



# Love 30 Campaign

c/o Tailor's Hall  
Back Lane  
Dublin 8  
D08 X2A3

Email: [info@love30.ie](mailto:info@love30.ie)  
Web: [www.love30.ie](http://www.love30.ie)

## **Road Traffic (Special Speed Limits) County Galway Bye-Laws No.1 - 2019 (Housing Estates Slow Zones)**

**Submission by  
Love 30 Campaign for Lower Speed Limits  
February 2020**



## 1 Summary

The Love 30 Campaign strongly welcomes the proposals by Galway County Council to reduce speed limits in several residential estates.

However, we are disappointed at the limited number of residential estates in which 30 km/h speed limits will apply and that there are no proposals to introduce 30 km/h speed limits in the town and village centres, other residential roads, or outside schools. Further, we are disappointed that there have been no proposals to reduce speed limits or introduce traffic calming in bypassed towns and villages.

Love 30 recommends that the combined bye-laws be amended as follows:

1. 30 km/h should be the default urban speed limit in all urban areas throughout Galway County, with exceptions for specific roads.
2. 30 km/h should be introduced in all residential estates, other residential roads and the centres of towns and villages.
3. Periodic 30 km/h zones should be implemented around all schools and other places of assembly (cinemas, theatres, community centres, religious buildings, etc.), that have large numbers of people arriving and / or departing at the same time.
4. These speed limit changes should also apply to roads in new housing estates that have not yet been taken in charge.

Section 2 below gives more details of our review of the proposed bye-laws. Section 3 gives background on the benefits of lower speed limits.



**Image 1:** All ages should be able to safely cycle in company and the 8-80 age cohort should be able to safely cycle independently.

## Who We Are

The Love 30 Campaign is a national alliance of individuals and organisations who support lower speed limits in urban areas. We are campaigning for the introduction of 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, supporters of children's right to walk & play, and others who recognise the benefits of lower speed limits.

Our supporters include:

- 20's Plenty for Us
- Dublin Cycling Campaign
- Cork Cycling Campaign
- Sligo Cycling Campaign
- European Network for 30 km/h
- Jake's Legacy
- JustWalkNow
- Phizzfest
- Playtime
- An Taisce
- An Taisce Green Schools
- Councillors from across the political spectrum support the campaign



**Image 2:** Children should be able to walk to and from school, play in their neighbourhood, visit grandparents, and go to the local shop.

## **2 Detailed Review of Proposed Bye-laws 30 km/h Speed Limits in Residential Estates**

The Love 30 Campaign supports the proposals by Galway County Council to introduce 30 km/h speed limits in residential estates but is disappointed that many more residential roads in the County will remain at higher speed limits. A residential road should not and does not have to be in an estate to have a 30 km/h speed limit.

We urge Galway County Council to follow the current phase of speed limit changes with further phases which will introduce 30 km/h limits in all residential areas as early as possible.

### **Potential for 30 km/h Speed Limits**

We recommend the introduction of 30 km/h as the default urban speed limit throughout Galway County. Exceptions can be made for specific roads.

We recommend that 30 km/h be introduced in all residential estates, other residential roads and urban centres and that periodic 30 km/h zones be implemented around all schools and other places of assembly (cinemas, theatres, community centres, religious buildings, etc.), that have large numbers of people arriving and / or departing at the same time.

Quite a few housing estates and other residential roads are indicated as keeping the default 50 km/h speed limit for an urban area. Even if this is because the roads haven't yet been taken in charge, it is inappropriate, as many of those roads are likely to be taken in charge at some point in time. The taking in charge process should not depend on a future revision of the speed limit bye-laws.

We note that Dublin City will shortly have 30 km/h on all residential roads and that South Dublin County has 30 km/h on approximately 95% of its residential roads. We urge Galway County Council to follow this lead and to extend the 30 km/h speed limits to all residential roads.

