SETTING & MANAGING SPEED LIMITS IN DUBLIN

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Senior Executive Engineer | Transportation (Policy & Innovation)

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Bhaile Átha Cliath
Dublin City Council

Presentation Content

- Dublin context
- Transport environment
- Road safety record
- Dublin's history with speed limits
- Guidelines to Setting & Managing Speed Limits in Ireland – 2015
- Speed limit proposals for 2017
- Key learning's

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- Dublin Context
- Co. Dublin has 4 municipal authorities
- 28% of the 4.78m population of Ireland
- 1.3 million in Greater Dublin Area
- Economic driver - Growth
- Est. 2.2 million Pop. 2031
- Increasing journey demands

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Transport Environment

Historic city core
Irelands biggest port 2km from centre
205,000 vehicles enter the city centre each day (Nov. 2016)
300,000 people every morning (7am – 10am)
Heavy rail, light rail, Public Bus, Private coach, car, Lorries
Pedestrian & cycle numbers up 13% & 12% on 2015
Prioritise investment in Public Transport

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Road Safety Record

Ireland & Dublin City

2015

- IRE = 35 fatalities per million of population. (5th Safest in the 28 EU Countries
- UK = 28/m.pop. (3rd)
- Malta = 26/m.pop. (1st)

2016

- Fatalities < 186 (2016)
- Pedestrian = 50%
- 2.5m+ registered vehicles (2.3 in 2006)

Road Fatalities in Dublin City Council (2009 – 2016)						Ireland (Source RSA)
Year	Pedestrian	Cyclist	Motor cyclist	Car Occupant	Total	National Fatalities
2009	7	2	1	4	14	239
2010	2	1	1	6	10	212
2011	4	1	0	0	5	186
2012	3	0	1	1	5	163
2013	4	0	1	3	8	188
2014	8	1	3	3	15	193
2015	3	1	3	0	7	162
2016	5	2	1	0	8	186
Total	36	8	11	17	72	

