



Special Speed Limit Bye-Laws 2020 (Covid 19) Phase 5

1.0 Introduction

Dublin Cycling Campaign is a registered charity that advocates for better cycling conditions in Dublin. Dublin Cycling Campaign is a member of Cyclist.ie, the Irish Cycling Advocacy Network. We want to make Dublin a safe and friendly place for everyone to walk and cycle.

We strongly agree with the vast majority of these proposals to essentially give Dublin City a default speed limit of 30km/h (D30), with only limited routes at higher speed limits. This proposed Speed Limit Review from the City Council also raises the bar for other councils around the country.



We have, in previous submissions to the City Council, advocated for a blanket citywide 30km/h speed limit, and this latest proposal goes a long way to meeting this goal. We recommend further alterations in our proposals below.

2.0 General

2.1 International Context

The introduction of broad 30km/h speed limits across Dublin City, places Dublin City as the leader in Ireland. These proposals have the potential to alter the fabric and culture of the city by helping to make walking and cycling safer, reducing vehicle noise and air pollution, and generally encouraging more active travel and thus increased community health.

Dublin City is signed up to the [Stockholm Declaration](#) which arose from this year's global ministerial conference, signed by 80 countries, and signed also by our own Minister of Transport at the time. This declaration recognises the damage to national economies, to human life and health, and to global climate issues, that is caused by road collisions, and excessive speeds. Urban 30km/h speed limits is one of the specific points included in the declaration.

2.2 Vehicle Speed Checks

The introduction of these lower and safer speed limits needs to be accompanied with regular and widespread speed checks, to ensure compliance with the newly posted limits. Regular [RSA Free Speed Surveys](#) indicate speeding by a large cohort of vehicles generally, but on arterial route 30km/h speed limit zones this has been registered as 98% of drivers over the speed limit to varying degrees.

2.2 Infrastructural Changes

One of the main reasons for speeding by drivers is the 'readability' of the route. If a route is straight and wide, for instance, a driver is more likely to speed. In tandem with the proposed speed limit changes we would like to see infrastructural additions to encourage compliance with the new limits. In particular we'd like seeing the narrowing of wide carriageways, reducing corner radii, electronic response signs and other measures with a proven effect to reduce traffic speeds.

2.3 Getting the Message Out

We welcome the latest DCC advertising campaign on 30km/h speed limits.

3.0 Proposed Specific Speed Limit Changes

3.1 60km/h Proposals

Route 2, Con Colbert Road R148

We recommend that the section of Con Colbert Road from its junction with South Circular Road to the traffic lights leading to Inchicore Road, and the outbound lane from these lights leading into the Ballyfermot section of Con Colbert Road, should be reduced to 50km/h. Both Con Colbert in Ballyfermot, and Inchicore Road are proposed 30km/h routes, and the transition from 30km/h to 60km/h and vice versa should be avoided.

Also, along this section there are no protected cycle lanes, and a 60km/h limit is not appropriate. This section should be reduced to a 50km/h speed limit

Route 6, Howth Road

We recommend a speed limit of 50km/h on this section of Howth Road as it is a roadway with regular entrances and exits from dwellings with a high footfall in the area.

3.2 50km/h Proposals

Route 1, Swords Road

Griffith Avenue to Whitworth Road winds through heavily used village centres and residential streets. This section between Griffith Ave. and Whitworth Road should be reduced to 30km/h to ensure safety of all road users, and consistency of approach re speed limits.

Route 5, Lucan Road/Chapelizod Village

This road has essentially become a traffic rat-run through a residential area and village core. It is also a route which has no designated bike lanes. We recommend that this section be reduced to a 30km/h speed limit.

Routes 11 & 12, Crumlin Road to Cork St

This entire route should be designated at 30km/h, for consistency, for readability, and for safety of all users. Besides the large number of residences along the route, there are also numerous small businesses, which have vehicles regularly stopping and pulling in, there are at least 6 schools, a children's hospital, a local public clinic, and a nursing home.

Route 13, Templeogue Road

While this is a very straight section of main arterial road, it is also relatively narrow, has a number of intersections off it, is highly residential and has a major school and public park along it. A designation of 30km/h is recommended here for consistency and the overall safety of road users. It is also proposed to reduce some of these section to 30km/h as part of the BusConnects Core Bus Corridors project.

Route 20, North Circular Road

It is difficult to understand the logic of this single section of the North Circular Road at 50km/h, while the rest of the NCR is at 30km/h. It is likely to lead to confusion for drivers in particular, and should be designated at 30km/h for consistency and readability.

Route 21, Howth Road

While this route has a level of commuting traffic, it is a route that varies considerably in width, is often twisty and winding, passes through a number of village centres, has numerous residential vehicle exits, as well as schools and public parks along it. It should be designated at 30km/h along its entire length for greater protection of all users, and overall consistency and readability.

4.0 Conclusion

Dublin Cycling Campaign warmly welcomes these speed limit review proposals, and expects they will have a very positive and transformative effect on our city. We commend Dublin City Council for this initiative to improve the safety of our streets, and in particular the safety of vulnerable road users.

However, we recommend a number of alterations to improve the consistency of approach.

Yours

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