in its core. Its first data from Brussels on average speeds since the new general 30 km/h limits was introduced on the 1st of January 2021. The recently speed survey shows a 9% average reduction in speed and no significant increase in journey times.

General Criteria for the Introduction of 30 km/h Throughout the South Central Area.



- Traffic Management Guidelines recommends 30 km/h for the speed limit on the main roads and villages.
- There will be exceptions to this speed which are summarised below.
- Traffic Management Guidelines explains that the minimum length of a speed limit is normally 800 metres. This is the transition section of the road between the different speeds.
- The proximity of the villages in the South Central Area.

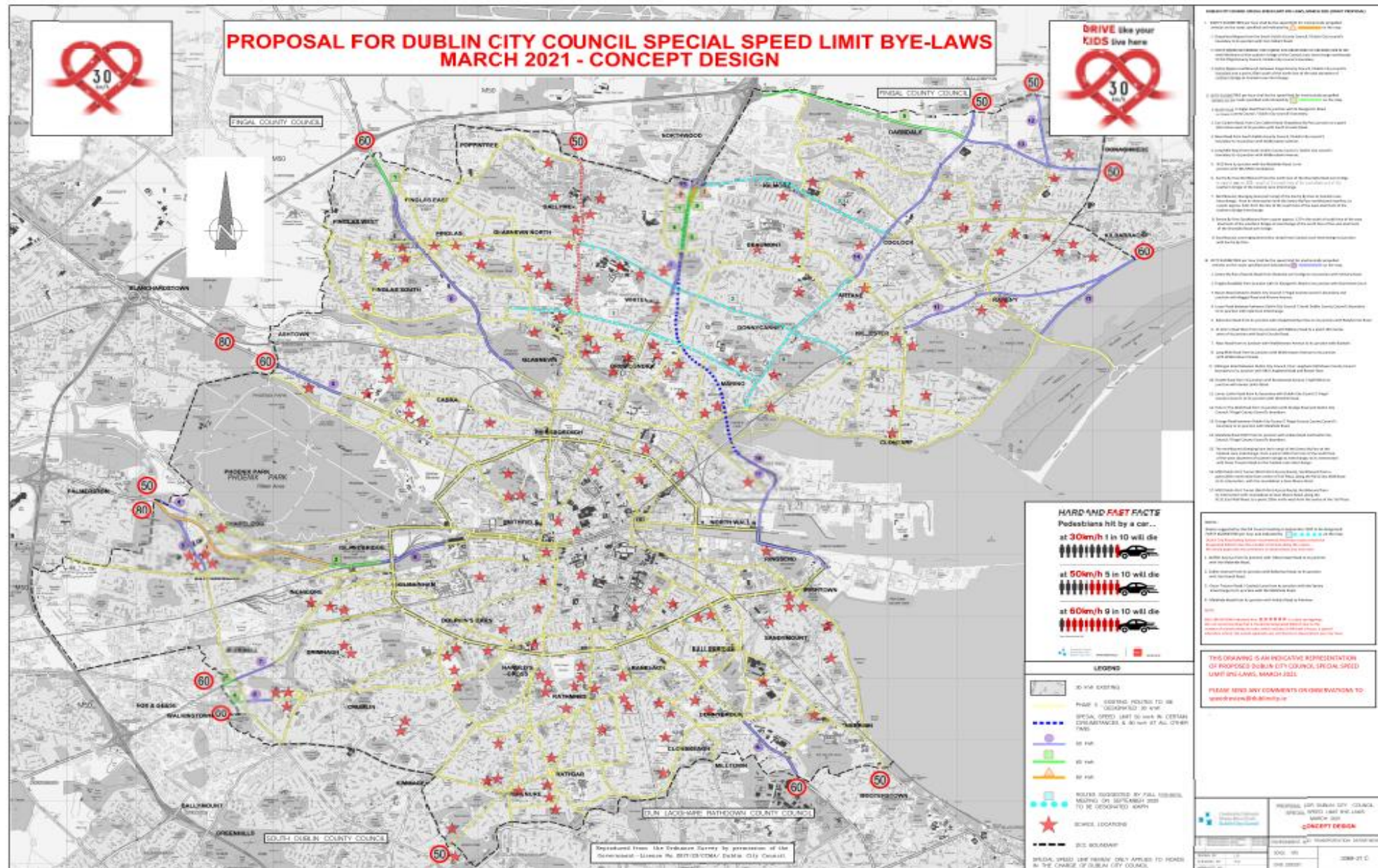
General Criteria for the Introduction of 30 km/h Throughout the South Central Area.