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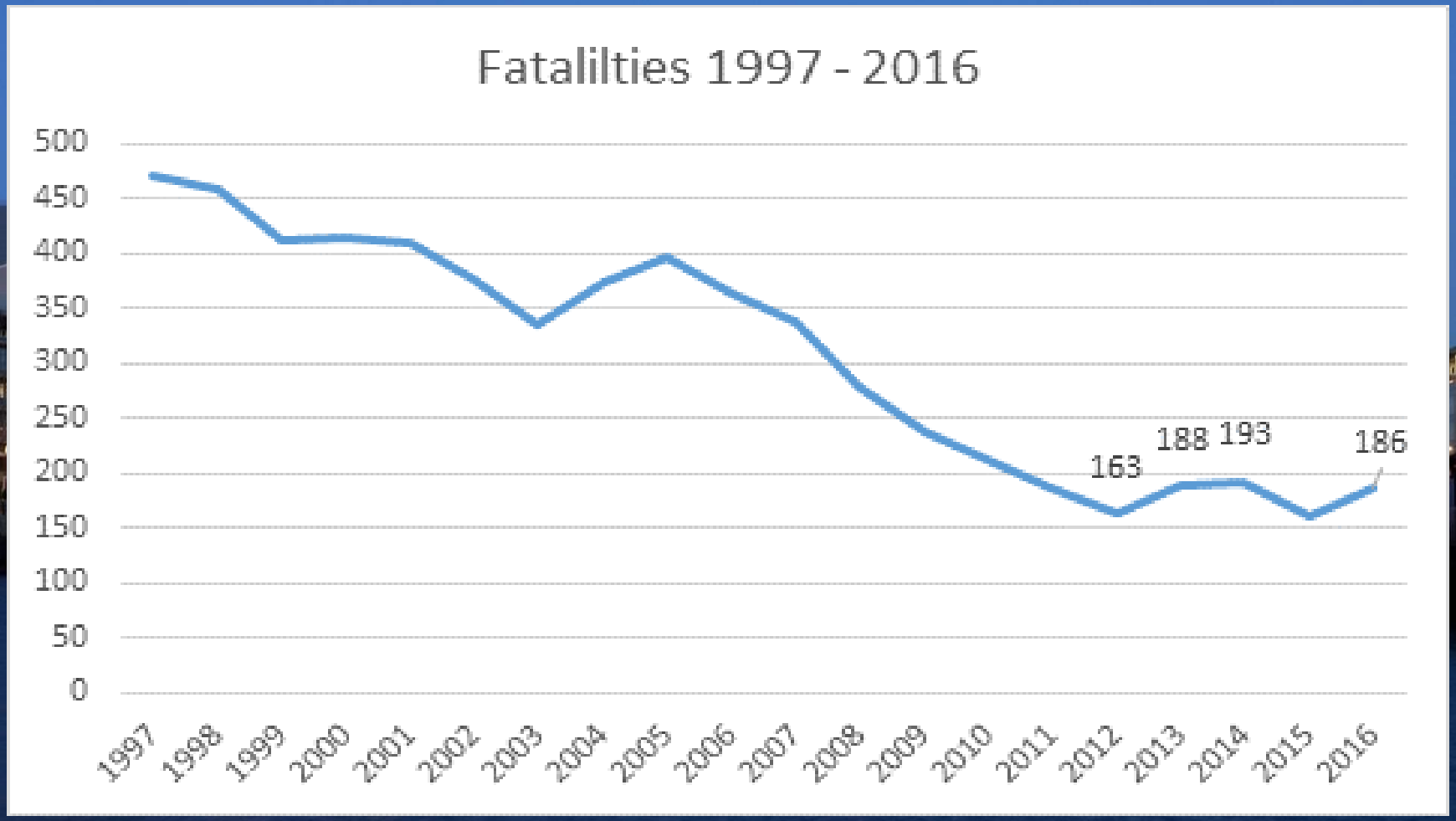
Fatalilties 1997 - 2016
500
450
400
350
300
250
200
150
100
50
0
163
188
193
186
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
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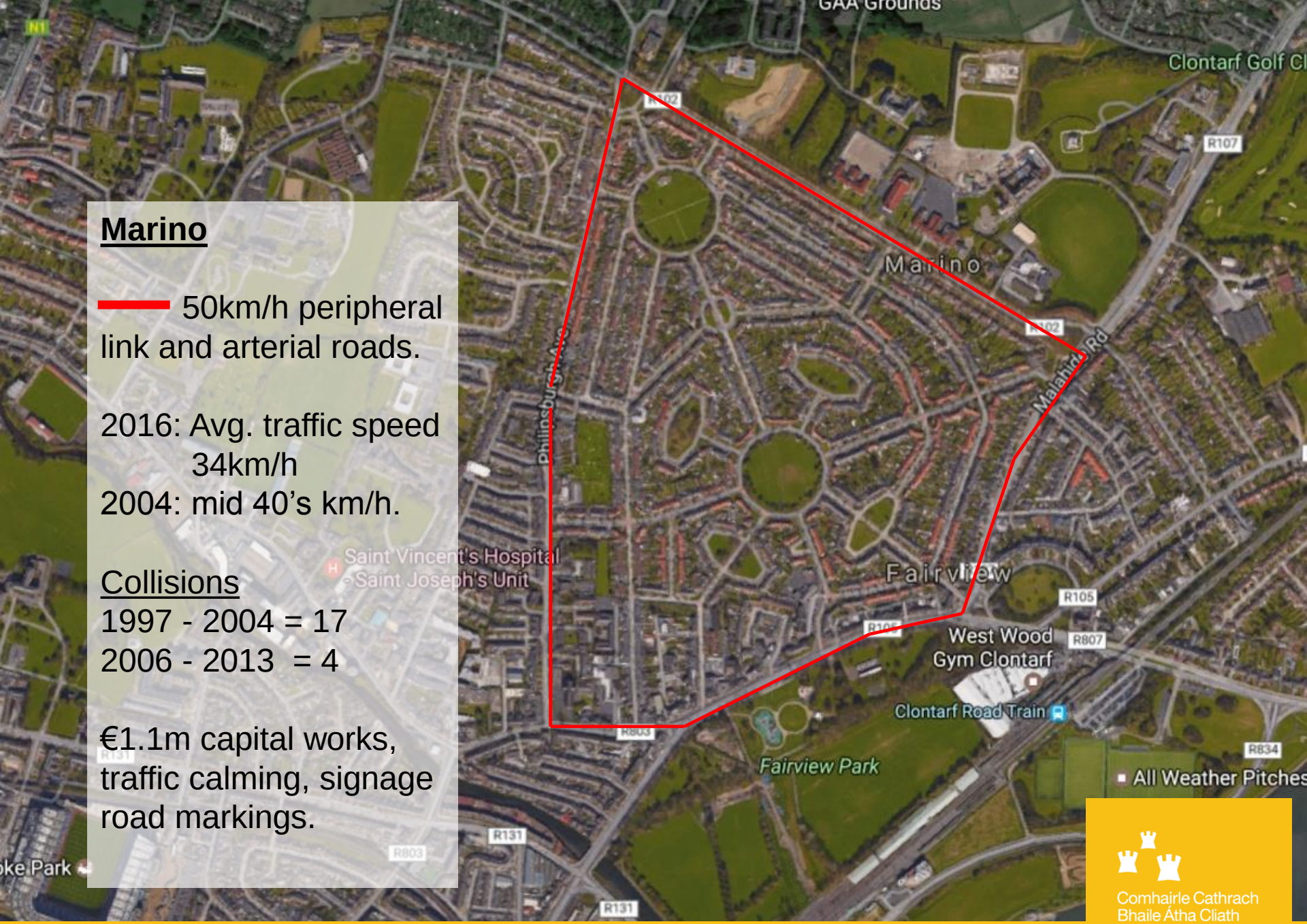
2008
2009
2010
2011
2012
2013
2014
2015
2016



