

Why is Dublin City Council carrying out this Public Consultation?

Dublin City Council is continuing the deployment of 30km/h speed zones across the city. In accordance with the provisions of Section 9 of the Road Traffic Act 2004, Special Speed Limit Bye-Laws, 2019 have been made to extend the area covered by the 30km/h speed limit. The bye-laws were presented to the councillors at the council meeting of 13th May 2019.

In order to get feedback on this proposal and to assess public opinion, a statutory public consultation commenced on Monday 12th August 2019. A copy of the proposed bye-laws will be available for view on the Dublin City Council website and in local libraries. The consultation period will last for 6 weeks, ending on Sunday 22nd September.

What is the public being asked to do?

In order to assist Dublin City Council with the management of special speed limits, an understanding of the public opinion regarding driver behaviour and traffic speed is very instructive. As such, the public is being asked to consider the information documents provided, which inform the context and objectives of our approach and highlight the potential benefits of for residential areas, and complete the questionnaire. There is space at the end for any additional comments.

What is the benefit of lower speed limits, particularly in residential areas and around schools?

Speed is a major contributory factor to road deaths in the Republic of Ireland. Between 1997 and 2012, excessive speed contributed to 21% of our road deaths. This is equivalent to 1,162 lives (source: RSA). In Dublin City Council's area, since January 2009 to December 2015, 54% of fatalities due to road traffic accidents were pedestrians. The benefit of lower speed limits is principally to substantially reduce the risk of fatal injury for vulnerable road users in a collision and improve road safety. This overriding principle must inform any decision to change a default speed limit. In addition there would be environmental benefits to introducing lower speeds within our residential areas and in the proximity of schools, making these areas more people friendly. Specifically the main benefits of a lower speed limit would be to vulnerable road users including pedestrians, cyclists and especially children.

Where are the 30km/h speed limits in Dublin at present?

Currently there is a 30km/h speed limit in the core city centre and many surrounding residential areas. The current extent of the 30km/h speed limits can be viewed [here](#).

Do the proposed Special Speed Limit Bye-Laws affect the arterial roads in and out of Dublin City Centre?

No, arterial roads are to remain at the current default speed limit of 50km/hr as part of the proposed Bye-Laws.

What are the perceived negative effects should the Special Speed Limit Bye-Laws be adopted?

If adopted, the Special Speed Limits Bye-laws would require drivers to travel at lower speeds when inside the 30km/h speed zones. Dublin City Council has measured the impact this would have on a driver's journey time travelling from an existing arterial road to the innermost street within a proposed 30km/h zone and then exiting at the opposite end of the 30km/h area. The

greatest increase to a driver's journey time would not exceed 1 minute in that situation of greatest inconvenience. However the substantial majority of motorists would see an **increase of less than 20 seconds to their journey time** when accessing a location within the proposed 30km/h speed zones.

If the Special Speed Limit Bye-Laws are adopted, when will the rollout of the expanded 30km/h happen?

On completion of this Public Consultation, we will present a report on its outcome to the Elected Members for their consideration (expected October/November 2019). Should the Special Speed Limits be adopted, Dublin City Council will begin the installation of the required infrastructure for the erection of the speed signs. The process will include a scheduled rollout to each area identified in the drawing. This process would begin in the New Year, beginning with Part A (North West of city). Should the Special Speed Limit Bye-Laws, 2019 be adopted, the following schedule of operation will apply:

Part A will come into operation on the 31st March 2020

Part B will come into operation on the 30th June 2020

Part C will come into operation on the 30th September 2020

Are there any additional Road Safety measures being progressed to compliment the proposed bye-laws?

Each year the Transportation Department of Dublin City Council implements their Capital Works Contract (engineering solutions). This contract is to introduce various traffic infrastructures to improve the safety of our roads and streets. These works may include; additional street signage, revised parking layouts, tightening the corners at junctions or installing speed ramps.

How will we monitor the effects of the proposed bye-laws should they be introduced?

Dublin City Council will carry out ongoing speed surveys in the areas where the speed limits have been changed. The results of our monitoring and evaluation will inform our annual investments in our annual Capital Works Contract.

How do the proposed Special Speed Limit Bye-Laws become Law?

The Road Traffic Act 2004 (Section 9) provides the legislative basis for speed limits, providing for the application of default speed limits in respect of various road types. Default speed limits can only be changed by making Special Speed Limit Bye-Laws. The power to do so is vested in the Elected Members of Local Authorities.

On completion of this Public Consultation, the Transportation Department of Dublin City Council will present a report on its outcome to the Elected Members for their consideration and decision to adopt the Bye-Laws or otherwise. We expect to have the report with the Elected Members for their consideration before the end of the year.

Why are submissions from the public important?

This Public Consultation is a statutory process. Importantly, it provides Dublin City Council with the perspective and experiences of the public. It is critical and right to engage in a

meaningful way with the Public to understand your opinion on the speed limits and associated matters in your area.

If the 30km/h speed limit is to be expanded it is crucial to our decision making process that there is community support for a change in speed limits. The overriding principle that must inform any decision to change a default speed limit should be Road Safety.

What other countries or cities are introducing 30km/h speed limits or the equivalent?

The Department of Transport Tourism and Sport issued the Guidelines for Setting and Managing Speed Limits in Ireland in March 2015. These guidelines outline a mandatory process which all Local Authorities shall adhere when delivering their policy and schedule for setting speed limits within their local authority area. Many Local Authorities across the Republic of Ireland are in the process of implementing similar programmes to that of Dublin City Council, including our neighbouring Local Authorities.

Edinburgh has had a number of 20mph zones across its city for a number of years to date. Currently this city has undertaken to rollout their 20mph zones across the city.

Other cities which are actively progressing to introduce speed limits similar to our 30km/hr proposal include;

- France - Grenoble, Paris, Lyon, Strasbourg, Nantes, Rennes and Lorient, to name a few.
- UK – [Over 55 towns and cities](#) across the UK have introduced a 20mph speed limit, including; Edinburgh, Glasgow, Warrington, Liverpool, Bristol, Birmingham, Cardiff, Manchester and many of London's Boroughs.
- Also many cities and towns in Switzerland and Spain have progressed to 30km/hr speed limits.