



Love

30

Irish campaign for
lower speed limits








Love 30



There is overwhelming evidence that lower speed limits make streets safer and more pleasant places for children and adults to live, socialise, work and play.

When parents and children can walk and cycle in their neighbourhood, families benefit from healthier children, less stress and more money in their pockets.

The chart below, based on Road Safety Authority statistics, shows how lower speeds dramatically reduce the number of people killed in collisions. They also reduce the severity of injury in any collisions that occur. But it's not only a road safety issue; lower speed limits:

-  Ensure that traffic moves more smoothly with *minimal effects on journey times*
-  Reduce air and noise pollution
-  Reduce carbon emissions by increasing the number of people walking and cycling
-  Encourage young people to move about independently and encourage parents to permit their children to do so
-  Help combat rising levels of obesity by encouraging people of all ages to walk and cycle and by encouraging children to play outdoors
-  Transform our urban and village streets and residential estates from car dominated through-roads to vibrant living 'people-friendly' spaces
-  Bring us into line with the rest of Europe where 30km/h, (20 mph in the UK) is fast becoming the default urban speed limit.

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




The Love 30 Campaign calls on all Local Authorities to introduce more 30kph zones in urban areas, but particularly in town centres, residential estates, and in the vicinity of schools and places of public assembly. And we call on Dublin City Council to introduce a default 30kph limit within the Canals.

If you would like to be part of the Love 30 campaign or you would like more information about it

 www.love30.ie

 info@love30.ie

 Love 30 Campaign



Údarás Um Shábháilteacht Ar Bhóithre
Road Safety Authority

The primary aim of the government's [new road safety strategy](#) is to reduce the number of deaths and serious injuries on Irish roads by 50% over the next 10 years. This means reducing deaths on Ireland's roads annually from 144 to 72 or lower and reducing serious injuries from 1,259 to 630 or lower by 2030.