Marino

50km/h peripheral link and arterial roads.

2016: Avg. traffic speed 34km/h
2004: mid 40's km/h.

Collisions
1997 - 2004 = 17
2006 - 2013 = 4

€1.1m capital works, traffic calming, signage road markings.

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SETTING & MANAGING SPEED LIMITS IN DUBLIN

Dublin's History with Speed Limits

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	Variable or Periodic Special Speed Limits	Any *Special Speed Limit* but normally lower than the speed limit in effect at the time of variable or periodic change	
	Road works Speed Limits	Any of the above but normally:	80 km/h, 60 km/h, 50 km/h, 40 km/h, 30 km/h
Non-Statutory	Cautionary Speeds at Road Works	Rectangular plates with black text on a white background displaying either 75 km/h, 65 km/h, 55 km/h, 45 km/h, 35 km/h, 25 km/h,	

Road & Traffic Act 1994
Special Speed Limit Bye-Laws – A reserved function of the Elected Representatives of DCC.
Requires Public Consultation (R&T 2004).

Pre 2005 - Default Speed limits

2005 - 30km/h Marino

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2010 - Core City Centre

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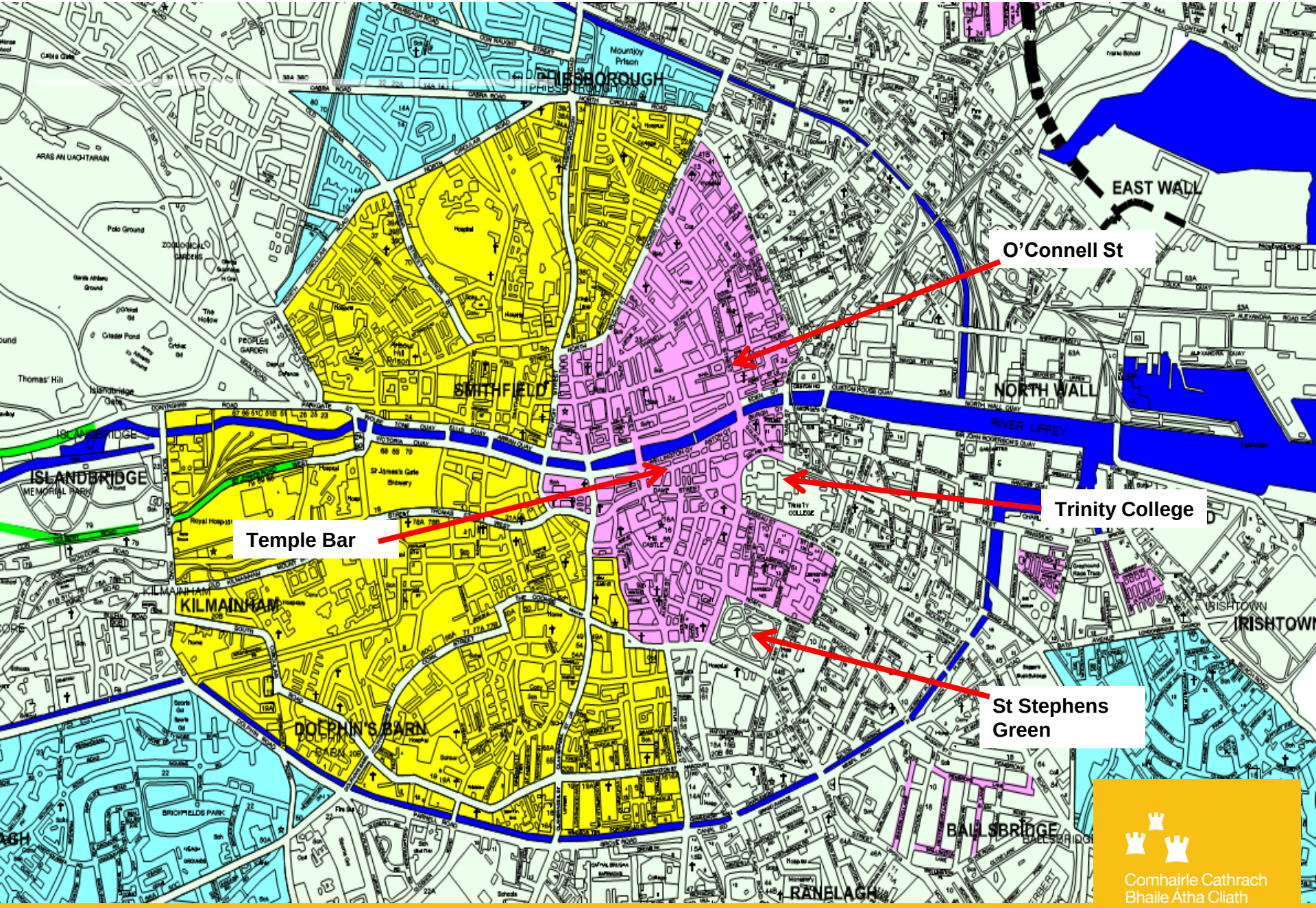

