

**The Chairman and Members of  
North West Area Committee.**

**Meeting: 16<sup>th</sup> March 2021**

**Item No: 16**

**Report on the Proposal for Dublin City Council Special Speed Limit Bye-Laws, March 2021.**

**1. Summary on the Outcome on the last Public Consultation on Dublin City Council's Special Speed Limit Bye-Laws 2020 (COVID19)**

The recent Phase 5 Speed Limit Bye-Laws 2020 (Covid-19) was not passed by the Council primarily due to some elected members raising different concerns including car design constraints for prolonged driving at lower speeds, delays for busses, difficulties to focus on the road while monitoring speedometer etc. The outcome of the related public consultation resulted in 56% of people opposing the Bye-Laws could also be a contributory factor to the Bye-Laws not receiving the council's approval.

- More enforcement and the needs for mobility education
- At the September full council meeting 2020, councillors requested to introduce 40 km/h on the following roads: Griffith Avenue, Collins Avenue, Oscar Traynor Road, Malahide Road and Ardlea Road junction to Fairview.
- From the Public submissions, member of the public requested to change the speed limit from 50 km/h to 30 km/h On the following roads: Amiens Street, Cork Street, Drimnagh Road, Crumlin Road, Dolphins Barn, Lucan Road, Martins Row, East Wall Road, North Circular Road, Drumcondra Road and Ballymun Road.

**2. Benefits of introducing 30 km/h the differences 30 km/h and 40km/h for speed limit for the City**

**Benefits of 30 km/h**

**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

Lowering speed limits and lowering the speed differential between the active modes and motorised traffic will contribute to enhanced safety throughout the 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 and will also assist in making the city a safer place for everyone.

Road accident statistics show lower speeds result in less fatalities, less injuries and severity of injuries with motorists benefiting most. A 5km/h difference in speed could be the difference between life and death for a vulnerable road user like a pedestrian.

- Hit by a car at 60km/h, 9 out of 10 pedestrians will be killed.
- Hit by a car at 50km/h, 5 out of 10 pedestrians will be killed.

- Hit by a car at 30km/h, 1 out of 10 pedestrians will be killed.

### Figure 1: Hard and fast facts

- A calmer city, safer roads and shorter braking distance.
- It gives the driver a better view of their surroundings and makes
- It's easier for them to see any pedestrians crossing the road, cyclists and other vehicles. 30kph increases mobility for young people improves health as more walk or cycle and creates vibrant people-friendly spaces.
- Making the city a quieter and safer place to live.

### Example from European cities that have introduced 30 km/h:

- London has 20mph (32km/h). A speed limit of 20mph has been imposed on all central London roads managed by Transport for London (TfL), in an attempt to reduce road deaths. The default speed limit in the city is part of a new Vision Zero road safety action plan to encourage more people to walk and cycle in London.
- 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. The research found that the average monthly number of road traffic collisions dropped from 95 in 2016 to 64 in 2018.
- Paris has 30km/h in its core to improve air quality, but also to reduce noise pollution and traffic accidents.
- 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 1<sup>st</sup> of January 2021. The recently speed survey shows a 9% average reduction in speed and no significant increase in journey times.

### Stockholm Declaration' wants a general 30 km/h speed limit

The Stockholm Declaration explains that setting a speed limit of 30 km/h should become “the new normal” in all places where cars, cyclists, and pedestrians frequently interact:

**Resolution 11** calls for: “Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed limit of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries”. (Declaration, 20 February 2020)

The declaration sets a clear message that the adoption of 30km/h limits as a default is necessary on urban and village streets where people live, work, play and shop. Research shows that the introduction of 30 km/h speed limits could improve road safety and air quality. It also shows that 30 km/h zones must be physically enforced; for example, by constructing road humps, plateaus, and road narrowing.

In the Stockholm Declaration endorsed by the Irish minister responsible for road safety, 30km/h was called for as the max speed where pedestrians and cyclists mix with motors unless there was clear evidence that a higher speed was safe.

### Survivability at 30km/h v 40km/h

There is clear indication on the survivability at 30km/h v 40km/h.