- The implementation of different speed limits on the roads will lead to a proliferation of signs throughout the city and cause distraction and confusion for drivers, it is recommended to reduce the amount of speed limit changes.
- The Road Safety Section recommended the reduction from 50 km/h to 30 km/h at all school locations in Dublin. This will reduce traffic congestion, improve air quality, and will encourage cycling and walking among children with the associated benefits of better physical and mental health and better concentration.

School Zones





PROPOSAL FOR DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BY-LAWS MARCH 2021 - SOUTH CENTRAL AREA

DRIVE like your KIDS live here

HARD AND FAST FACTS
Pedestrians hit by a car...

- at 30km/h 1 in 10 will die
- at 50km/h 5 in 10 will die
- at 60km/h 9 in 10 will die

LEGEND

- 30 km/h EXISTING
- PHASE 1 - EXISTING ROUTES TO BE DESIGATED 30 km/h
- SPECIAL SPEED LIMIT 30 km/h BY COUNCIL PROPOSAL (RED STAR ON YELLOW ROAD)
- 50 km/h
- 60 km/h
- 80 km/h
- ROUTES SUGGESTED BY COUNCIL (GREEN LINE) TO BE DESIGATED 40 km/h
- SCHOOL LOCATIONS
- LOCAL AREA BOUNDARY
- SPECIAL SPEED LIMIT REVIEW ONLY APPLIES TO ROADS IN THE CHARGE OF DUBLIN CITY COUNCIL

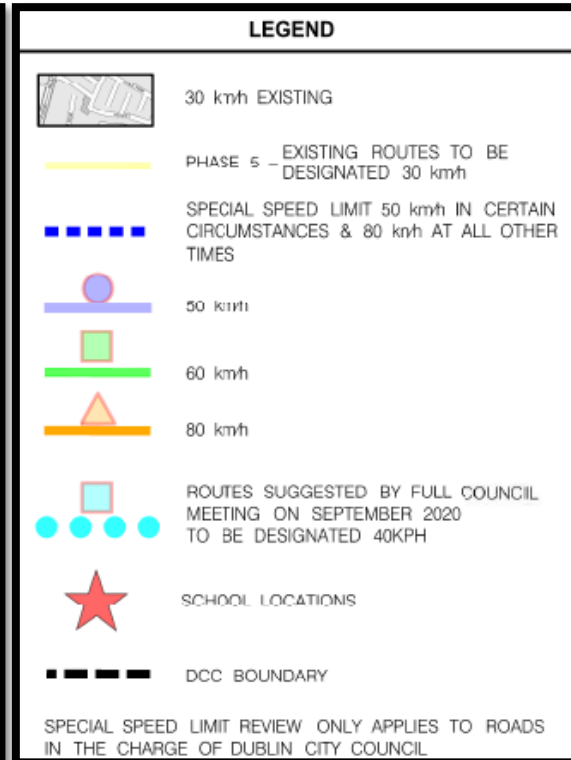
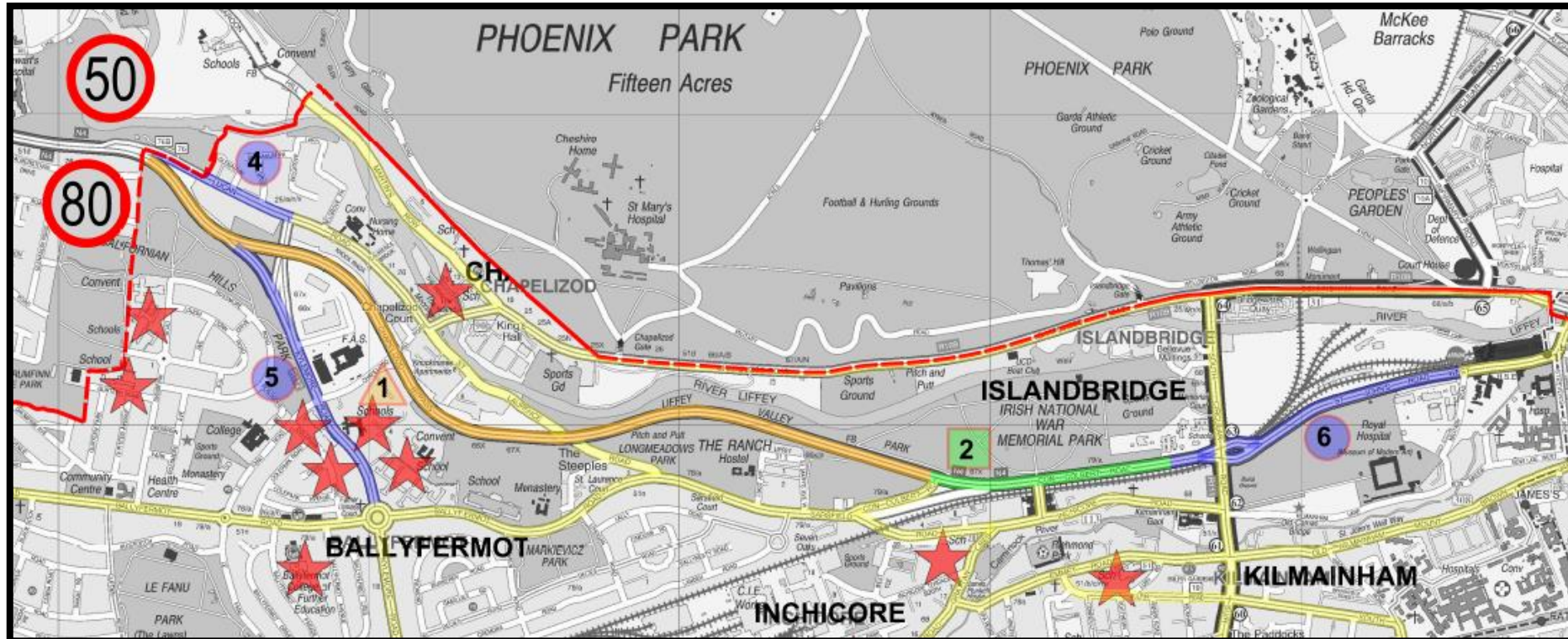
SOUTH CENTRAL AREA MAP EXTRACT FROM DRAWING NO. 3369-021

