



Love

30

Irish campaign for
lower speed limits

Love 30



There is overwhelming evidence that lower speed limits make streets safer and more pleasant places for children and adults to live, socialise, work and play.

When parents and children can walk and cycle in their neighbourhood, families benefit from healthier children, less stress and more money in their pockets.

The chart below, based on Road Safety Authority statistics, shows how lower speeds dramatically reduce the number of people killed in collisions. They also reduce the severity of injury in any collisions that occur. But it's not only a road safety issue; lower speed limits:

- 30 Ensure that traffic moves more smoothly with *minimal* effects on journey times
- 30 Reduce air and noise pollution
- 30 Reduce carbon emissions by increasing the number of people walking and cycling
- 30 Encourage young people to move about independently and encourage parents to permit their children to do so
- 30 Help combat rising levels of obesity by encouraging people of all ages to walk and cycle and by encouraging children to play outdoors
- 30 Transform our urban and village streets and residential estates from car dominated through-roads to vibrant living 'people-friendly' spaces
- 30 Bring us into line with the rest of Europe where 30km/h, (20 mph in the UK) is fast becoming the default urban speed limit.

HARD AND FAST FACTS

Pedestrians hit by a car...

at 30 km/h - 1 in 10 will die



at 50 km/h - 5 in 10 will die



at 60 km/h - 9 in 10 will die



The Love 30 Campaign calls on all Local Authorities to introduce more 30kph zones in urban areas, but particularly in town centres, residential estates, and in the vicinity of schools and places of public assembly. And we call on Dublin City Council to introduce a default 30kph limit within the Canals.

If you would like to be part of the Love 30 campaign or you would like more information about it