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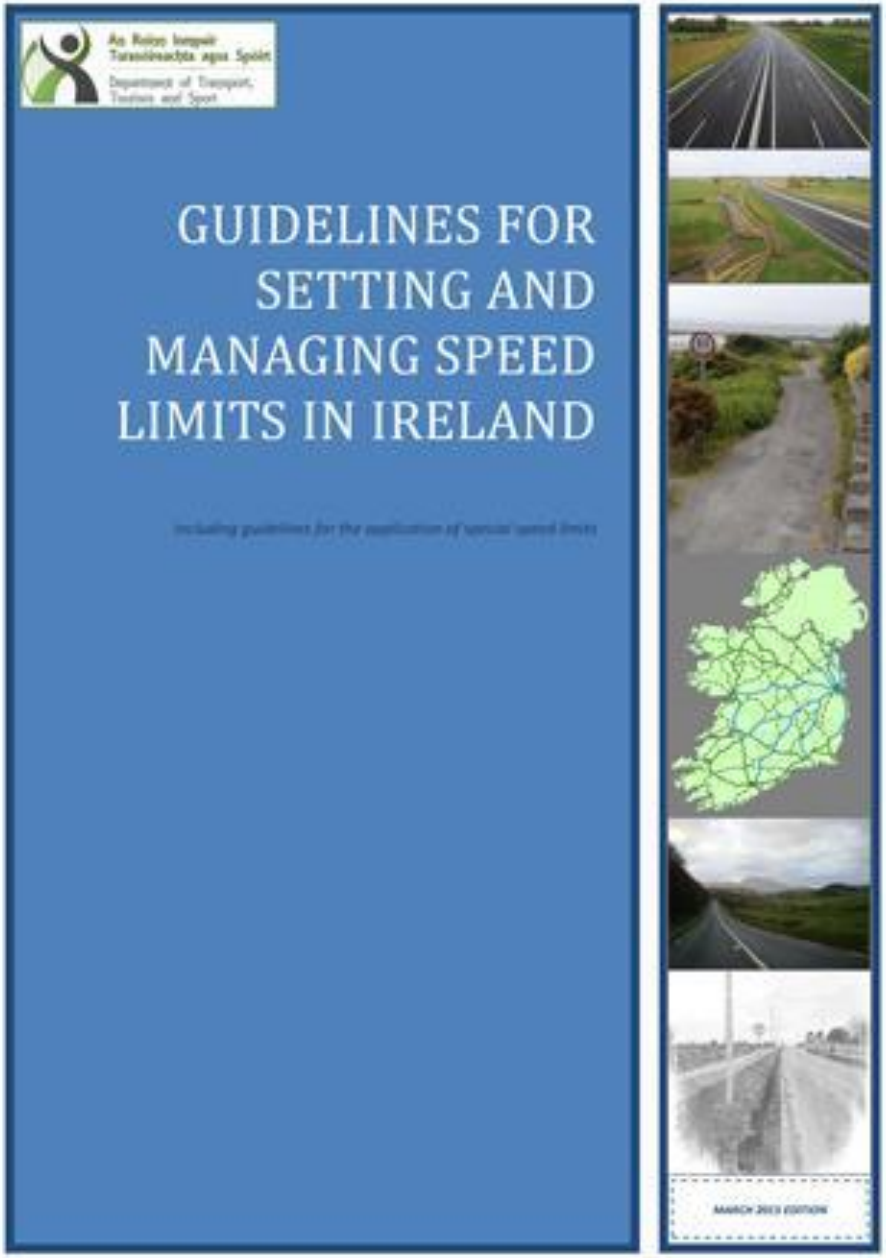