## Bye-law Text

Original Text	Comments
	1. Multiple different font sizes, underline, bold, italic, etc.
DRAFT	
COMHAIRLE CHONTAE NA GAILLIMHE	2. The name of the council in Irish is spelled "Comhairle Contae na Gaillimhe", See section 12(2) of the Local Government Reform Act 2014 <a href="http://www.irishstatutebook.ie/eli/2014/act/1/enacted/en/print.html">http://www.irishstatutebook.ie/eli/2014/act/1/enacted/en/print.html</a>
GALWAY COUNTY COUNCIL	
ROAD TRAFFIC (SPECIAL SPEED LIMITS) COUNTY GALWAY BYE-LAWS NO.1 – 2019 (HOUSING ESTATES SLOW ZONES)	
	3. What does this mean? 30 km/h speed limits are normal speed limits - reference to housing estates is irrelevant. This point also applies to Bye-law 1.
Galway County Council in exercise of the powers conferred on it by Section 9 of the Road Traffic Act, 2004 (No. 44 of 2004) and having given notice to the Commissioner of the Garda Síochána hereby make the following Bye-Laws in respect of the administrative area of County Galway.	4. Lower case "bye-laws".
1. These bye-laws may be cited as the Road Traffic (Special Speed Limits) County Galway Bye-Laws No.1 - 2019 (Housing Estates Slow Zones).	5. Name is unnecessarily long - shorten it, but make sure it matches the front cover. 6. Insert space between "No." and "1" or omit altogether. 7. Revise date to 2020. 8. Mixed case "Bye-laws".
2. These Bye-Laws are supplementary to and should be construed in conjunction	9. First instance - lower case "bye-laws". 10. Second instance - mixed case "Bye-laws". 11. There are no brackets in the original name.

with the Road Traffic (Special Speed Limits) County Galway Bye-Laws 2018.	
3. These bye-laws shall come into operation on the ___ day of _____ 2020.	12. Insert date.
4. In these bye-laws:	
“the Act of 1993” means the Roads Act, 1993 (No. 14 of 1993);	
“the Act of 2004” means the Road Traffic Act, 2004 (No. 44 of 2004);	
“Administrative area of County Galway” means the County of Galway, but excluding the administrative area of Galway City Council;	
“built up area speed limit” and “special speed limit” have the meanings respectively assigned to them in part 2 of the Act of 2004;	13. Note hyphenation “built-up area speed limit”. <a href="http://www.irishstatutebook.ie/eli/2004/act/44/enacted/en/print#sec5">http://www.irishstatutebook.ie/eli/2004/act/44/enacted/en/print#sec5</a> 14. “built up area speed limit” not used - consider deleting.
“distance” means distance measured along the centre line of the road;	15. Not used - consider deleting.
“local road”, “regional road”, “national road”, and “motorway” have the meaning assigned to them, respectively, by the Act of 1993;	16. Not used - consider deleting.
“perimeter road” means a road on and along the roadway of which there runs the boundary of a city council or a town and shall be considered as being within such boundary for the purposes of these bye-laws;	17. Not used and potentially confusing - consider deleting.
“road” means a public road and includes a motorway;	
“the Minister” means the Minister for Transport;	18. Title has been revised to “Minister for Transport, Tourism and Sport”
5. First Schedule – 30 km/h – Thirty kilometres per hour shall be the special speed limit for mechanically propelled vehicles on each of the roads specified in the First Schedule to these bye-laws. In this document, this speed limit is also cited as HOUSING ESTATE SLOW ZONES;	19. What does “In this document, this speed limit is also cited as HOUSING ESTATE SLOW ZONES” mean? 30 km/h speed limits are normal speed limits - reference to housing estates is irrelevant. 20. Change to mixed case “Housing Estate Slow Zones”.
6. Exceptions: There shall be excepted from the special speed	21. Check for stray line break. See separate section below entitled "Exceptions".
limits prescribed in these Bye-Laws, the following while being used in the course of duty: -	22. Lower case "bye-laws".
(a) Ambulances;	
(b) Fire brigade vehicles, and	
(c) An Garda Síochána vehicles and	
(d) Any vehicle subject to a speed limit as prescribed by The Minister pursuant to Section 4 of the Road Traffic Act 2004.	