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Summary of Roads That Will Be Exempt From 30km Per Hour

All road will be 30 km/h except for:

- Number 1:** Chapelizod By-pass (80 km/h) from the South of Dublin County Council / Dublin City Council's Boundary to its junction with Con Colbert Road. (As per map)
- Number 2 and Number 6 :** Island Bridge Arterial route. (Con Colbert Road from Chapelizod By-pass 60 km/h) and (St John's Road West 50 km/h)
- Number 5:** Kylemore Road 50 km/h from its junction with Chapelizod By- Pass to its junction with Ballyfermort Road

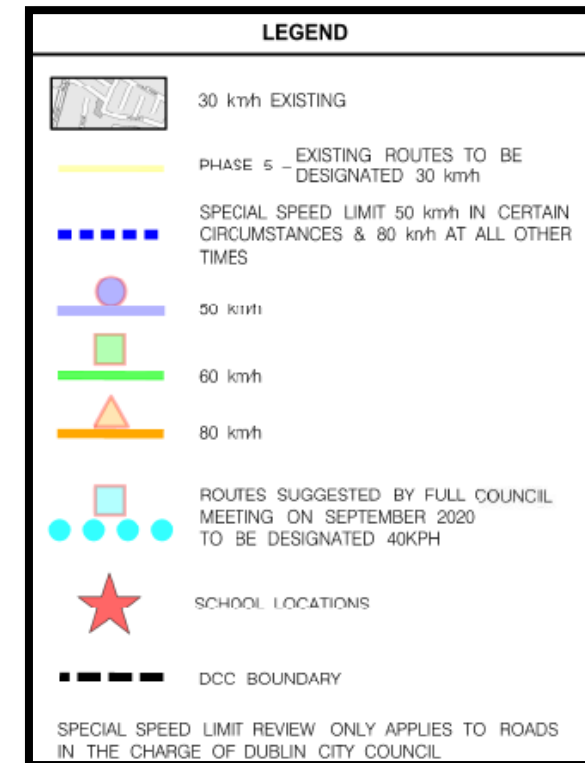
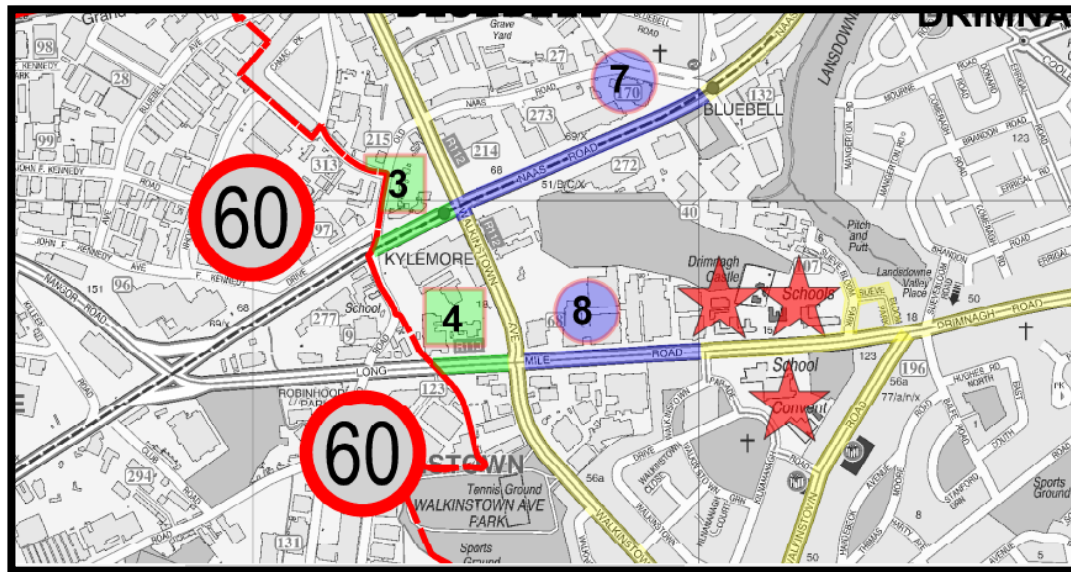




Summary of Roads That Will Be Exempt From 30km Per Hour



- **Number 3 and Number 7** : Nass Road (60 km/h) from South Dublin County Council/ Dublin City Council's boundary to its junction with Walkinstown Avenue. Nass Road (50 km/h) from Walkinstown Avenue to its junction with Bluebell (As per map)
- **Number 4 and Number 8**: Long Mile Road (60 km/h) from South Dublin County Council/ Dublin City Council's boundary to its junction with Walkinstown Avenue. Long Mile Road (50 km/h) from its junction with Walkinstown Avenue to its junction with Walkinstown Parade.



Timeline for Implementation of New Speed Bye Laws

- **Stage 1.**– Proposal presented at South Central Area Meeting on **Wednesday the 10th of March 2021.**
- **Stage 2** – Councillors given 1 week to send feedback to speedreview@dublincity.ie.
Feedback on the proposal must be given before 5pm on **Wednesday the 17th of March 2021.**