Traffic
fatalities up to
9am on 23
October 2022

Pedestrians **23**

Drivers 51

Passengers 19

Motorcyclists 21

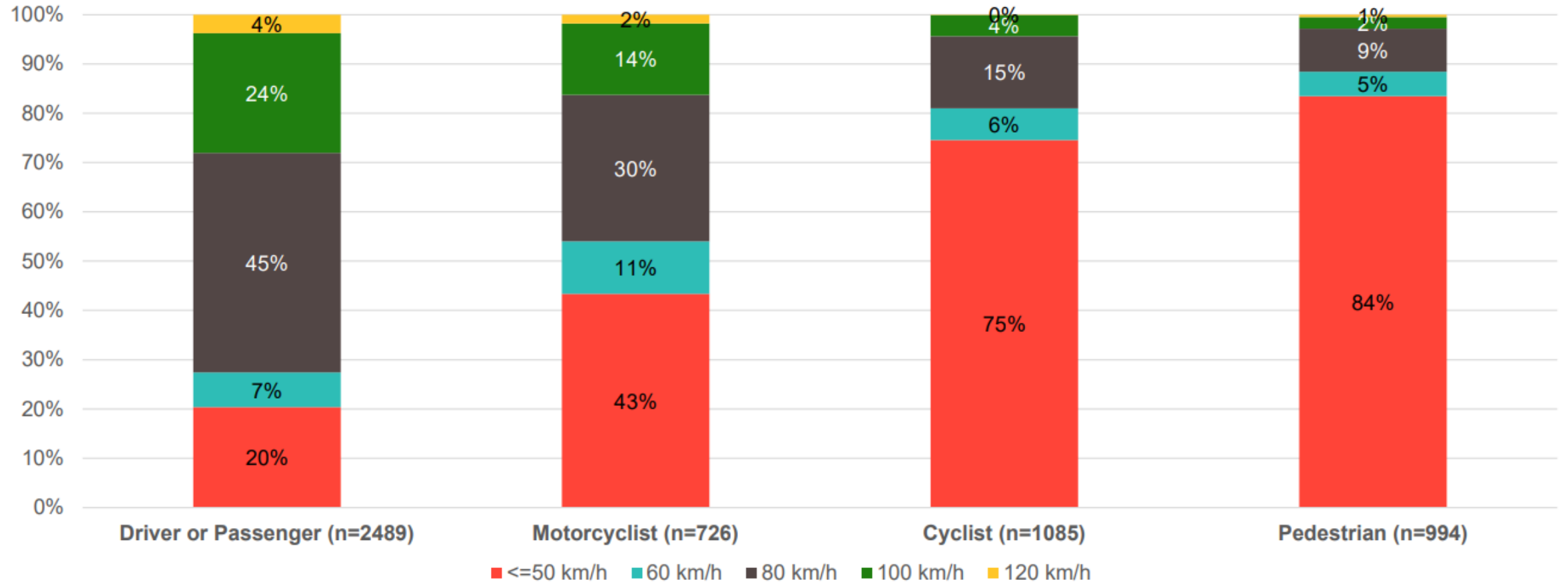
Pedal Cyclists 7

Pillion Passengers /Other 2

Serious injuries by speed limit of road, by road user type

RSA

2018-2021





- Stockholm Declaration 2020
- UN Decade of Road Safety 2021 – 2030
- Follow example of Spain, Wales, Netherlands and other European neighbours



THE WEEPUT PRESS

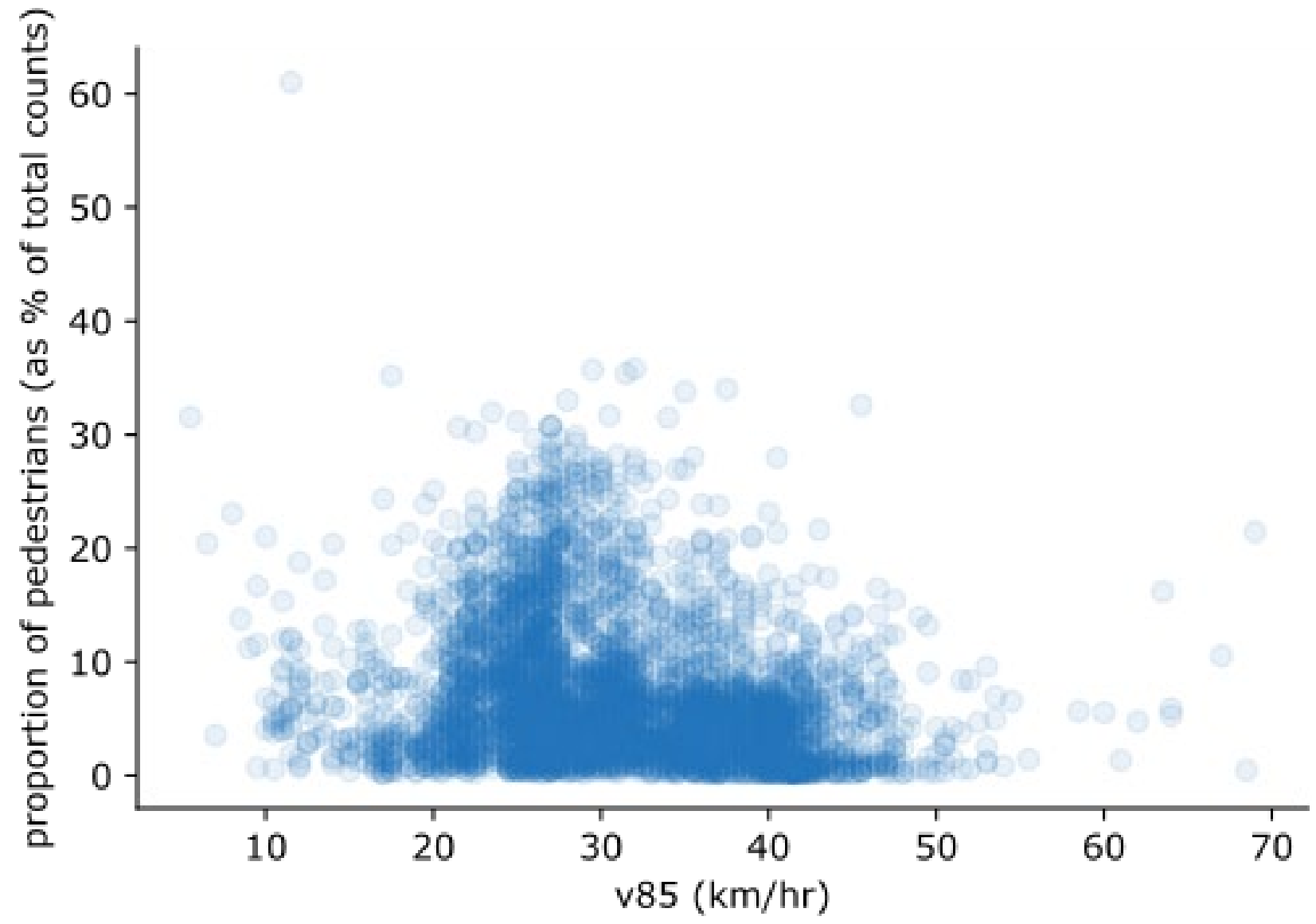
PLEASE USE OTHER
ENTRANCE
← TWO STOREY DOWN