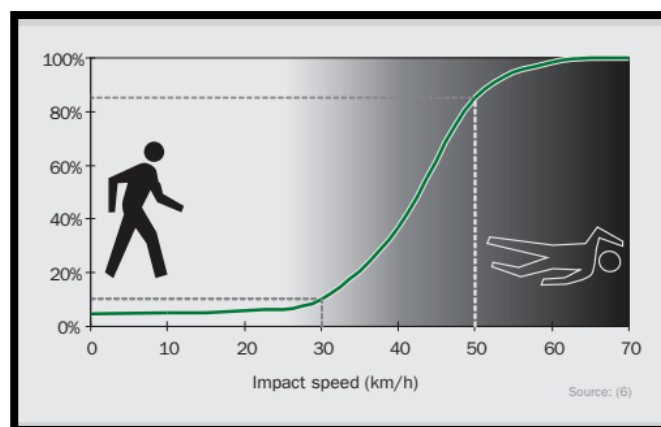
## Injury Risk

(European Commission Mobility and Transport Road Safety, 2021) Explains that risk is highest in light vehicles and for unprotected road users when a heavy and a light vehicle collide. The occupants of light vehicles are far more at risk to sustain serious injury. This is because the energy that is released in the collision is mainly absorbed by the lighter vehicle. Currently, the differences in mass between vehicles are very large. The difference between a heavy goods vehicle and a car can easily be a factor 20. But also the mass differences between cars are large and still increasing. A mass difference of a factor 3 is not an exception. Nevertheless, inappropriate speed remains a larger factor than mass differences in contributing to numbers of severe accidents.

Pedestrians, cyclists and moped riders have a large risk of severe injury when colliding with a motor vehicle. The difference in mass is huge and the collision energy is mainly absorbed by the lighter 'object'. In addition, pedestrians, cyclists and moped riders are completely unprotected: no iron framework, no seatbelts, and no airbags to absorb part of the energy. For a collision between a car and a pedestrian, the following relationship between speed and survival chance was established Ashton and Mackay (1979)

Car Speed	% fatally injured pedestrians
32 km/h	5
48 km/h	45
64 km/h	85

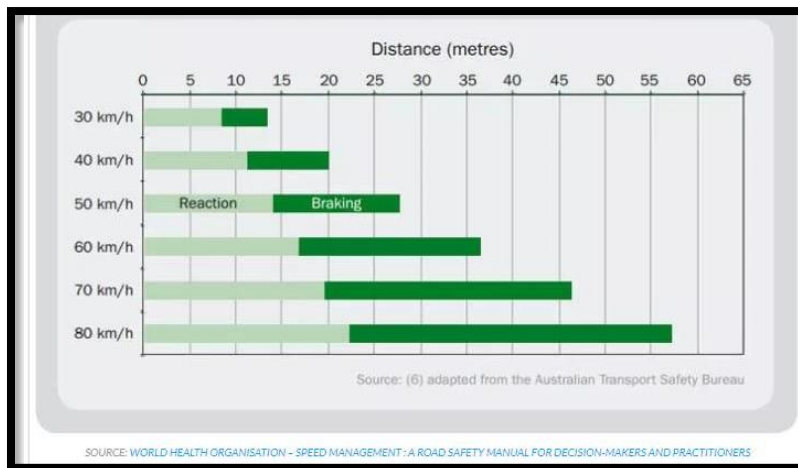
The probability that a pedestrian will be killed if hit by a motor vehicle increases dramatically with speed. The probability of a fatal injury for a pedestrian colliding with a vehicle is illustrated in the below figure. The research from Road Safety Manual for Decision-Makers And Practitioners Word health Organization indicates that while most vulnerable (unprotected) road users survive if hit by a car travelling 30 km/h, the majority are killed if hit by a car travelling at 50 km/h



**Figure 2: Probability of Fatal Injury for Pedestrian Colliding with Vehicle.**

## Stopping Distances.

The higher the speed, the longer the stopping distance. Even if a collision occurs, the consequences are less serious at a slower speed. Please see the following figure, Stopping distances from Speed management: a road safety manual World Health Organization.



