



# **Love 30 Campaign**

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**Dublin City non-Statutory public  
consultation on extending 30 km/h**

**Submission by**

**Love 30 Campaign for 30 km/h Speed Limits**

**April 2021**

## Introduction

The Love 30 Campaign is a national alliance of individuals and organisations who support lower speed limits in urban areas. We campaign 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. Love 30 is a member of Cyclist.ie, the national organisation of cycling advocacy groups, greenway groups and Bike Festival groups.

Our supporters include:

- UK's 20's Plenty for Us
- Dublin Cycling Campaign
- European Network for 30 km/h
- Jake's Legacy
- Irish Pedestrian Network
- Phizzfest
- A Playful City
- An Taisce
- An Taisce Green Schools
- Councillors, TDs, Senators and MEPs from across the political spectrum support the campaign

Love 30 commends Dublin City Council on its efforts to introduce a default speed limit of 30 km/h on all roads in the Dublin City Council administrative area, except roads specifically listed in the bye-laws. We believe that the introduction of the default speed limit of 30 km/h will send a very clear message to all road users that Dublin City is a place where people, in particular pedestrians and cyclists, can move about safely and that motor vehicles must slow down and respect more vulnerable road users. We hope that other Local Authorities will follow the exemplary lead being given by Dublin City Council and will introduce default 30 km/h speed limits in all of their built-up areas.

## **Default 30km/h Speed Limit**

By introducing a default 30km/h speed limit, reduced from the original 50kph, Dublin City Council are ensuring that motorists are absolutely clear when they drive in Dublin City that, unless otherwise posted, the speed limit is 30km/h. This sends out a clear signal to all motorists to drive slowly and with care for other road users.

Introducing this 30km/hh default limit is also a statement on a national level, which ensures that at least Dublin City complies with Ireland's signing of the Stockholm Road Safety Declaration 2020, which states in Resolution No.11 '...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...'. This is an important statement in this area of road safety in Ireland.

Besides providing greater protection for vulnerable road users through less likelihood of deaths, the 30km/h speed limit will also bring about other benefits such as reduced traffic noise levels, reduced emissions, and improved traffic movements and thus less congestion. We are pleased to see that many of the distributor roads that were being retained at 50 km/h speed limits in the previous proposal now have 30 km/h speed limits proposed.

## **40km/h Proposals**

We note the different approaches to some roads on the northside of the city where some councillors favour 30 km/h limits but others wish to have a 40 km/h speed limit. This is disappointing for a number of reasons. It fails to recognise the widespread benefits of the lower 30kph speed limit; 40 km/h on this large number of northside roads creates confusion in the minds of motorists, as they move from one speed regime to another; and allowing a separate 40kph speed limit in the city adds to the level of road signage and markings that will continually require renewal.

However, we recognise that this increase may be necessary if the proposals are to secure the support of the motoring public in general.

Also, we do not accept that 40 km/h is an appropriate speed limit on Grace Park Road, where both roadway and footpath are quite narrow, and where there are a number of schools, including special schools. We believe that a 30 km/h limit would be more appropriate on this road.

Likewise, we believe that 40 km/h is inappropriate on Causeway Road. This is an amenity area leading to the conservation area on Bull Island and we believe that traffic-calming measures are needed so that traffic will be slowed to 30 km/h or less and that people will be encouraged to walk or cycle. Given the current levels of parking on the causeway, especially at weekends, while people walking are protected cycling has become more dangerous. Therefore, speed should be lowered to improve safety and there is no good rationale for increasing speeds to 40 km/h in this leisure area of vital biodiversity.

Another issue is the need for protected cycleways along the full route of Griffith Avenue, especially important for children given the number of schools in that vicinity.

### **Ballymun Road**

Opinions have been requested on the appropriate speed limit on Ballymun Road. Love 30 is of the view that it would be counter-productive to introduce a 30 km/h speed limit on this road without very serious traffic calming measures, although lower speeds are very desirable because there are several schools and a special school on the road. A compromise could be a periodic 30 km/h but even this is unlikely to be achievable without very serious traffic-calming measures.

### **Traffic-Calming Measures**

Love 30 is very pleased to see the emphasis in these proposals on achieving lower speed limits outside the greatest possible number of schools, while being disappointed that it may not be achieved on Griffith Avenue and Ballymun Road. As mentioned in our previous submission we believe that Dublin City Council should secure funding for implementation of traffic-calming measures that will encourage adherence to the 30 km/h limits. This is more important than ever for the distributor roads for which 30 km/h is proposed e.g. Templeogue Road, Cork Street and Drumcondra Road. The number of speeding offences on 50 km/h roads increased by 25% in 2020 at a time when traffic volumes were reduced, which underlines the need for traffic calming measures when speed limits are reduced to 30 km/h.

We are aware that the Programme for Government includes a commitment to ensure greater compliance with speed limits and hope that Dublin City Council will engage with An Garda Síochána to ensure effective enforcement of these new speed limits.

### **Summary**

Love 30 welcomes Dublin City Council's revised proposals to secure a default 30 km/h speed limit in the City, hopes that a budget will be secured for appropriate traffic-calming measures, and that the new speed limits will be enforced effectively.

Mairéad Forsythe,

Love 30 Campaign for 30km/h Speed Limits