



## **Press Release from Love 30, the Campaign for Lower Speed Limits**

**Issued 5 April 2021**

### **Call for Default 30 km/h in all Urban Areas**

**(A default limit does not prevent a different limit being introduced)**

Love 30, The Campaign for Lower Speed Limits, calls on the Oireachtas to provide for a default urban speed limit of 30 km/h in the forthcoming Road Traffic (Miscellaneous Provisions) Bill.

Ireland was a signatory in February 2020 of the Stockholm Declaration of the Third Global Ministerial Conference on Road Safety, which was subsequently endorsed by the General Assembly of the United Nations. Paragraph 11 committed to:

“mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries;”

Love 30 calls on the Minister for Transport, Eamon Ryan, and on the Minister of State at the Department of Transport, Hildegard Naughton, to fulfil the commitment in the Stockholm Declaration by including provision for a default speed limit of 30 km/h in built-up areas.

It will then be for councils to decide which roads should have a different speed limit. A default limit does not prevent a higher limit being introduced where it is deemed necessary and safe, but the ultimate benefit of a low speed limit would be a cleaner environment and improved safety for people walking and cycling while also protecting our right to health and wellbeing. 30 km/h speed limits have long been recognised for the safety benefits they offer and in addition can assist in reducing noise and emissions and can help to make our towns and cities more pleasant places to live, work and play.

Many cities including London (20 mph), Brussels, Milan, Santander, Bilbao, Paris, Washington DC (20 mph), Boulder (Colorado, 20 mph), Wellington, have introduced widespread 30 km/h limits. Several countries are introducing default 30 km/h speed limits in all urban areas including Netherlands, Spain,

and Wales (20 mph). Some locations have speed limits as low as 10 km/h. Love 30 believes that Ireland should follow this best international practice and legislate for a default 30 km/h limit in built-up areas.

Joan Swift of Love 30 Sligo said: “Ireland needs to move quickly to implement the Stockholm Declaration and introduce default 30 km/h speed limits in all built-up areas. We have fallen behind our UK and EU neighbours where 30 km/h is increasingly becoming the norm in town centres and in residential areas. The Welsh Parliament has voted for a 20-mph default urban speed limit and more than a hundred French cities have introduced default 30 km/h limits.”

Mairéad Forsythe of Love 30 Dublin said: “We need 30 km/h speed limits on our residential roads, outside our schools and in the centres of our cities, towns, and villages so that people can move about more safely and enjoy a more people-friendly space. This is more important than ever during COVID-19 restrictions when there has been a surge in the number of people moving about outdoors on foot and by bicycle”

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Notes to Editor:

1. Contacts - Joan Swift 087 962 2234; Mairéad Forsythe 086 833 7577.
2. [Stockholm Declaration: Stockholm Declaration Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030 Stockholm, 19–20 February 2020](#)
3. The framework for speed limits is set out in Part 2 (Sections 4-15) of the Road Traffic Act 2004. <http://www.irishstatutebook.ie/eli/2004/act/44/enacted/en/html>
4. Section 5 (Road Traffic Act 2004) sets a default ‘built-up area speed limit’ of 50 km/h across five cities and 80 former towns and boroughs. Built-up area speed limits do NOT apply to urban areas (see Tables 1 &2) that are NOT within the boundaries of those 85 towns - these urban areas currently depend on special speed limits to have low speed limits.
5. Section 9 allows local authorities to set ‘special speed limits’ in their area, which can vary the default speed limit. Depending on the road type, these can be between 20 and 120 km/h. The consent of Transport Infrastructure Ireland is required where the road is a national road.
6. The definition of built-up area is based on the areas that were cities, boroughs, or towns under the Local Government Act 2001. Legally, a default speed limit of 30 km/h in built-up areas would reverse the balance of convenience / presumption in favour of lower speed limits. The definition of built-up areas also needs to be revised to better reflect the reality that quite a few large urban areas were not towns under the Local Government Act 2001.
7. All councils have set 30 km/h speed limits in some part of their areas. However, in some counties the amount is extremely limited - see Table 3. A small number of councils have set 40 km/h speed limits. No councils are known to have set 20 km/h speed limits.
8. Table 1 - towns that do not have a built-up area speed limit (these areas depend on special speed limits to have low speed limits) include:

Town	County	Approximate Population
Swords	Dublin	36,924

Celbridge	Kildare	19,537
Malahide	Dublin	15,846
Carrigaline	Cork	14,775
Maynooth	Kildare	12,510
Ashbourne	Meath	11,355
Laytown-Bettystown-Mornington	Meath	10,889
Skerries	Dublin	9,671
Portmarnock	Dublin	9,285
Rush	Dublin	9,231
Ratoath	Meath	9,043
Kildare	Kildare	8,142
Portarlington	Laois	7,788
Lusk	Dublin	7,022
Dunboyne	Meath	6,959
Donabate	Dublin	6,778
Clane	Kildare	6,702
Newcastle West	Limerick	6,327
Kinsealy-Drinan	Dublin	5,814
Roscommon	Roscommon	5,693
Kilcock	Kildare	5,533
Roscrea	Tipperary	5,403
Sallins	Kildare	5,283
Blessington	Wicklow	5,010

9. Table 2 - cities and towns that have suburbs and environs outside their legal boundaries (these areas depend on special speed limits to have low speed limits).

<b>Town</b>	<b>County</b>	<b>Approximate Population Outside Legal Boundary</b>
Dublin City and suburbs	Dublin	583,015
Cork City and suburbs	Cork	79,352
Limerick City and suburbs	Limerick	34,348
Portlaoise	Laois	16,506
Kilkenny	Kilkenny	15,712
Mullingar	Westmeath	10,689
Carlow	Carlow	9,332
Midleton	Cork	8,268
Drogheda	Louth	8,185
Enniscorthy	Wexford	7,996
Greystones	Wicklow	7,295
Trim	Meath	6,827
Dundalk	Louth	6,667

Cavan	Cavan	6,556
Cobh	Cork	5,847
Gorey	Wexford	5,651
Ennis	Clare	5,180
Bray	Wicklow	5,020

10. Table 3 - Analysis of the implementation of 30 km/h speed limits by council area.

<b>County or City</b>	<b>Housing Estates</b>	<b>Other Residential Roads</b>	<b>Schools</b>	<b>Town, Village &amp; Neighbourhood Centres</b>	<b>Comment</b>
Carlow County	Some	None	Some	Few	-
Cavan County	Many	None	None	None	New bye-laws came into effect January 2021.
Clare County	Some	None	None	None	-
Cork City	Some	None	Few	City Centre, but not main roads through suburban villages.	-
Cork County	Few	None	None	None	-
Donegal County	Some	None	None	None	-
Dublin City	Nearly all	Many	Few	City Centre, but not main roads through suburban villages.	Draft bye-laws delayed by councillors due to proposals to reduce speed limits on main roads.
Dún Laoghaire–Rathdown County	Many	Few	Few	Few	-
Fingal County	Some	None	None	None	Existing situation up to August 2021.
Fingal County	Nearly all	Nearly all	Some	Few	New bye-laws come into effect September 2021.
South Dublin County	Nearly all	Few	Few	None	-
Galway City	Many	None	Few	None	Draft bye-laws delayed in 2020 by councillors due to proposals to increase speed limits at periphery.
Galway County	Some	None	Few	None	Small number of housing estates to be added in 2021.
Kerry County	Some	None	Few	Tralee and Killarney town centres only.	-
Kildare County	Few	None	None	None	-

Kilkenny County	Many	Few	Nearly all	Kilkenny city centre only.	-
Laois County	None	None	Many	Portlaoise and Portarlinton town centres only.	-
Leitrim County	Many	Few	Some	Some	-
Limerick City and County	Many	None	Few	None	Former county areas.
Limerick City and County	Few	None	None	Few	Former city areas.
Longford County	Many	None	None	None	-
Louth County	Some	None	None	Dundalk town centre only.	-
Mayo County	Many	None	None	None	-
Meath County	Some	None	None	None	-
Monaghan County	Some	None	None	None	-
Offaly County	Many	None	None	None	-
Roscommon County	Many	None	None	None	-
Sligo County	Many	None	None	None	-
Tipperary County	Many	None	None	None	-
Waterford City and County	Nearly all	Some	Few	Few	-
Westmeath County	Nearly all	Some	Few	None	-
Wexford County	Some	None	None	None	-
Wicklow County	Nearly all	Some	Few	None	-

11. Who are we? Love 30 is an alliance of organisations and individuals who support the concept of 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. You can find more information at [www.love30.ie](http://www.love30.ie) or contact us at [info@love30.ie](mailto:info@love30.ie)