7. As provided for in Section 10 of the Road Traffic act of 2004, where a Road Works Speed Limit Order is in place, this takes precedence over any default or special speed limit on that section of road.	23. Unnecessary - consider deleting. Capitalisation "Act". Delete "of".
8. General: Any words or terms used herein which are not specifically defined above shall have the meaning (if any) attributed to them in the Road Traffic Acts 1961 to 2016	24. The most recent act appears to be the Road Traffic (Amendment) Act 2018 - see <a href="http://www.irishstatutebook.ie/eli/2018/act/18/section/6/enacted/en/html#sec6">http://www.irishstatutebook.ie/eli/2018/act/18/section/6/enacted/en/html#sec6</a> 25. Add full stop.
FIRST SCHEDULE	
Roads in respect of which a special speed limit of thirty kilometres per hour (30km/h) is prescribed;	
1. The following estate in Baile Chláir:	
• An Mhainistir	
2. The following estates in Ballinasloe Town:	26. Town status has been abolished.
• Dún Esker /	27. Give each road a separate bullet point. 28. Check fada. <a href="https://www.google.com/maps/@53.3206615,-8.2199662,3a,15y,41.74h,75.46t/data=!3m6!1e1!3m4!1s-i4YjzAlmAHdm23cvn4_Gg!2e0!7i13312!8i6656">https://www.google.com/maps/@53.3206615,-8.2199662,3a,15y,41.74h,75.46t/data=!3m6!1e1!3m4!1s-i4YjzAlmAHdm23cvn4_Gg!2e0!7i13312!8i6656</a>
• Slí Esker	29. Give each road a separate bullet point. 30. Check fada. 31. Is this a public road? 32. Note two separate parts of Slí Esker. <a href="https://www.google.com/maps/@53.3202241,-8.2199523,3a,15y,310.45h,80.79t/data=!3m7!1e1!3m5!1sjPqcKS-7dwzFJOBfCGZTQ!2e0!6s%2F%2Fgeo1.ggpht.com%2Fcbk%3Fpanoid%3DjPqcKS-7dwzFJOBfCGZTQ%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D90.753746%26pitch%3D0%26thumbfov%3D100!7i13312!8i6656">https://www.google.com/maps/@53.3202241,-8.2199523,3a,15y,310.45h,80.79t/data=!3m7!1e1!3m5!1sjPqcKS-7dwzFJOBfCGZTQ!2e0!6s%2F%2Fgeo1.ggpht.com%2Fcbk%3Fpanoid%3DjPqcKS-7dwzFJOBfCGZTQ%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D90.753746%26pitch%3D0%26thumbfov%3D100!7i13312!8i6656</a>
• Oak Glen	
3. The following estates in Glennamaddy:	
• Dudley Heights	
• Lakeview	33. Check spacing in name. <a href="https://www.google.com/maps/@53.6053702,-8.5560568,3a,15y,337.21h,84.02t/data=!3m7!1e1!3m5!1ssiLDGaMKBY6A2cP3AM2P2Q!2e0!6s%2F%2Fgeo1.ggpht.com%2Fcbk%3Fpanoid%3DsiLDGaMKBY6A2cP3AM2P2Q%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D314.30734%26pitch%3D0%26thumbfov%3D100!7i13312!8i6656">https://www.google.com/maps/@53.6053702,-8.5560568,3a,15y,337.21h,84.02t/data=!3m7!1e1!3m5!1ssiLDGaMKBY6A2cP3AM2P2Q!2e0!6s%2F%2Fgeo1.ggpht.com%2Fcbk%3Fpanoid%3DsiLDGaMKBY6A2cP3AM2P2Q%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D314.30734%26pitch%3D0%26thumbfov%3D100!7i13312!8i6656</a>
4. The following estate in Gort:	34. Plural "estates".
• Cobble Drive	
• Coole Haven	
5. The following estate in Killimor:	
• The Paddocks	

