



Workshop Loving 30



Date: Thursday 28th January 2021

Time 10.00am

Venue: Remotely on Microsoft Teams

Attendees: Bronwen Thornton (Chairperson/Moderator), Lord Mayor of Dublin Hazel Chu, Brendan O' Brien (DCC), Patricia Reidy (DCC), Rod King (panel speaker), Antonia Martin (DCC), Councillor Donna Cooney, Mairéad Forsythe (panel speaker), Dr Damien Ó' Tuama (panel speaker), Dr Lorraine D' Arcy (panel speaker), Rossana Camargo (Dublin City Council, meeting organiser),

The Meeting can be viewed by local councillors the public and Dublin City Council staff.

Recording available:

- Webcast library: https://dublincity.public-i.tv/core/portal/webcast_interactive/545922
- Dublin City Council YouTube <https://www.youtube.com/watch?v=q2rYn412LsU>

Minutes by Fergal Mc Kay

1. Welcome from Chairperson

The Chairperson Ms Bronwen Thornton, CEO at Walk21 Foundation, welcomes the attendees and explains how the workshop will work with speeches by a panel of experts and opportunities for Questions and Answers using the chat function. The meeting will be recorded and posted on the Dublin City Council website.

The current global road safety agenda is concerned with creating a modal shift in travel towards walking and cycling with lower speed limits playing a key role as witnessed by the UN resolution on road safety and the Stockholm declaration. This international move towards providing a safer environment for vulnerable road users provides the backdrop to the urgent need for delivery of lower speed limits locally in Dublin City.

2. Opening Speech by Lord Mayor Hazel Chu

The Lord Mayor is pleased to introduce the Love 30 project for elected members.

The Lord Mayor extends thanks to the participating elected members, Dublin City Council Road Safety staff and the chairperson.

DCC is committed to encouraging a modal shift in sustainable transport towards cycling and walking and has committed in its Corporate Plan to providing the infrastructure necessary to create protected safe cycle and walking routes. The pandemic response of the last year has shown a large uptake in the numbers of people cycling and walking. It is important that protective measures are in place for these vulnerable road users.

30kph speed zones are in place for many residential areas under the current Speed Limit Bye Laws and now is the time to consider extending the 30kph limit to arterial routes and all areas. DCC's main road safety aim is to reduce the number of casualties resulting from traffic accidents. Data shows that at



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speeds higher than 30kph fatalities increase. Extending the 30kph limit throughout the City will help create a safer, quieter environment for all.

Many European Cities such as London, Paris and Brussels are adopting 30kph equivalent zones and Dublin City should follow international best practice and take the lead in extending the 30kph limit. This workshop will demonstrate the benefit arising to all citizens from this approach.

3. Introduction to the Workshop by Brendan O'Brien Head of Technical Services Traffic Dublin City Council

Previously in Dublin City the default speed limit was 50kph and this was clearly understood by all with roads that were exceptions (e.g. 60kph, 80kph) being clearly signposted. However with the roll-out of 30 km/h zones to many residential areas there is now a lot of signage changing from 30kph to 50kph and this can cause confusion.

During the pandemic there has been an increase in walking and cycling activity in the urban village settings of the City.

It was decided last year to hold a public consultation on changing the default speed limit in Dublin City to 30kph to protect vulnerable road users and make the speed limits more legible. However there was a lot of objections to the proposal with many asking for a 40kph limit instead.

Studies have shown that 30kph is the last safe speed limit with fatalities from road traffic collisions increasing dramatically as the speed increases beyond 30kph. Also we need to think whether it is better to have a 30kph default limit that is easily understood by all instead of multiple speed limits occurring within short distances of each other.

It is proposed to bring forward a public consultation again in 2021 on changing the default limit to 30kph. Presentations will be made to the Area Committees and it is hoped that with the participation of the elected members the proposal will be successful.

1st Panel Speaker Rod King, Founder and Campaign Director of 20's Plenty for us (UK)

Default 30kph-aglobal perspective on Loving 30.

There is a growing acceptance globally to make 30kph the default speed limit. It is important to realise the local authorities set the legal speed limits and they need to be aware if the limits they set are in accordance with what their citizens and communities want and expect.

Higher speed limits have shown to be of little benefit to motorists as most journeys are conducted between congestion spots.

Studies on the impact of different speeds on traffic accident casualties and fatalities show that 30kph is the only safe speed where road space is shared between vulnerable users and vehicles.