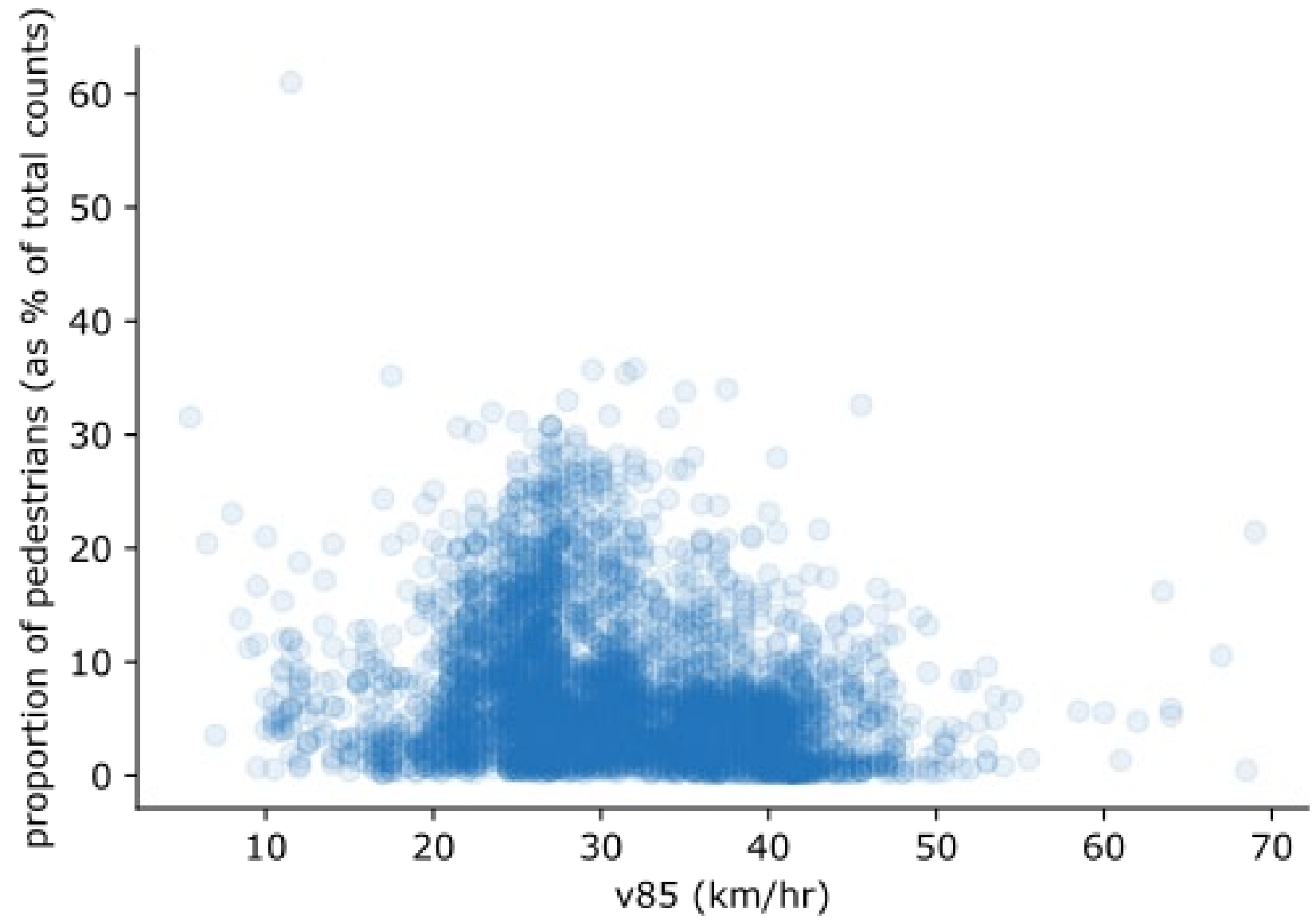




Walkability vs Road Speed

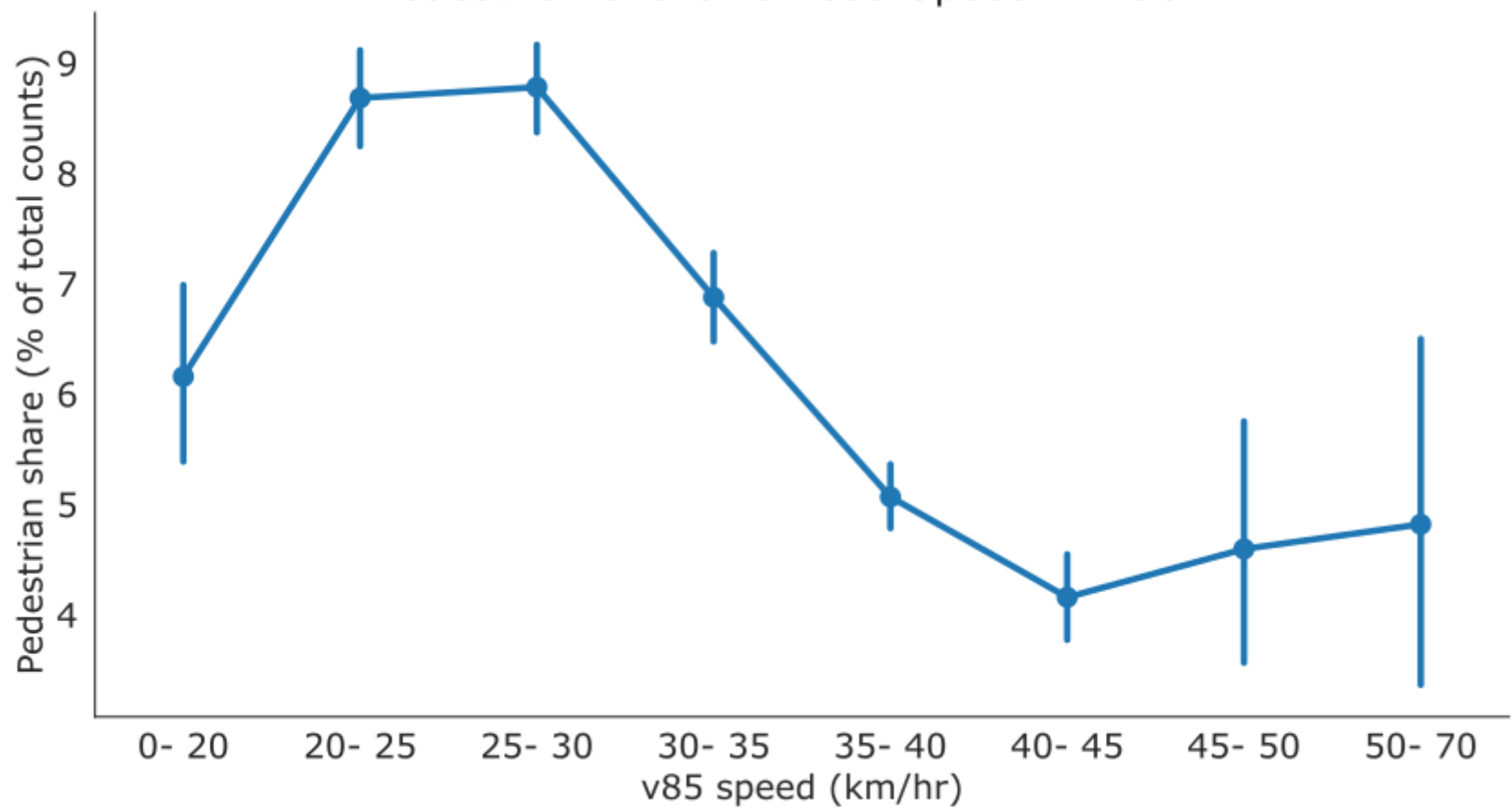
- Hypothesis: Lower road speeds enable greater pedestrian numbers
- Methods:
 - Telraam sensors count pedestrians, bikes, cars, and heavy vehicles across Dublin.
 - Sensors provide counts and V85 (a measure of traffic speed)
 - We analysed 365 days of data from all sensors within 30km of GPO
 - We extracted the V85 and percentage of pedestrians counted each day.







