

Minutes

30KPH Working Group/Sub-Committee –

(Sub-Committee of the Traffic & Transportation Strategic Policy Committee)

Friday 03rd June 2022 at 9.30 a.m - MS Teams Online Meeting

Attendees: Cllr. Janet Horner (JH), Cllr. Caroline Conroy (CC), Cllr. Carolyn Moore (CM) Cllr. Sophie Nicoullaud, Martin Hoey PPN, Colm Ryder Dublin Cycling Campaign (CR), Superintendent Gary McPolin, AGS Dublin Castle, Con O'Donohoe, Aidan Reid, Brendan O'Brien A/Executive Manager Traffic DCC, Bernard Rennick Senior Engineer Traffic DCC, Martina Halpin (MH) Admin.

Members: Cllr. Janet Horner (JH), Cllr. Caroline Conroy (CC), Cllr. Carolyn Moore (CM) Martin Hoey PPN (MH), Colm Ryder (CR) Dublin Cycling Campaign.

Colm Ryder Dublin Cycling Campaign (CR),

Apologies:

Minutes by: Martina Halpin.

Item No. Item	AGENDA ITEM	Action	Date
1.	<ul style="list-style-type: none">➤ Introductions –➤ Brendan O'Brien introduced the meeting and gave the background and overview of the purpose of the Working Group.<ul style="list-style-type: none">▪ Cllrs requested at SPC in 2020 to look at changing speed limit on arterial routes to 30KPH. Report went to City Council which was rejected by members in 2020. Process falls if rejected by City Council.▪ Issues raised by members - does guidance allow us to change speed limits on arterial road.▪ Commitment given to carry out a purely engineering report on the current guidance. Purpose to influence policy and to get guidance changed.		

	<ul style="list-style-type: none"> ▪ Working group set up to look at issues propose to hold a max of 4 meetings and go back to SPC with recommendations to go to the Department of Transport regarding setting 30KPH Speed limits in urban area. ▪ Currently most road in residential areas are 30KPH. ▪ Designation of roads currently, arterial road speed limit is 50 KPH partially residential and in areas near schools. ▪ Remit to look at guidance and what can be done to reduce speed limits on arterial roads. Hope to make a number of recommendations to help start to change policy to make it easier to change speed limits on some of these roads. ▪ Current Map of 30KPH Roads – included in BR Report. ▪ Previous issue re changing speed limit for some that it was unrealistic to expect people to drive at 30KPH must feel logical to drive at this speed. Dorset Street e.g. would require engineering interventions e.g. traffic calming for 30KPH to be realistic. ▪ BOB confirmed that all roads in residential areas are now 30KPH. The only roads being considered by this group are arterial roads. 		
2.	<p>Agree Chair – Cllr Carolyn Moore – Chair agreed by members. Cllr. Moore advised may not be able to attend all meetings.</p>		
3	<p>Engineering Report – BR.</p> <ul style="list-style-type: none"> ➤ Following concerns of Cllrs. on general suitability of introducing a 30K speed limit on arterial road Executive requested an Engineering report. ➤ BR carried out an engineering report, which gives an overview of legislation and guidance for managing and setting speed limits in Ireland. ➤ Report includes a high-level review of the roads under review for a speed limit reduction. ➤ Report set out a number of conclusions and recommendations. ➤ Comments raised by group:- ➤ Function of Road – how is function decided characteristics of the road, purpose of road network, what the function of the street should 		

	<p>be. If guidance is an obstacles need to go back to Department with recommendations.</p> <ul style="list-style-type: none"> ➤ Characteristics of roads - Use of cycle lanes , reduced carriage way width to help lower speeds. Speed ramps etc. more trees. These are types of initiatives that could be looked at. ➤ Engineering solutions required on some roads before reducing speed limits. Consider nature based solutions to traffic calming e.g. trees hedging etc. biodiverse climate, red noise, especially around schools for consideration to change driver behaviour. ➤ No guidance on what is a high concentration of vulnerable road users ➤ How to bring 30KPH into being some road natural some not. ➤ Enforcement - what can be done from Engineer perspective to affect driver behaviour? ➤ Enforcement of 30KPH should be self-enforcing through engineering solutions. ➤ Design out speeding to limit element of enforcement. Enforcement should be at the end of the process. Technology can assist in this, example Port Tunnel. ➤ DCC should be represented on the Department of Transport working Group. John McCarty is the co-ordinator of the group in the Department of Transport. ➤ Road Safety aspect very important. ➤ Look at other methods of using the 85% percentile, seems to be the wrong method for setting speed limits. ➤ Nature of road define how people use it. How to assess where 30KPH is appropriate - broadening out the assessment in the guidelines. If guidelines preclude us from doing anything what changes to the guidance are required? Difficult to do anything with these road currently within the Guidance. ➤ DCC to take one or two locations and come back with more detailed analysis of them. ➤ Members to examine the report before the next meeting. ➤ Members to email martina.halpin@dublincity.ie any queries or ideas or roads they consider should be 30KPH or any proposed changes to the current guidelines. 		
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4.	<p>Next Steps</p> <ul style="list-style-type: none"> ➤ Members to submit ideas or roads they consider should be 30KPH or any proposed changes to current guidelines. ➤ Analysis of a number of proposed location. ➤ Changes to guidelines – and examine what can be done within the limitations of the guidelines. ➤ Look at enforcement considerations. ➤ DCC – consider joining Department of Transport Working Group 	<p>All members</p> <p>DCC</p> <p>All Members</p> <p>DCC</p>	
5.	Proposed Date for next meeting – Thursday 28th July at 2.30 p.m.		