March 2015 – Published by the DTTaS

Statutory Publication (Mandatory use)

2 year timeline to establish and begin implementation of a policy in each Local Authority

Self regulation of speed limits introduced –

- Self enforcing – Engineering
- Conducive to road legibility
- No additional enforcement - Police
- However more successful with enforcement

Residential estates:
No standard definition – “Self contained grouping of houses”

85th percentile of speeds

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2017 - City Centre plus selected residential areas

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Speed limit proposals for 2017

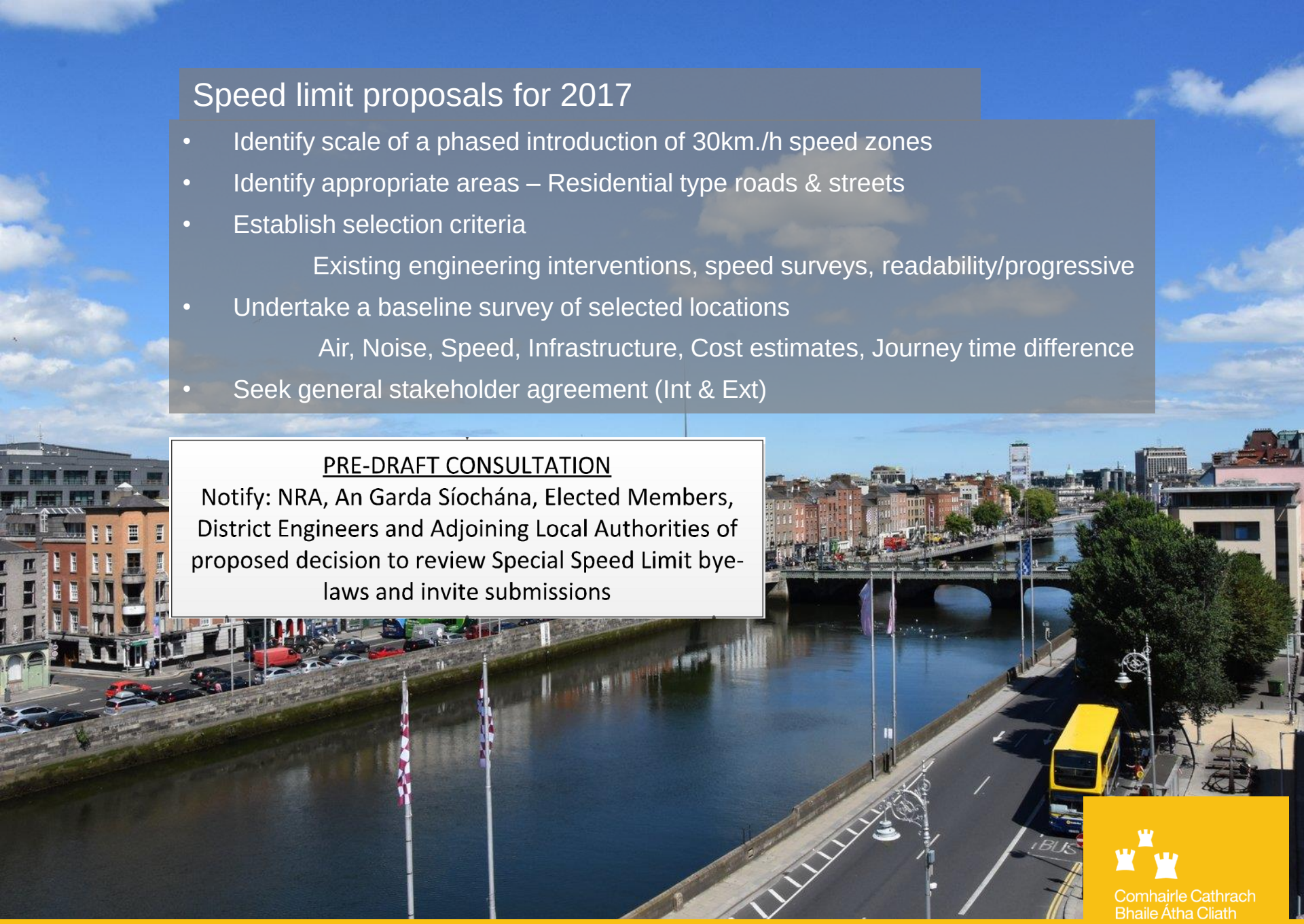
- Identify scale of a phased introduction of 30km./h speed zones
- Identify appropriate areas – Residential type roads & streets
- Establish selection criteria