A very important issue on busy streets is that, the distance a 30km/h car can stop of 13m a 40km/h car has only just had the brakes applied and will still be doing in excess of 30km/h. It's the difference between "stopping in time and missing a pedestrian" or "hitting them at 30km/h".

**Figure 3: illustration of stopping distance in an emergency braking. Source World Health Organization Speed**

management a Road safety manual for decision maker and practitioners

### **Different speed limits will lead to a proliferation of signage throughout the city:**

The best practice is to have standard speed limits on the roads and minimise the changes of speed limits on certain roads, where an exception to this speed limit applies. Speed limit signs are provided only at the points of entry to the speed limit zone and at the points of change from one-speed limit to another. If a designer implements different speed limits on the roads, this would lead to a proliferation of signs throughout the city and cause distraction and confusion for drivers.

30 km/h is the best practice as per the Stockholm Declaration. At a time when the world, including United Nations, World Health Organization, OECD, etc is saying that 30km/h should be the max unless there is clear evidence that higher is safe, a 40km/h limit (which endorses driving at 40km/h) is difficult as a designers to implement 40 km/h as the evidence are clear that the safer for vulnerable road users such as pedestrians, cyclists, moped riders and motorcyclists is 30 km/h.

### **The importance to implement 30 km/h for Dublin city (School Zone)**

As the city is expecting to be re-opening gradually, Dublin City Council needs to make sure that we adhere to the rules of this new way of living and working and continue to suppress the spread of the virus. Dublin City Council requires to implement lower speeds on all the roads of Dublin City in order to increase safety for the increased number of pedestrians and cyclists on the road network.

**School Zones** are designed to create a safer, calmer, attractive environment in front of schools. The Zones consist of gateway School Zone and painted circle road markings with pencil bollards.

The objectives of the zones is to make it safer for children to engage in active travel by walking and cycling to school. This is achieved through increased visibility of the zone which draws motorist attention to the presence of a school and discourage speeding and vehicle drop-off congestion in vicinity of the school.



Since the introduction of its first 2 School Zones, Dublin City Council has received over 100 applications from primary schools throughout the DCC area. To-date, 29 school zones have been installed on streets with 30kph speed limits. Feedback has been very positive. However, applications have been received from a large number of schools located within **50km/h** speed limit areas which are not suitable for the implementation of school zones. In accordance with NTA guidelines.



**Figure 4: School Zones Lord Mayor of Dublin Hazel Chu at the first school zone at Francis Street School**

The Road Safety Section recommended the reduction of the speed limit 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.



**Figure 5: School Zones at Central Model School and Star of the Sea**

### 3. New proposal Dublin City Council's Special Speed Limit Bye-Laws 2021

The Road Safety section reviewed in the new proposal the observations received on the last public consultation from:

1. The September full council meeting 2020, councillors requested to introduce 40 km/h on the following roads: Griffith Avenue, Collins Avenue, Oscar Traynor Road, Malahide Road and Ardlea Road junction to Fairview.
2. The Public submissions, member of the public requested to change the speed limit from 50

km/h to 30 km/h on the following roads: Amiens Street, Cork Street, Drimnagh Road, Crumlin Road, Dolphins Barn, Lucan Road, Martins Row, East Wall Road, North Circular Road, Drumcondra Road and Ballymun Road.

3. The reviewed of the overall network of all the arterial roads was reviewed taking in consideration the following criteria:

### 3.1 General Criteria for the introduction of 30 km/h in the arterial roads:

1. Traffic Management Guidelines recommends 30 km/h for the speed limit on the main roads and villages as a default speed throughout the North West Area.
2. There will be exceptions to this speed which are summarised below.(Table 1: Exclusion Road North West Area)
3. Traffic Management Guidelines explains that the minimum length of a speed limit is normally 800 metres. This is to give drivers the opportunity to adjust their speeds and not confuse them with frequent changes of limits. Situations arise where it is better to curtail or extend a speed limit to clear a hazard such as a bend, a junction or a hump-backed bridge. **(TMG P.71).**
4. The reduction of speed limit was carried out following the specification setting on the Guidelines for Setting and Managing Speed Limits in Ireland chapter 6 and 7 (The Setting of Speed Limits – General Guidance and The Setting of Speed Limits – Detailed Guidance).
5. The presence of schools on the roads. The reduction of speed will give more protection to the School children and all road users including pedestrians and cyclists which are the most vulnerable.
6. Roads that are in residential Areas. The reduction of speed will give more protection to the residents and all road users including pedestrians and cyclists which are the most vulnerable.
7. The proximity of the villages in the North West Area.