6. The following estates in Kinvarra:	
• Cuan an Óir	35. Check fada. <a href="https://www.google.com/maps/@53.1402763,-8.9301146,3a,15y,180.46h,78.27t/data=!3m7!1e1!3m5!1sacz1aaiNbHC0HMhx_1-v5Q!2e0!6s%2F%2Fgeo2.ggpht.com%2Fcbk%3Fpanoid%3Dacz1aaiNbHC0HMhx_1-v5Q%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D114.70742%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192">https://www.google.com/maps/@53.1402763,-8.9301146,3a,15y,180.46h,78.27t/data=!3m7!1e1!3m5!1sacz1aaiNbHC0HMhx_1-v5Q!2e0!6s%2F%2Fgeo2.ggpht.com%2Fcbk%3Fpanoid%3Dacz1aaiNbHC0HMhx_1-v5Q%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D114.70742%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192</a>
• Nuns Orchard	
7. The following estate in Loughrea):	36. Delete bracket.
• Árd Breeda	37. Check fada. <a href="https://www.google.com/maps/@53.2024684,-8.5608871,3a,15y,350.97h,78.53t/data=!3m6!1e1!3m4!1sfUQkrUS2-u715GNWfmcWFQ!2e0!7i13312!8i6656">https://www.google.com/maps/@53.2024684,-8.5608871,3a,15y,350.97h,78.53t/data=!3m6!1e1!3m4!1sfUQkrUS2-u715GNWfmcWFQ!2e0!7i13312!8i6656</a>
8. The following estate in Milltown:	
• Millbrook	
9. The following estate in Monivea:	
• Árd Aoibhinn	38. Check fada. <a href="https://www.google.com/maps/@53.3781718,-8.7055815,3a,15y,338.38h,83.62t/data=!3m6!1e1!3m4!1seC7KilluQAVMvwpBQFybcA!2e0!7i13312!8i6656">https://www.google.com/maps/@53.3781718,-8.7055815,3a,15y,338.38h,83.62t/data=!3m6!1e1!3m4!1seC7KilluQAVMvwpBQFybcA!2e0!7i13312!8i6656</a>
10. The following estate in Oughterard:	
• Owenriff Park	
11. The following estates in Portumna:	
• Cedar Avenue	39. Check spelling, some sources give it as "Cedar Avenue".
• Forest Glade	
12. The following estates in Tuam:	
• Carrigweir	
• Cois na hAbhainn	40. Check hyphenation. <a href="https://www.google.com/maps/@53.5195645,-8.858176,3a,15y,184.56h,75.15t/data=!3m7!1e1!3m5!1sRiQjJdOpc6Gl20jYCOPfpw!2e0!6s%2F%2Fgeo0.ggpht.com%2Fcbk%3Fpanoid%3DRiQjJdOpc6Gl20jYCOPfpw%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D47.76142%26pitch%3D0%26thumbfov%3D100!7i13312!8i6656">https://www.google.com/maps/@53.5195645,-8.858176,3a,15y,184.56h,75.15t/data=!3m7!1e1!3m5!1sRiQjJdOpc6Gl20jYCOPfpw!2e0!6s%2F%2Fgeo0.ggpht.com%2Fcbk%3Fpanoid%3DRiQjJdOpc6Gl20jYCOPfpw%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D47.76142%26pitch%3D0%26thumbfov%3D100!7i13312!8i6656</a>
• Cricket Court / Fields	41. Give each road a separate bullet point. 42. Check names.
• Elm Court	
• Hilltop Close	
• Lissadyra	
• Rivercrest	43. Check spacing in name. <a href="https://www.google.com/maps/@53.5104068,-8.8437497,3a,15y,336.7h,86.9t/data=!3m6!1e1!3m4!1s4K1NvAfdNg7pwU6JHo_5g!2e0!7i16384!8i8192">https://www.google.com/maps/@53.5104068,-8.8437497,3a,15y,336.7h,86.9t/data=!3m6!1e1!3m4!1s4K1NvAfdNg7pwU6JHo_5g!2e0!7i16384!8i8192</a>
13. The following estate in Williamstown:	
• Cedar Court	44. Is this a public road? <a href="https://www.google.com/maps/place/Cedar+Court,+O">https://www.google.com/maps/place/Cedar+Court,+O</a>