 www.love30.ie

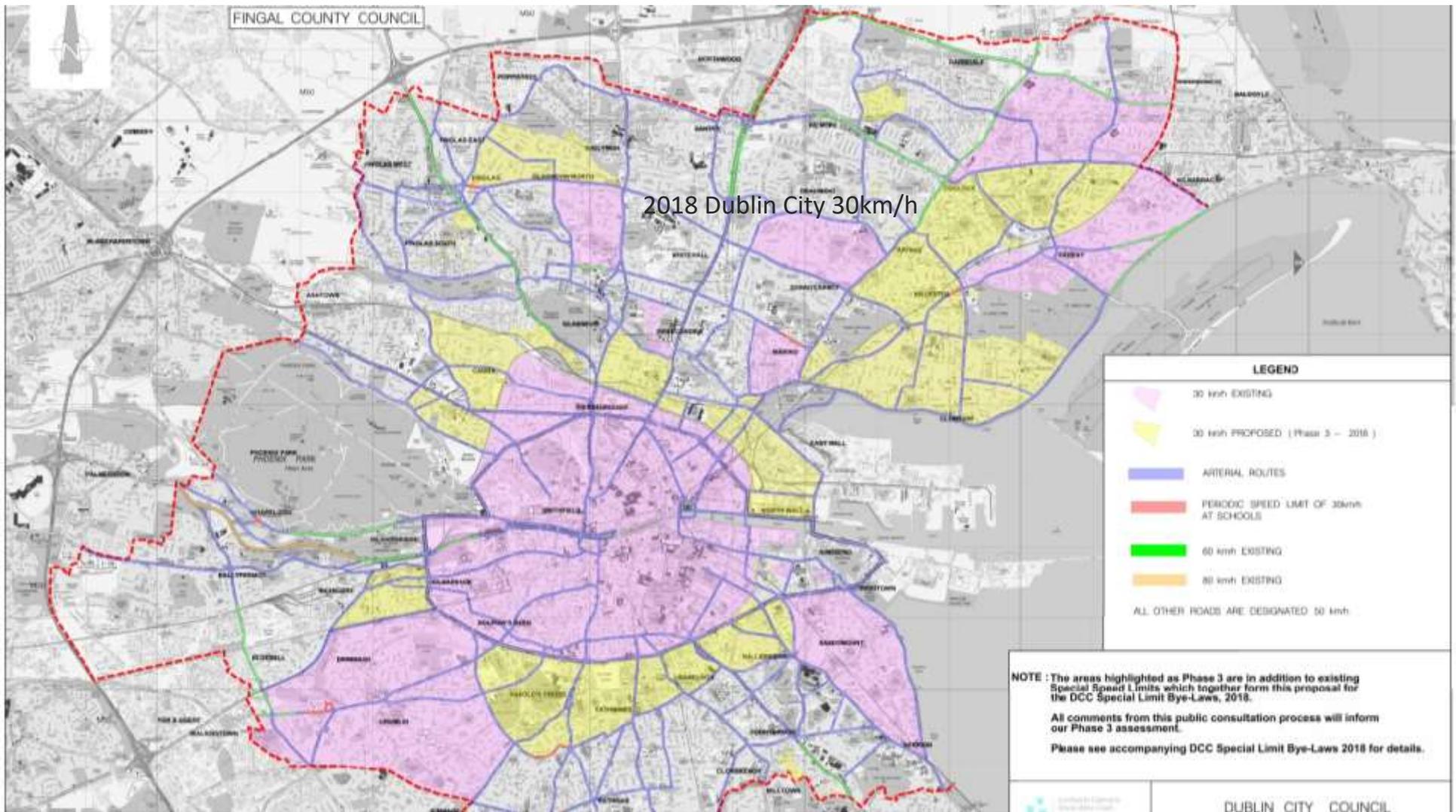
 info@love30.ie

 Love 30 Campaign

The Love 30 Campaign calls on all local authorities to introduce more 30 km/h zones in urban areas but particularly in town centres, residential estates and in the vicinity of schools and places of public assembly; and we call on Dublin City Council to introduce a default 30 km/h within the Canals



2018 Dublin City 30km/h



LEGEND

- 30 km/h EXISTING
- 30 km/h PROPOSED (Phase 3 - 2018)
- ARTERIAL ROUTES
- PERIODIC SPEED LIMIT OF 30km/h AT SCHOOLS
- 60 km/h EXISTING
- 80 km/h EXISTING

ALL OTHER ROADS ARE DESIGNATED 50 km/h

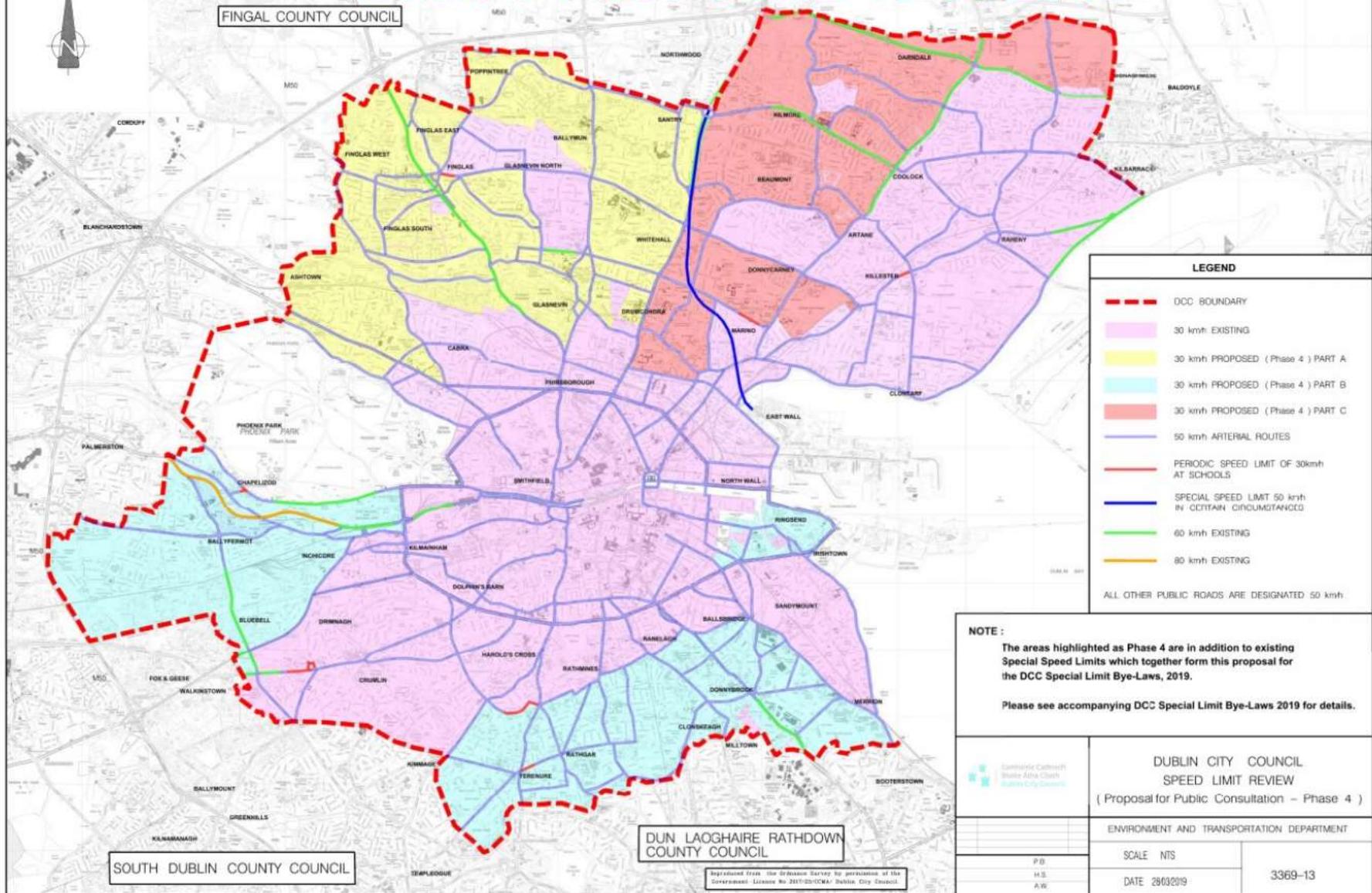
NOTE : The areas highlighted as Phase 3 are in addition to existing Special Speed Limits which together form this proposal for the DCC Special Limit Bye-Laws, 2018.