### 3.2 The Road Safety Section Assessment:

1. Table 1: Exclusion Road North West Area

	Road	Current speed limit	Proposed speed limit	School present	Other amenities	Reason for not Changing
1.	<b>Number 1:</b> North Road from the boundary of Dublin City Council to St Margaret Road	60 km/h	60 km/h			Arterial route
2.	<b>Number 2:</b> Finglas Road (N2) from St Margaret Road to Claremont Court	60 km/h	50 km/h			Santry By Pass
3.	Ballymun Road	50 km/h	50 km/h	St Michael House, a special education school		Arterial route

**Note:** Dublin City Council Road Safety are aware that this road has 3 lanes and may not be suitable to be a 30km/h road but due to the presence of Schools on the Ballymun Road Dubin City Council Road Safety Section recommends lowering the speed limit to 30 km/h

2. Table 2: Roads suggested at the September 2020 Full Council meeting to be designated 40 km/h

	Road	Current speed limit	Proposed speed limit	School present	Other amenities	Reason for implement 40 km/h
1.	Griffith Avenue from its junction with tolka estate road to its junction with the Malahide Road	50 km/h	40 km/h	<ul style="list-style-type: none"> <li>Glasnevin Educate Together National School</li> <li>St Vincents De Paul Infant School</li> <li>Scoil Mhuire</li> </ul>		Councillor requested

**Note:** Dublin City Council Road Safety Section recommends that these routes should be designated 30 km/h due to the number of schools along the routes. In order to protect pedestrian and facilitate the introduction of a slow zone at the school's gates.

### 3. Table 3: Reduction of speed limit from 50 km/h to 30 km/h at the North West Area

	Road	Current speed limit	Propose speed limit	School present	Other amenities	Reason for change
1.	Tolka Valley	50 km/h	30 km/h		Tolka Valley Playground	Residential area
2.	Ratoath Road	50 km/h	30 km/h	<ul style="list-style-type: none"> <li>St. Catherine's Senior School</li> <li>Dominic's College</li> </ul>	<ul style="list-style-type: none"> <li>D7 Afterschool &amp; Preschool Care</li> </ul>	School zone
3.	Cappagh Road	50 km/h	30 km/h	<ul style="list-style-type: none"> <li>Coláiste Eoin</li> </ul>		School zone
4.	Church Street	50 km/h	30 km/h	<ul style="list-style-type: none"> <li>St Michaels Holy Faith Secondary School</li> </ul>		School zone/ residential area
5.	Jamestown Road	50 km/h	30 km/h			Residential
6.	Cardiffsbridge Road	50 km/h	30 km/h	<ul style="list-style-type: none"> <li>St Finian's National School</li> </ul>		School zone
7.	Mellowes Road	50 km/h	30 km/h			Residential road
8.	Seamus Ennis Road To the junction with Glasanaon Road	50 km/h	30 km/h		<ul style="list-style-type: none"> <li>Village, shops, supermarket</li> </ul>	Village residential area
9.	Ballygall Road West	50 km/h	30 km/h	<ul style="list-style-type: none"> <li>St. Canice's Boys' National School</li> </ul>		
10.	Main Street from Mellowes Road to Finglas road	50 km/h	30 km/h		<ul style="list-style-type: none"> <li>Shops</li> </ul>	Village residential area