	<a href="https://www.google.com/maps/@53.6776956,-8.5784936,3a,75y,81.05h,71.31t/data=!3m6!1e1!3m4!1sY3FHL4izPUL6JiBzETW3hw!2e0!7i13312!8i6656!4m5!3m4!1s0x485c04bd728b17b7:0x140e7602f6a697b9!8m2!3d53.6776127!4d-8.5778144">ld+Church+Rd,+Ballyroe,+Williamstown,+Co.+Galway/@53.6776956,-8.5784936,3a,75y,81.05h,71.31t/data=!3m6!1e1!3m4!1sY3FHL4izPUL6JiBzETW3hw!2e0!7i13312!8i6656!4m5!3m4!1s0x485c04bd728b17b7:0x140e7602f6a697b9!8m2!3d53.6776127!4d-8.5778144</a>
***** ***** *****	
Made and adopted under the Common Seal of	
GALWAY COUNTY COUNCIL.	
This ___ day of _____ 2020.	45. Insert date.
Present when the Common Seal of Galway County Council was affixed hereto: -	
_____	
Cllr. Jimmy McClearn	46. Use full word "Councillor". 47. Revise name if necessary.
CATHAOIRLEACH OF THE COUNTY OF GALWAY	

## Exceptions

Love 30 believes that the draft Bye-law 6, which provides for exceptions for emergency vehicles, is unnecessary as the matter is dealt with by Section 87 of the Road Traffic Act 2010 (as amended by section 23 of the Road Traffic Act 2014\*). Moreover, Bye-law 6 as drafted could be open to abuse and we recommend that it should be omitted, so that loopholes can be prevented.

\* <http://www.irishstatutebook.ie/eli/2014/act/3/section/23/enacted/en/html> "(1) Requirements under the Road Traffic Acts 1961 to 2010 relating to vehicles and requirements, restrictions and prohibitions relating to the driving and use of vehicles, other than those provided under sections 49, 50, 51A, 52 and 53 of the Principal Act, sections 12, 13 and 15 of the Act of 1994 and sections 4, 5, 11, 12 and 14 of this Act, do not apply to—

(a) the driving or use by a member of the Garda Síochána, an ambulance service (provided by a pre-hospital emergency care service provider recognised by the Pre-Hospital Emergency Care Council established by the Pre-Hospital Emergency Care Council (Establishment) Order 2000 (S.I. No. 109 of 2000)) or a fire brigade of a fire authority (within the meaning of the Fire Services Act 1981) of a vehicle in the performance of the duties of that member, or

(b) a person driving or using a vehicle under the direction of a member of the Garda Síochána,

where such use does not endanger the safety of road users."

## Public Consultation

It is disappointing that the bye-law public consultation wasn't included on [www.speedlimits.ie](http://www.speedlimits.ie) where there is a dedicated section for proposed bye-laws.

This creates confusion among the public as to the current state of the law and places an unnecessary burden on those responding to the public consultation.

## **Other Issues**

We recognise that a speed limit reduction will not be successful in reducing speed and improving safety unless improved enforcement and appropriate road design accompany it. We support the recommendation in the Design Manual for Urban Streets (Department of Transport, Tourism and Sport, together with the Department of the Environment, Community and Local Government, 2013), the official guidance policy for local authorities in relation to street design, that as far as possible lower speed limits should be accompanied by psychological and physical measures to encourage observance. We are conscious that such measures will frequently be necessary to secure compliance with the provisions in the Guidelines for Setting and Managing Speed Limits in Ireland (Department of Transport, Tourism and Sport, 2015).

## **3 Background**

### **The Case for 30 km/h Speed Limits**

The Love 30 Campaign favours a default speed limit of 30 km/h in urban areas, residential estates, and all areas of high pedestrian and cycle use. Lower speeds reduce the potential for collisions and, importantly, reduce the severity of injury when collisions occur. Reducing vehicle speeds to 30 km/h makes roads safer for everyone - children and adults (including older people and those with frailties or disabilities), pedestrians, cyclists, and motorists. The disadvantages of lower speeds are modest and are greatly surpassed by the benefits.

There is a need for a fundamental shift in how we manage traffic to:

- Enable pedestrians to use our roads and streets safely;
- Allow children to play outdoors;
- To cater for the safety of all ages while cycling in company and the 8-80 age cohort while cycling independently;
- Allow people of all ages to walk to study or work, shops, and other amenities, and to visit friends and family.

The threat of traffic particularly affects children. It inhibits their access to the outdoors and their independent mobility. Understandably anxious, parents prefer to drive their children places in areas where speed limits are higher. There is solid evidence of a loss of independence and freedom to play outdoors for primary school children. Fewer children in this age group are walking to and from school, playing out in their local neighbourhoods, roaming and exploring, meeting up with friends, visiting grandparents or simply going to the local shop.