All comments from this public consultation process will inform our Phase 3 assessment.

Phase see accompanying DCC Special Limit Bye-Laws 2018 for details.

DRAFT PROPOSAL 10-04-2019

FINGAL COUNTY COUNCIL



SOUTH DUBLIN COUNTY COUNCIL

DUN LAOGHAIRE RATHDOWN COUNTY COUNCIL

Registered from the Ordnance Survey for purposes of the Copyright License No 2011-25/10/14 Dublin City Council

LEGEND

- - - DCC BOUNDARY
 - 30 km/h EXISTING
 - 30 km/h PROPOSED (Phase 4) PART A
 - 30 km/h PROPOSED (Phase 4) PART B
 - 30 km/h PROPOSED (Phase 4) PART C
 - 50 km/h ARTERIAL ROUTES
 - PERIODIC SPEED LIMIT OF 30km/h AT SCHOOLS
 - SPECIAL SPEED LIMIT 50 km/h IN CERTAIN CIRCUMSTANCES
 - 60 km/h EXISTING
 - 80 km/h EXISTING
- ALL OTHER PUBLIC ROADS ARE DESIGNATED 50 km/h

NOTE :

The areas highlighted as Phase 4 are in addition to existing Special Speed Limits which together form this proposal for the DCC Special Limit Bye-Laws, 2019.

Please see accompanying DCC Special Limit Bye-Laws 2019 for details.



DUBLIN CITY COUNCIL
SPEED LIMIT REVIEW
(Proposal for Public Consultation - Phase 4)

ENVIRONMENT AND TRANSPORTATION DEPARTMENT

SCALE NTS

DATE 28/03/2019

3369-13

P.B.
H.S.
A.W.



McKee Barracks

REPPES GARDEN

ISLANDBRIDGE

MAINHAM

DOLPHIN BARN

HIBSBOROUGH

RANELAGH

NORTH W

BALL

B

C

D

E

F

24

25



STOP

THE OLD PRESS

STOP

Survey

- Do 30 km/h speed limits encourage people to cycle



Survey

- Do 30 km/h speed limits encourage people to cycle
- Do 30 km/h limits encourage more women to cycle



Survey

- No difference in declared cycling levels



Survey

- No difference in declared cycling levels
- No change in traffic speeds



Survey

- 44% of respondents commute by bicycle



Survey

- 44% of respondents commute by bicycle
- Compared to a census figure of 18% in 2016



Survey

- 50% of the surveyed cyclists are women



Survey

- 50% of the cyclists in 30 km/h area are women
- 30% of Dublin Cyclists are women



Survey

- More people are now cycling in the 30 km/h area



Survey

- More people are now cycling in the 30 km/h area
- More women are cycling in the 30 km/h area



Survey

- 70% would cycle more with segregated cycle infrastructure



Survey

- 70% would cycle more with segregated cycle infrastructure
- 15% want better observance and enforcement of 30 km/h limits