	Road	Current speed limit	Propose speed limit	School present	Other amenities	Reason for change
11.	Glasnevin Avenue	50 km/h	30 km/h			Residential area
12.	Wellmount Road from Cardiffsbridge Road to Finglas Road	50 km/h	30 km/h	<ul style="list-style-type: none"> <li>St Michaels Holy Faith Secondary School</li> </ul>		School zones
13.	Poppintree Park Lane West	50 km/h	30 km/h		<ul style="list-style-type: none"> <li>Cleveland Cable Company</li> <li>Brammer Ireland - RUBIX Group</li> </ul>	
14.	Balbucher Lane	50 km/h	30 km/h	<ul style="list-style-type: none"> <li>St Josephs Senior National School</li> </ul>		School zones Residential Road
15.	Tolka State	50 km/h	30 km/h			Residential
16.	Sycamore Road from Jamestown Road to Grove Park Road	50 km/h	30 km/h			Residential area
17.	Willow Park Crescent	50 km/h	30 km/h			Residential area
18.	Beneavin Drive	50 km/h	30 km/h	<ul style="list-style-type: none"> <li>St. Kevin's College</li> </ul>	<ul style="list-style-type: none"> <li>Oscar International School</li> </ul>	School zones
19.	Ballygall Road East	50 km/h	30 km/h			Residential area
20.	Glasanaon Road	50 km/h	30 km/h			Residential area
21.	Fitzmaurice	50 km/h	30 km/h		<ul style="list-style-type: none"> <li>Village, Texaco, shops, pharmacy</li> </ul>	Village and residential area
22.	Mckee Avenue from St Margaret Road to Seamus Ennis Road	50 km/h	30 km/h			Residential area
23.	St Margaret Road from Finglas road to Dublin City Council Boundary	50 km/h	30 km/h			Residential



## TIMELINE FOR IMPLEMENTATION OF NEW SPEED BYE LAWS

- **Stage 1** – Proposal presented at North West Area Meeting on Tuesday the 16<sup>th</sup> of March 2021.
- **Stage 2** – Councillors given 1 week to send feedback to [speedreview@dublincity.ie](mailto:speedreview@dublincity.ie). Feedback on the proposal must be given before 5pm on Tuesday the 23<sup>rd</sup> 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.
- **Stage 3** – The proposal will go up on the Consultation hub on Monday the 29<sup>th</sup> of March 2021 for a Non-Statutory Public Consultation Process. This will be for 2 weeks from Monday 29<sup>th</sup> of March until Friday 9<sup>th</sup> 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.
- **Stage 5** – The report will be presented at the Traffic and Transport SPC meeting on the Wednesday 5<sup>th</sup> of May 2021.
- **Stage 6** – The report will be presented at the City Council Monthly Meeting on Monday 10<sup>th</sup> of May to obtain the approval to carry out statutory Public Consultation from the Monday 7<sup>th</sup> of June to the Monday 19<sup>th</sup> 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 the Wednesday 8<sup>th</sup> 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 the Monday 4<sup>th</sup> 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.

Bernard Lester, Senior Engineer  
Patricia Reidy, Senior Engineer

William Mangan, Road Safety Section Senior Executive  
Rossana Camargo, Road Safety Section Executive Engineer

## Bibliography

Declaration, S. (20 February 2020). Achieving Global Goals 2030 Stockholm,. Stockholm, Sweden: Declaration, Stockholm.