  Existing engineering interventions, speed surveys, readability/progressive
- Undertake a baseline survey of selected locations

  Air, Noise, Speed, Infrastructure, Cost estimates, Journey time difference
- Seek general stakeholder agreement (Int & Ext)

PRE-DRAFT CONSULTATION

Notify: NRA, An Garda Síochána, Elected Members, District Engineers and Adjoining Local Authorities of proposed decision to review Special Speed Limit bye-laws and invite submissions



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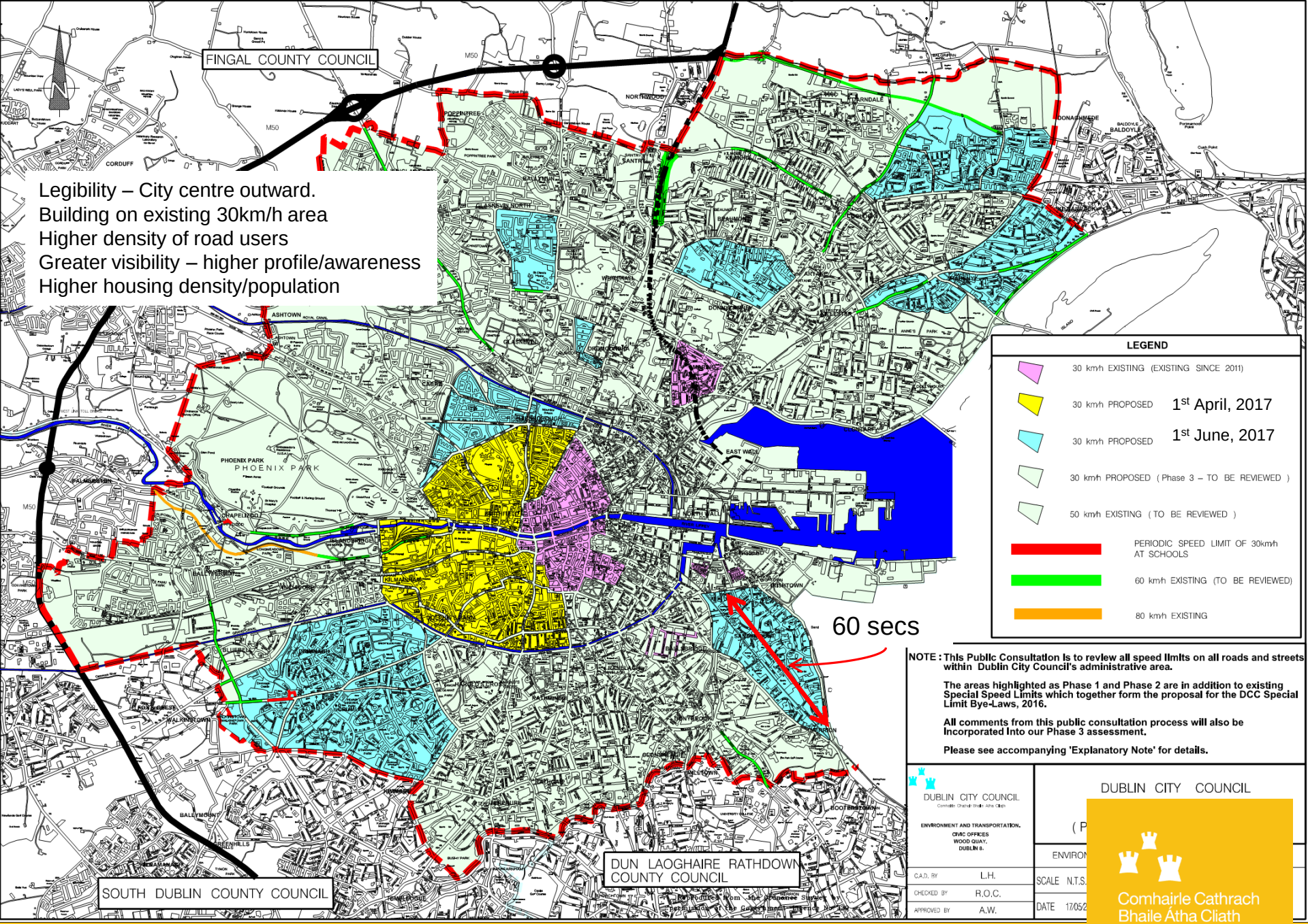