If no feedback is received before this date it will be presumed that the Councillor has no feedback relating to the proposal and agrees with this proposal.
- **Stage 3** – The proposal will go up on the Public Consultation hub on Monday the 29th of March 2021 for a Non-Statutory Public Consultation Process based on the Councillors comments. This will be for 2 weeks from Monday the 29th of March until Friday the 9th of April.
- **Stage 4** – At the end of this process The Road Safety Section will circulate the final map and report for noting to the Councilors at the end of April.

TIMELINE FOR IMPLEMENTATION OF NEW SPEED BYE LAWS

- **Stage 5** – The report will be presented at the Traffic and Transport SPC meeting on Wednesday the 5th of May 2021.
- **Stage 6** – The report will be presented at the City Council Monthly Meeting on Monday the 10th of May to obtain the approval to carry out a 6 week Statutory Public Consultation from Monday the 7th of June to Monday the 19th of July 2021.
- **Stage 7** – The report of the outcome of the Statutory Public Consultation will be presented at the Traffic and Transport SPC meeting on Wednesday the 8th of September 2021.
- **Stage 8** – The report of the outcome of the Statutory Public Consultation will be presented at the City Council Monthly Meeting on Monday the 4th of October 2021.
- **Stage 9** – With the approval of the Councillors on the Special Speed Limit Bye-Laws, 2021 the Road Safety Section will carry out the implementation of signage starting on December 2021.

Thank you for your support



Please send us your feedback on the proposal to speedreview@dublincity.ie before 5pm on **Wednesday the 17th of March 2021.**