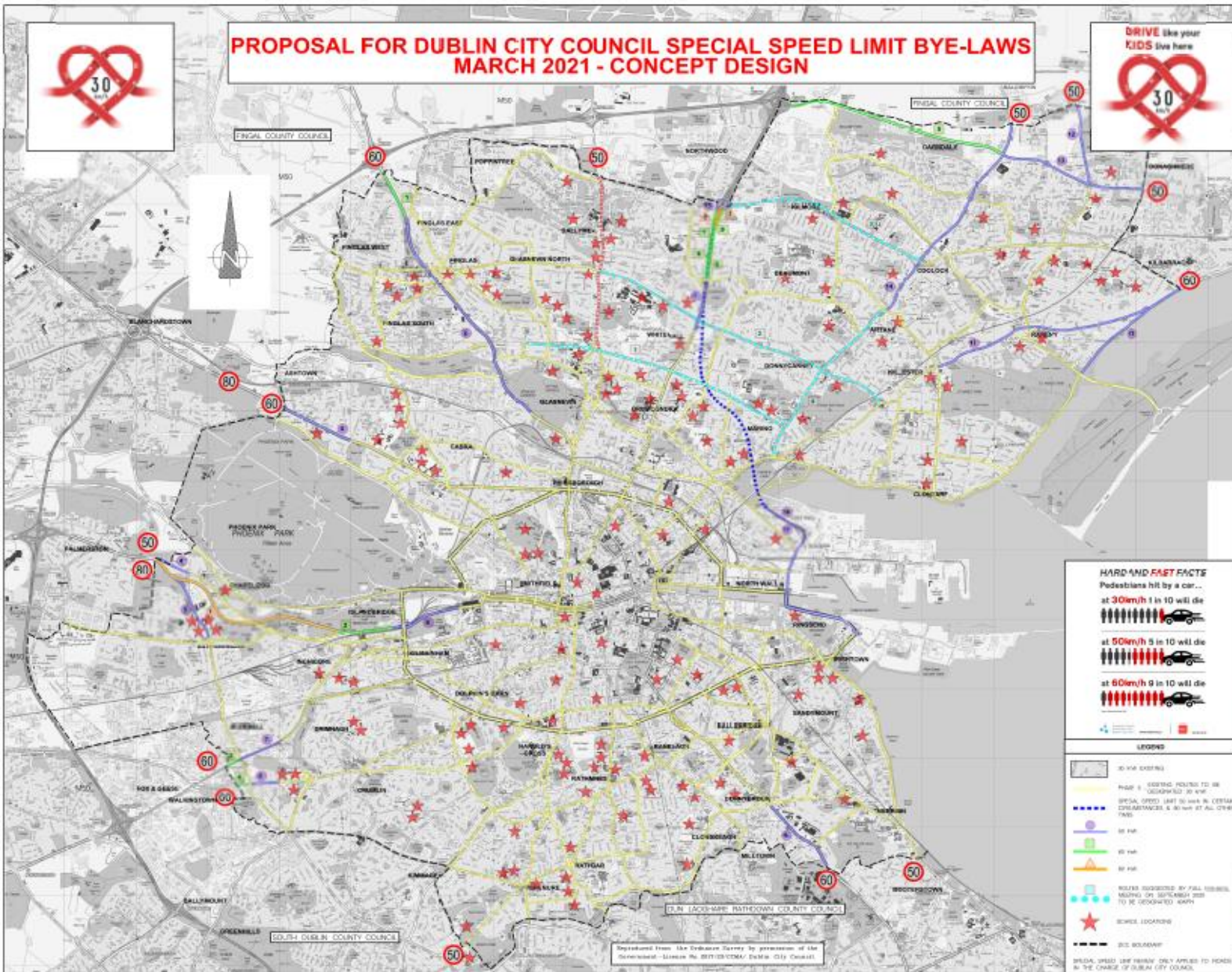
European Commission Mobility and Transport Road Safety. (2021, 02 16). Retrieved from [https://ec.europa.eu/transport/road\\_safety/specialist/knowledge/speed/speed\\_is\\_a\\_central\\_issue\\_in\\_road\\_safety/speed\\_and\\_the\\_injury\\_risk\\_for\\_different\\_speed\\_levels\\_en](https://ec.europa.eu/transport/road_safety/specialist/knowledge/speed/speed_is_a_central_issue_in_road_safety/speed_and_the_injury_risk_for_different_speed_levels_en)

## Appendixes:

1. Map Proposal for Dublin City Council Special Speed Limit Bye-Laws, March 2021
2. North West Area Map Proposal for Dublin City Council Special Speed Limit Bye-Laws, March 2021
3. Social media campaign February 2021 #Loving30



# PROPOSAL FOR DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS MARCH 2021 - CONCEPT DESIGN



- 1. Every road in the city of Dublin is a public road and is subject to the Road Traffic Act 1961 and the Road Traffic Regulations 1961.
- 2. The Dublin City Council has the authority to make bye-laws under the Road Traffic Act 1961 and the Road Traffic Regulations 1961.
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**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 mph ROUTING
- 50 mph ROUTING
- 60 mph ROUTING
- 30 mph ROUTING
- 50 mph ROUTING
- 60 mph ROUTING
- 30 mph ROUTING
- 50 mph ROUTING
- 60 mph ROUTING
- 30 mph ROUTING
- 50 mph ROUTING
- 60 mph ROUTING

THIS DRAWING IS AN INDICATIVE REPRESENTATION OF PROPOSED DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS, MARCH 2021.