A 30kph default speed limit will be the focus of the UN Road Safety Week May 2021, and the UN Decade of Road Safety 2021-2030.

The benefit of 30kph is that it is a measure that can be done easily and immediately without the need for massive infrastructure or changing of laws.



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The Stockholm Declaration by global road safety ministers seeks the implementation of a 30kph globally on all roads shared by vulnerable road users and vehicles with the only exception being on roads where there is evidence that higher speeds would be safe.

30kph speed limits are favoured by the public in many surveys. They have minimal impact on journey times, improve air quality and the climate, and lead to decreased traffic deaths and injuries. All cars will be fitted with speed limiters from 2022. Many European cities have 30kph zones.

Mr King urges the attendees to make a difference and introduce a 30ph default speed limit and make Dublin a better place to be.

2nd Speaker, Cllr Donna Cooney, Bicycle Mayor for Dublin

Cllr Cooney hopes to show how 30kph is of real value for everyone. She describes her background in campaigning for pedestrian and cyclist rights including having the European Charter for Pedestrian Rights adopted by Dublin City Council. The Charter states that communities should be tailored to the needs of pedestrians providing them with safe space to live.

Accident statistics show that pedestrian deaths rise exponentially in collisions with vehicles travelling higher than 30kph. Lower speed limits also protects our pets.

Lower speeds have a great impact on social connections and allow for more social activities within the community, walking, talking, reading, exercising etc. Lower speeds promote walking and cycling. Lower speeds protect the environment and contribute to creating happy, fulfilled lives for all.

3rd Speaker Mairéad Forsythe, Love 30 Ireland

Ms Forsythe represents Love 30 Ireland a cycling and walking representative group which advocates for 30kph speed limits in our cities and towns, residential areas and outside schools. They believe that lower speed limits builds healthier, happier communities and creates livable streets.

Road accident statistics show lower speeds result in less fatalities, less injuries and severity of injuries with motorists benefiting most.

30kph increases mobility for young people, improves health as more walk or cycle, and creates vibrant people –friendly spaces.

Traffic moves more easily with less air and noise pollution, and reduction in carbon emissions.

Some myths surrounding 30kph are dispelled. Motorists frustrated and feel would be faster walking: the lower limit has little effect on journey times, motorists soon adapt, pedestrian top speed is 5kph. Revenue generation through fines has never been a motivator in advocating for 30kph.

People prefer lower speed limits: the 30kph operating in Marino since 2005 is popular with residents.

30kph improves attractiveness of the City Centre as a place people want to visit, and do their shopping/business in.

Love30 is delighted Dublin continues to be a leader for 30kph in Ireland and hopes it continues to lead the way internationally.



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Q & A with Panel.

A question and answer session follows with the panel with following issues raised:

- Impact on Public Transport: The NTA have been consulted. 30kph allows buses to manoeuvre more easily and buses use less energy at this speed which is good for the environment. All public transport provider customers are pedestrians and will benefit from 30kph. Integrated Transport Systems work better at lower speeds.
- 30kph vs Provision of Cycling/Walking Infrastructure by Government: Infrastructure takes time whereas the benefit of 30kph can be immediate. The pressure for 30kph is driven by the people and cycling/walking representative groups e.g. Jake's Law. 30kph should be led by the local authorities in consultation with their communities. Setting a new lower speed limit is about setting a new social consensus.
- Enforcement: Enforcement is necessary and as shown in the UK is possible. Motorists soon adapt when it is perceived that the speed limit is being enforced. Soon cars will be self-enforcing as new models from 2022 will have Intelligent Speed Assistance in-built.
- The chairperson closes this part of the session noting that the success of 30kph needs a cultural change and engagement with the community.

4th Panel Speaker, Antonia Martin, Active Mobility Communications & Promotion Officer, Dublin City Council:

The needs of 30km/h at the school gates in Dublin City.

Dublin City Council's Covid Mobility Team instigated a School Mobility Programme which seeks to encourage children to walk, cycle or scoot to school and to provide the necessary active supports to schools to allow this to happen. The installation of School Zones is a key element of this approach.

In recent decades the number of children walking and cycling to school decreased due to the unsafe environment in front of school gates as these locations became congested with cars dropping off children and traffic congested routes to school. However most schools are in walking/cycling distance for children.