Research shows that lower speed limits could reverse this and the attendant problems such as a rise in obesity, limited outdoor play opportunities and learning navigation skills.

In addition to improving safety, lower speed limits would help parents feel more confident about allowing their children the freedom to walk and cycle. This would have consequential benefits for their fitness and general health, would contribute to combating the rising levels of obesity in our society, and encourage greater social interaction.

Older people and those with disabilities can be intimidated by fast-moving traffic and are more comfortable moving about in areas with lower speeds. The improved safety, and perception of safety, provided by lower speed limits can transform urban streets and residential estates into more vibrant living spaces, providing a better living environment.

It is well recognised that community health and the well-being of individuals is promoted by the local environment being 'liveable' in nature. Motor traffic dominance of our villages, towns and cities is not conducive to the 'liveability' concept. Lower speed limits help greatly to make a community more liveable again. Children have a human right not to grow up in an obesogenic environment brought about by the failure a road authority to set lower speed limits to encourage walking and cycling to schools in the locality.

In Ireland, we have a high prevalence of childhood overweight and obesity with approximately 26% of nine-year-old children already overweight / obese [ESRI 'Growing Up in Ireland', 2011: <http://www.esri.ie/pubs/BKMNEXT211.pdf>] The latent morbidity-costs for the health service are enormous if we do not take steps to address this serious health issue as it brings cardiovascular, diabetes, premature joint wear-and-tear diseases in its train.

The key issue for a road authority is parental reluctance to permit their children to walk or cycle to a local school due to fears about the safety of their child in traffic. Census 2016 data shows that at primary school level the total walking or cycling to school was a mere 135,544. The car continues to be the dominant means of transport for this group with 327,039 children (60%) being driven to school in 2016. This is one of the reasons why we have obese and overweight children.

Marino in Dublin is a neighbourhood that has had 30 km/h speed limits since 2005. Since implementation, serious and fatal collisions in the neighbourhood dropped from 17 (1997-2004) to 4 (2006-2013) - a drop of 76%. Dublin City Council commissioned a professional c of residents. In response to an interview about their attitudes toward the existing 30 km/h speed limit in their residential area:

- 87% of Marino respondents satisfied with 30 km/h speed limit;
- 91% report being fully in favour of the 30 km/h speed limit from the start;
- 96% would oppose reverting to a higher speed limit;
- 58% feel that it's safer for children to play outside because of the lower limit;
- 55% feel that people are more likely to walk or cycle in the area because of the lower limit;
- 41% feel that Dublin City Council is doing enough to control traffic speeds;
- 82% would support the introduction of a 30 km/h speed limit in other residential areas.

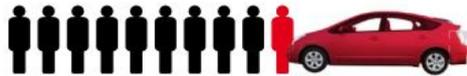
## Benefits of Lower Speed Limits

Regarding personal safety, 30 km/h is fundamentally safer than 50 km/h for pedestrians, cyclists, and other vulnerable road users. It is well established that lower impact speeds result in fewer and less severe injuries. The images below demonstrate this.