PLEASE SEND ANY COMMENTS OR OBSERVATIONS TO: [www.dcc.ie](mailto:www.dcc.ie)

PROPOSED DUBLIN CITY COUNCIL SPECIAL SPEED LIMIT BYE-LAWS, MARCH 2021

CONCEPT DESIGN

DATE: 10/03/2021

SCALE: 1:5000

100m





**DRIVE** like your  
**KIDS** live here

30  
mi/h

- [illegible]

THIS DRAWING IS AN INDICATIVE REPRESENTATION  
OF PROPOSED DUBLIN CITY COUNCIL SPECIAL SPEED  
LIMIT BYE-LAWS, MARCH 2020

PLEASE SEND ANY COMMENTS OR OBSERVATIONS TO  
speedreview@dubia.city.ie

### Pedestrians hit by a car...

A diagram illustrating the concept of momentum. It shows a black car pushing a line of 10 red human figures. The car is on the right, and the figures are on the left, with the car's front end in contact with the first figure. The car has motion lines behind it, indicating it is moving to the right.

**30 km/h EXISTING**

**PHASE 5 - EXISTING ROUTES TO BE DEDESIGNATED 30 km/h**

**SPECIAL SPEED LIMIT 30 km/h IN CANTON**  
FIRST APPLICABLE IN 90 km/h OF 501 TOWN  
TIMES

**50 km/h**

**50 km/h**

**50 km/h**

**ROUTED SUGGESTED BY FULL COUNCIL**  
MEETING IN SEPTEMBER 2020  
TO BE DEDESIGNATED AGAIN

**SCHOOL LOCATIONS**

**LOCAL AREA DELINEARY**

**SPECIAL SPEED LIMIT REVIEW - ONLY APPLIES TO ROADS**  
IN THE CANTON OF AN ALPINE CITY COUNCIL



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NORTH WEST AREA  
MAP EXTRACT  
FROM DRAWING NO. 3369-021



## Social Media Campaign #Loving 30

- **Workshop Loving 30**
- The Road Safety Section organized a workshop on the Thursday 28<sup>th</sup> January 2021 on Microsoft Teams, in order to raise awareness and clarification on the importance of introducing 30 km/h as a safer measure. The link is available as follows:

Twitter/ Facebook Lord	Twitter/ Samuel Beckett	Instagram loving 30	GIF
 <p>Dublin City Council @DublinCityCouncil</p> <p>Spread the love this week observing 30km/h speed limit. They have been introduced across the city. Make the city safer &amp; pleasant experience for all. #30KPH #valentinesday2021 @conorsphotos</p> <p>Lord Mayor of Dublin and Hazel...</p> <p>10 36 126</p>	 <p>Dublin City Council @DublinCityCouncil</p> <p>The Beckett Bridge lit up last night with the 30km/h message. Spread the message this weekend by observing speed limits where they have been introduced across the city. #Loving30 #30KPH #valentinesday2021</p> <p>3,913 views</p> <p>5 38 144</p>		
Mayor post	Bridge		
<ul style="list-style-type: none"> <li>• <b>Twitter Impressions: 33,540</b></li> <li>• <b>Twitter Total engagement: 666</b></li> <li>• <b>Facebook people reached: 4832</b></li> <li>• <b>Facebook reactions: 121</b></li> </ul>	<ul style="list-style-type: none"> <li>• Impressions 17,674</li> <li>• Media views 3947 total engagement 689</li> <li>• Retweets 147</li> </ul>	<ul style="list-style-type: none"> <li>• Reached 2038</li> <li>• Impressions 2107</li> </ul>	

<https://www.youtube.com/watch?v=q2rYn412LsU>.

- **Social Media Campaign #Loving 30:**