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:

- Ensure that traffic moves more smoothly with minimal effects on journey times
- Reduce air and noise pollution
- Reduce carbon emissions by increasing the number of people walking and cycling
- Encourage young people to move about independently and encourage parents to permit their children to do so
- Help combat rising levels of obesity by encouraging people of all ages to walk and cycle and by encouraging children to play outdoors
- Transform our urban and village streets and residential estates from car dominated through-roads to vibrant living ‘people-friendly’ spaces
- 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.

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
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2018 Dublin City 30km/h
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.
People - friendly 30 km/h streets
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

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• 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