Pedestrian share vs Road Speed in Dublin

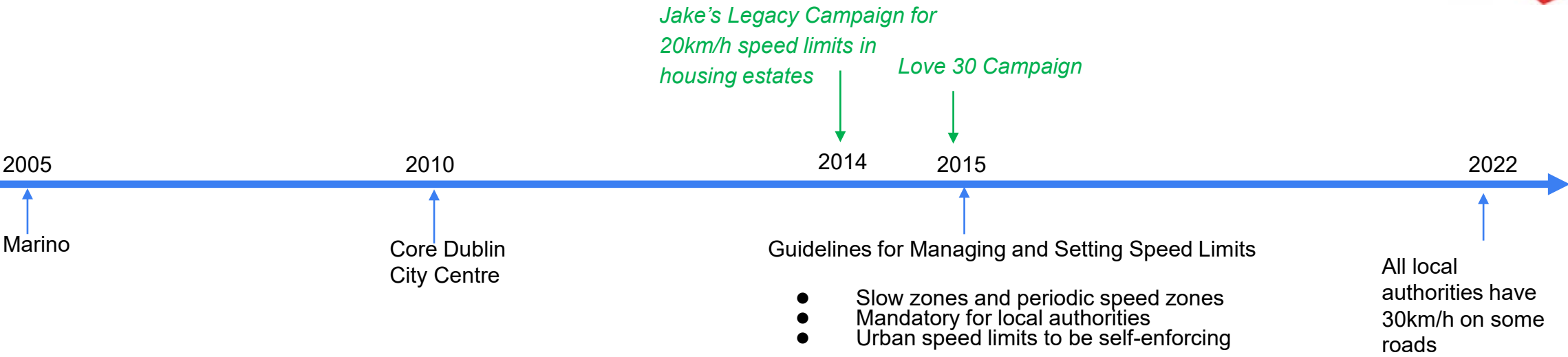




Strand road 30km change

- For March, April, May 2021: peak v85 = 50.5km/hr
- For March, April, May 2022: peak v85 = 37.5km/hr

History of 30km/h speed limits in Ireland





30km/h speed limits in Connaught

<u>Council area</u>	<u>Housing estates</u>	<u>Other residential roads</u>	<u>Schools</u>	<u>Town, village & neighbourhood centres</u>
Leitrim	Many	Few	Few	Some
Mayo	Many	None	None	Some
Galway City	Many	None	Few	None
Roscommon	Many	None	None	None
Sligo	Many	None	None	None
Galway County	Some	None	Few	None



30km/h speed limits in Munster

<u>Council area</u>	<u>Housing estates</u>	<u>Other residential roads</u>	<u>Schools</u>	<u>Town, village & neighbourhood centres</u>
Cork County	Few	None	Few	None
Kerry	Many	None	Few	Some
Limerick City and County (former county areas)	Many	None	Few	None
Tipperary	Many	None	None	None
Waterford City and County	Nearly all	Some	Few	Few
Cork City	Some	None	Few	Many
Limerick City and County	Some	None	Few	Few
Clare	Some	None	None	None



30km/h speed limits in Ulster

<u>Council area</u>	<u>Housing estates</u>	<u>Other residential roads</u>	<u>Schools</u>	<u>Town, village & neighbourhood centres</u>
Cavan	Many	None	None	None
Donegal	Some	None	None	None
Monaghan	Some	None	None	None

Leinster

<u>Council area</u>	<u>Housing estates</u>	<u>Other residential roads</u>	<u>Schools</u>	<u>Town, village & neighbourhood centres</u>
Kildare	Few	None	None	None
Kilkenny	Many	Few	Nearly all	Some
Dún Laoghaire–Rathdown	Many	Few	Few	Few
Longford	Many	None	None	None
Offaly	Many	None	None	None
Dublin City	Nearly all	Many	Few	Many
Fingal	Nearly all	Many	Some	None
Westmeath	Nearly all	Some	Few	None
South Dublin	Nearly all	Few	Few	None
Wicklow	Nearly all	Few	Few	None
Laois	None	None	Some	Few
Carlow	Some	None	Some	Few
Louth	Some	None	None	Few
Meath	Some	None	None	None
Wexford	Some	None	None	None



- Call for legislation for default 30 km/h in built-up areas
- Exceptions only where higher speeds are shown to be justified