School Zones are designed to create a safer, calmer, attractive environment in front of schools. The Zones consist of gateway School Zone and painted circle road markings with pencil bollards. The objectives of the zones is to make it easier for children to engage in active travel by walking and cycling to school. This is achieved through increased visibility of the zone which draws motorist attention to the presence of a school and discourage speeding and vehicle drop-off in vicinity of the school.

Since the introduction of its first 2 School Zones Dublin City Council has received over 100 applications and a further 29 have been installed. Feedback has been very positive. However applications have been received from some schools located within 50km/h speed limit areas which are not suitable under NTA guidelines. We are therefore looking for a 30kmh at all school locations in Dublin. This will reduce traffic congestion, improve air quality, and will encourage cycling and walking among children with the associated benefits of better physical and mental health and better concentration.

5th Panel Speaker, Dr Damien Ó' Tuama, National Cycling Coordinator, Cyclist.ie



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Lower and safe speed limits European experiences.

Damien is vice president of the European Cyclist Federation and he will give a European perspective on the 30kph. The ECF is active in 47 countries with 74 member groups and 25 member groups in Ireland. In Ireland recently their focus has been on cycle place making and greenways. The ECF gathers research evidence for cycling and is involved in cycle networking and projects to create more livable spaces.

The declaration by the Academic Expert Group in Sweden (Stockholm Declaration) aims to protect vulnerable road users by creating livable, healthy, secure cities through the introduction of a 30kph max speed on all roads except where evidence shows that a higher speed are safe.

Road accident statistics show a massive rise in fatalities as speeds increase from 30kph to 40kph and beyond.

Across Europe there is a major shift in thinking and policy regarding speed limits with cities like Brussels, Paris, Helsinki, Bilbao becoming 30kph cities. Brussels is nearly all 30kph and has seen a reduction in noise levels creating a quieter, livable city for all residents.

6th Panel Speaker Dr Lorraine D’Arcy, Senior Lecturer & Co Chair of MSc in Sustainable Transport & Mobility, TU Dublin.

We need to advocate for walkable, livable cities. The livability of a city looks at the extent to which the built environment is friendly to the presence of people walking, living, shopping, visiting or spending time in the area. In order to create happy, healthy, connected cities we need to challenge social norms and accepted behaviours. The focus needs to change from accommodating movement of vehicles to accommodating movement of people within their neighbourhoods. Walking leads to health and happiness benefits for citizens. Previously our attention was focused on designing streets to facilitate faster commutes into the city centre for vehicles. The last year has shown the importance of focusing on neighbourhoods as people spend more time within their own neighbourhoods and villages and require more space and safer environments for walking and cycling. Reducing the speed limit to 30km/h will allow us to apply design standards for the required pedestrian infrastructure. The best cities are cities where children and older people are out and about in the community because they are prioritised and protected.

Questions and Answers Session

Some issues raised:

- School Zones have concentrated on school front gates and the need for social distancing with Covid. There will be more scope to look at the longer route to school with Dublin City Council’s Walking and Cycling Action that is in development and will seek engagement with the local communities and businesses.
- There is a need to look at arterial routes as they pass through our urban villages where more people are walking and cycling since Covid. Lower speed limits are required as part of a safe walking and cycling environment.
- Within our development plans there needs to be a shift in focus from transport and the movement of vehicles to mobility and the movement of people.
- How to communicate the need for 30kph to people: actually during the Covid people are spending more times in their neighbourhoods and reflecting on their lives and how they travel. They are walking and cycling more and the local authorities must meet their needs. The need for lower speed limits is people-driven.



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Closing Remarks by Patricia Reidy, Acting Senior Engineer Environment & Transport Department, Dublin City Council

Patricia explains the next steps for progressing a 30kph Default Speed Limit in Dublin City.

The Road Safety Team will make presentations to the Area Committees in February and March.

New Speed Limit Bye Laws will be drafted to be brought before the Transport SPC in May.

Covid will be with us for some time and now is a good time for us to think anew about what we need regarding the travel and mobility needs of our communities.

Chairperson Closing Remarks

The Chairperson thanks all the participants. She thanks Rossana and the Road Safety Team for their input. She notes that at Stockholm it was stated 'if you do nothing else do speed'. She notes that Walk21 will host an event in Dublin next year and she looks forward to the progress of Love30 and the impact it will have on creating more livable cities for all.

Meeting Ends