### ***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**

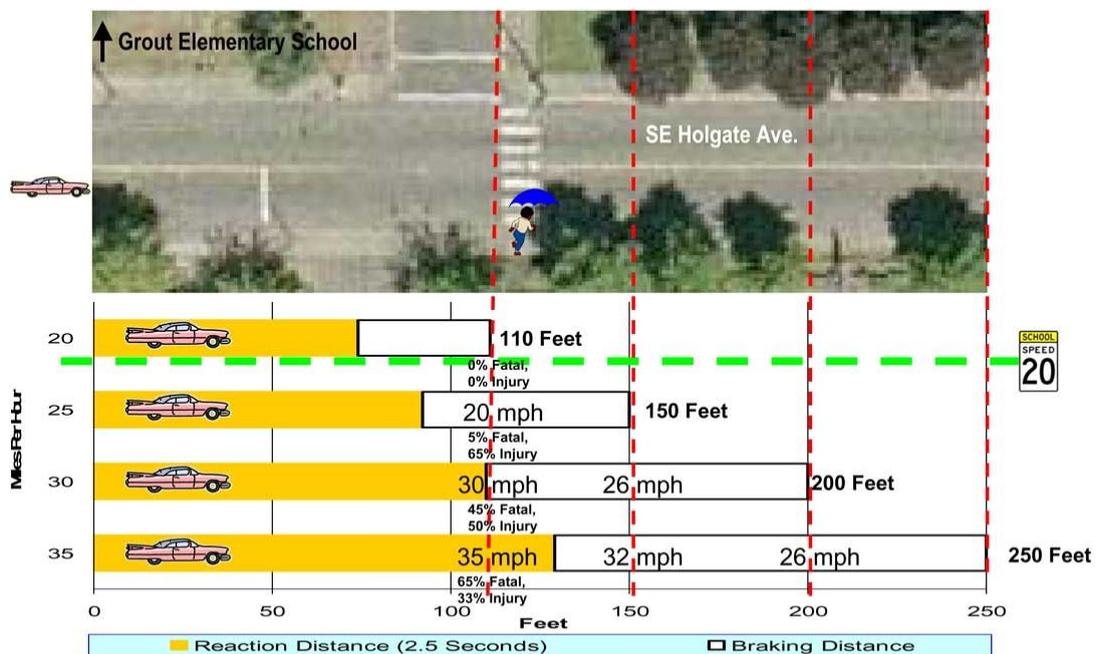


**at 60 km/h – 9 in 10 will die**



**Image 5:** Illustration from the Road Safety Authority showing the impact of vehicle speeds on pedestrian fatalities.

# EFFECTS OF SPEED ON STOPPING DISTANCE



District Coalition - Southeast Uplift Neighborhood Association



**Image 6:** Image demonstrates how lower speeds can minimise stopping distances for cars, thereby preventing collisions.

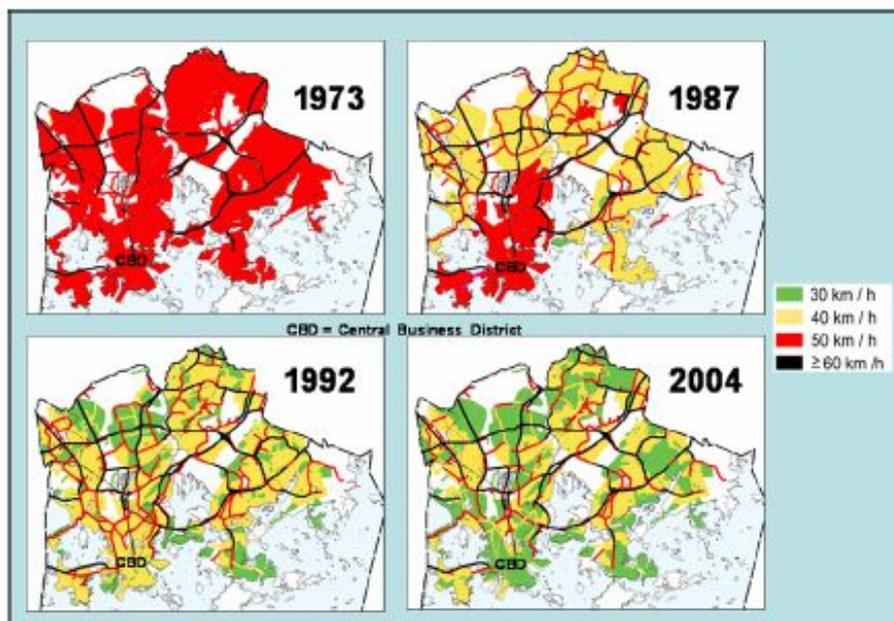


Figure 2: Speed limits in Helsinki 1973-2004.  
Source: Speed management in Helsinki Aalborg University, Eero Pasanen, 2004

**Image 7:** Evolution of 30 km/h speed limits in Helsinki, Finland.

Wherever 30 km/h has been introduced as the default speed limit, safety has improved, and there are fewer collisions and injuries. Throughout Europe, 30 km/h is fast becoming the default urban speed limit for cities, towns, and villages. In some cities, speed limits as low as 10 km/h are in place in 'home zones'.



