



Love 30, the Campaign for 30 km/h Speed Limits

Donegal County Council

Urban Speed Limit Review 2025 - Non-Statutory Consultation

Submission by:

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Love 30, the Campaign for 30 km/h Speed Limits welcomes the general proposed reduction in speed limits brought about by the Road Traffic Act 2024. We thank Donegal County Council for the review of urban speed limits and the non-statutory public consultation.

We welcome the proposed reductions in urban speed limits and especially the introduction of Urban Speed Limit Zones (USLZs). Wide-area 30 km/h speed limits provide many benefits:

- **Bringing door-to-door improvements**, enabling people of all ages to choose active travel modes for daily journeys to work, school, or for leisure. In many cases children will be able to travel independently to school, thus reducing the school time traffic jams. This provides healthy travel options for the whole community and supports climate action goals by reducing traffic volumes and associated pollution.
- **Are one of the cost effective safety measures**. Studies in the UK have found them to

be five times more effective at reducing fatal and serious injuries than targeted interventions on A roads.

- **Are simpler for all road users.** The reduced number of traffic speed signs mean road users don't have to deal with frequent and confusing changes of speed limits.

However, we note that there are many housing clusters outside the proposed USLZs. The boundaries of the proposed zones may need to be reconsidered. We also note that there are sections of roads with 60 km/h speed limits within the USLZ which we would not expect to see. The USLZs also have frequent changes between 50 km/h and 60 km/h which may cause confusion and reduce compliance with the speed limits.

When applying the USLZ (red line on maps), we suggest that you 'bubble wrap' the locations, to help deal with new roads or housing not yet built, so that the bye-laws will need to be amended much less frequently. Please also clarify whether all roads within a USLZ have a 30 km/h speed limit, unless otherwise marked.

The previous bye-laws and any amendments should be consolidated into a single document for clarity and to avoid ambiguity.

The public notice states "Donegal County Council has undertaken a speed limit review of all public roads in towns, villages and settlements with an existing speed limit of 60km/h or lower." There may be settlements, or parts of settlements, where the current speed limit is higher than 60 km/h. We ask that all locations, determined from all sources, are considered as to whether they should have a lower speed limit. And care should be taken to include locations that wouldn't normally be considered urban, but may have large numbers of people present from time to time, e.g. holiday locations, rural schools, sports grounds, churches and graveyards, etc.

We ask that the Guidelines are applied appropriately:

1. Speed limits should not be increased immediately before junctions or close to housing clusters. There should be suitable transition zones between speed limits, especially between 30 km/h and 60/80/100 km/h roads.
2. Junctions should have the speed limit of the road with the lowest speed limit.
3. The maps should ideally show all speed limits.
4. At relevant locations, it would be useful to show the county boundary, so as not to not imply encroachment of other counties.
5. Colours should be chosen carefully – the yellow dots can be confused with orange, and the purple line can be confused with the red line where a blue line runs along the red line.

In conclusion, we thank Donegal County Council for this early non-statutory consultation and we welcome the proposed speed limit reductions which will lead to safer, quieter and more liveable towns and villages. We look forward to the formal consultation later this year.

Yours sincerely

Muireann O'Dea

Love 30 Campaign

Who We Are

Love 30, the Campaign for 30 km/h Speed Limits, is a national alliance of individuals and organisations who support lower speed limits in urban areas. We are campaigning for the introduction of lower speed limits and more 30 km/h zones in urban areas, but particularly in town centres, residential areas, and near schools and other places of public assembly. The Campaign consists of walking groups, cycling campaigners, health groups, supporters of children's right to walk & play, and others who recognise the benefits of lower speed limits. We are a member group of the Irish Cycling Campaign (formerly Cyclist.ie), the Irish Cycling Advocacy Network.