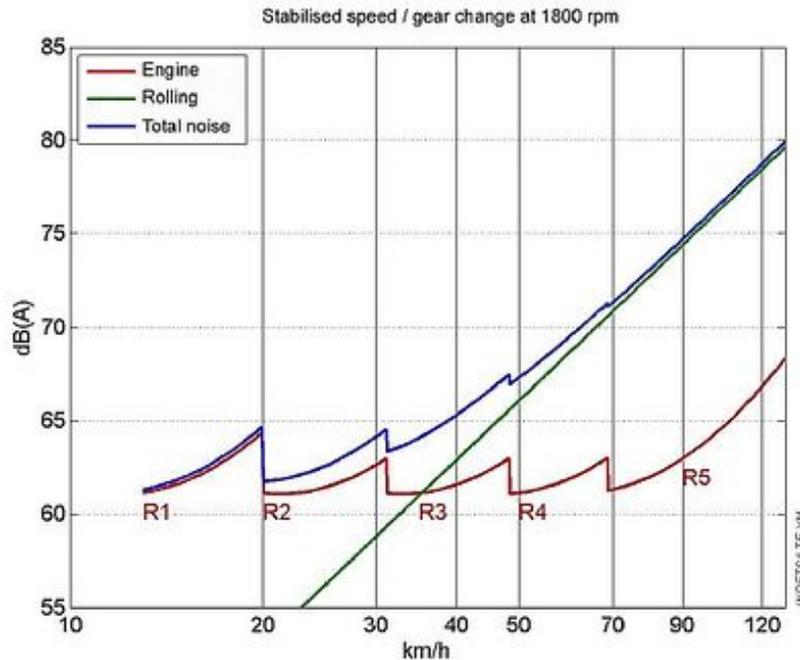
**Image 8:** Village scene with older people, wheelchair and pram users, pedestrians, dog walker, shoppers, cyclists, and motorists. All will benefit from the safety and environmental benefits.

In the UK, where 20 mph is the equivalent of our 30 km/h, the “20’s Plenty for Us” Campaign ([www.20splenty.org](http://www.20splenty.org)) has been actively campaigning for reduced speed limits in urban locations. There are now over 15 million people in the UK living in 20 mph (30 km/h) areas. This includes many large cities and boroughs of London. 20’s Plenty has many background research papers, showing the benefits of 20 mph areas at [www.20splenty.org/briefings](http://www.20splenty.org/briefings)

However, speed reductions give, not only a safety dividend, but also a socio-economic dividend, which makes the urban space a nicer place to live. Lower speeds result in less noise & pollution and greater fuel efficiency (high fuel consumption is associated with stop-start traffic, not slow traffic). On residential roads and shopping streets, people simply don't want to be exposed to the noise, fumes, and dangers from higher speed traffic. Experience elsewhere has been that the introduction of 30 km/h urban speed limits leads to an increase in the number of people walking and cycling, and thus to healthier lives.

While 50 km/h isn't particularly noisy or polluting, the acceleration from stop to 50 km/h is much noisier and more polluting than the acceleration from stop to 30 km/h. Air pollution currently kills more than 1,000 per year in Ireland, primarily through asthma, cancers and other pulmonary illnesses. Reduced acceleration also means improved fuel economy and lower vehicle maintenance costs.

Figure 2.8. Engine noise and rolling noise as a function of speed



Source: INRETS.

**Image 9:** Engine noise and rolling noise as a function of speed.

The reduced fuel consumption from lower speed limits can also help to contribute to the reduction in emissions that is required to help us meet transport greenhouse gas emission targets.

The Department of Transport Tourism & Sport's Design Manual for Urban Roads and Streets (DMURS) recommends that where cyclists and pedestrians are present in large numbers lower speed limits should be applied. It also recommends lower speed limits where vehicle movement priorities are low, such as on local streets.

Higher speeds can discourage pedestrians and cyclists and encourage the use of larger and heavier cars. This has wider implications for society in impairing social interaction on the street (causing isolation), effects on the balance of trade (from the import of vehicles and fuels), health issues from lack of exercise and exposure to pollution, and lack of passive supervision, allowing crime to go undetected. The objective of any safety measures should be more than to reduce the number of casualties, but also to empower vulnerable road users, especially children, older people and those with frailties or disabilities, so that they can be an active part of and avail of all of the facilities in their community and not be intimidated by traffic.