SETTING & MANAGING SPEED LIMITS IN DUBLIN

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- 2004 Roads Traffic Act

PUBLIC CONSULTATION

- Newspaper Notice published in TWO daily newspapers
- Display bye-laws at Local Authority Offices
- Display on Local Authority Website
- Display on www.speedlimits.ie website
- Objections received in writing during the 30 day period commencing on the date of first publication of the notice

Statutory – section 9.4

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PUBLIC NOTICE

HELP US MAKE DUBLIN'S ROADS SAFER FOR ALL

We're looking for your views on our proposed Special Speed Limit Bye-Laws 2016

Dublin City Council is reviewing the speed limits in its administrative area, under Section 9 of the Road Traffic Act 2004, and we would love your feedback on our proposed Special Speed Limit Bye-Laws 2016.

THE PROPOSALS INCLUDE THE EXPANSION OF THE 30KM/HR SPEED LIMIT ZONES IN CERTAIN RESIDENTIAL AREAS IN THE CITY.

This Public Consultation invites you to comment on the proposed adoption of these Bye-Laws. We are also looking for feedback in relation to identifying possible additional roads and streets for the next phases.

Proposals can be inspected from **Wednesday, 13th July, 2016 to Wednesday, 24th August, ... hours** at:

- Public Counter at Dublin Cit... Wood Quay, Dublin 8.
- Dublin City Public Libraries
- Dublin City Council Area Of...
- Or on our website at www.d...

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SETTING & MANAGING SPEED LIMITS IN DUBLIN

Public Consultation process

DCC Website - www.dublincity.ie/speedreview

- Set out the context & purpose
- Legislative process
- Explanatory notes
- FAQ
- Links to relevant and related online content

PC Awareness

Print Media:	The Business Post; The Herald; Independent; Irish Examiner; Irish Mail on Sunday; Irish Times.
Online media:	Boards.ie; CitizensInformation.ie; DublinLive.ie; Irishcycle.ie; Irishhealth.ie; the Journal.ie; RTE
Radio:	98fm; DublinCityFM; Newstalk, RTE Radio 1.
Social media:	Dublin City Council Twitter feed.
Jake's Legacy:	Roseann Brennan of the Jake's Legacy campaign leant support to the launch of the Public Consultation. "Jury advances 30km/h in housing estates after hearing of son's death in mother's arms" (2014)

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Public Consultation process

International Comparisons

A **UK** study examining the impact on road safety in 20mph (circa 30km/h) speed zones in 200 small residential areas found:

61% reduction in total injuries;
70% reduction in child pedestrian injuries;
48% reduction in child injuries;
6.2% reduction in accidents for each 1mph reduction in speed; and
On average speed reduced from 25 to 16mph

Source: Webster, D. and Mackie, A. (1996)

Studies in the **Netherlands** reported similar effects at 30km/hr:
5% reduction in accidents;
25% reduction in injuries;
85% of traffic travelling at a mean speed of <30km/hr and a 15-30% reduction in traffic volume;
25% in injuries over a 15 year period;
considered to be a cost-effective intervention.

(Source: Janssen, S. (1991)

A **German** study found a 25% reduction in accidents in an area where 30km/hr limits were in place.

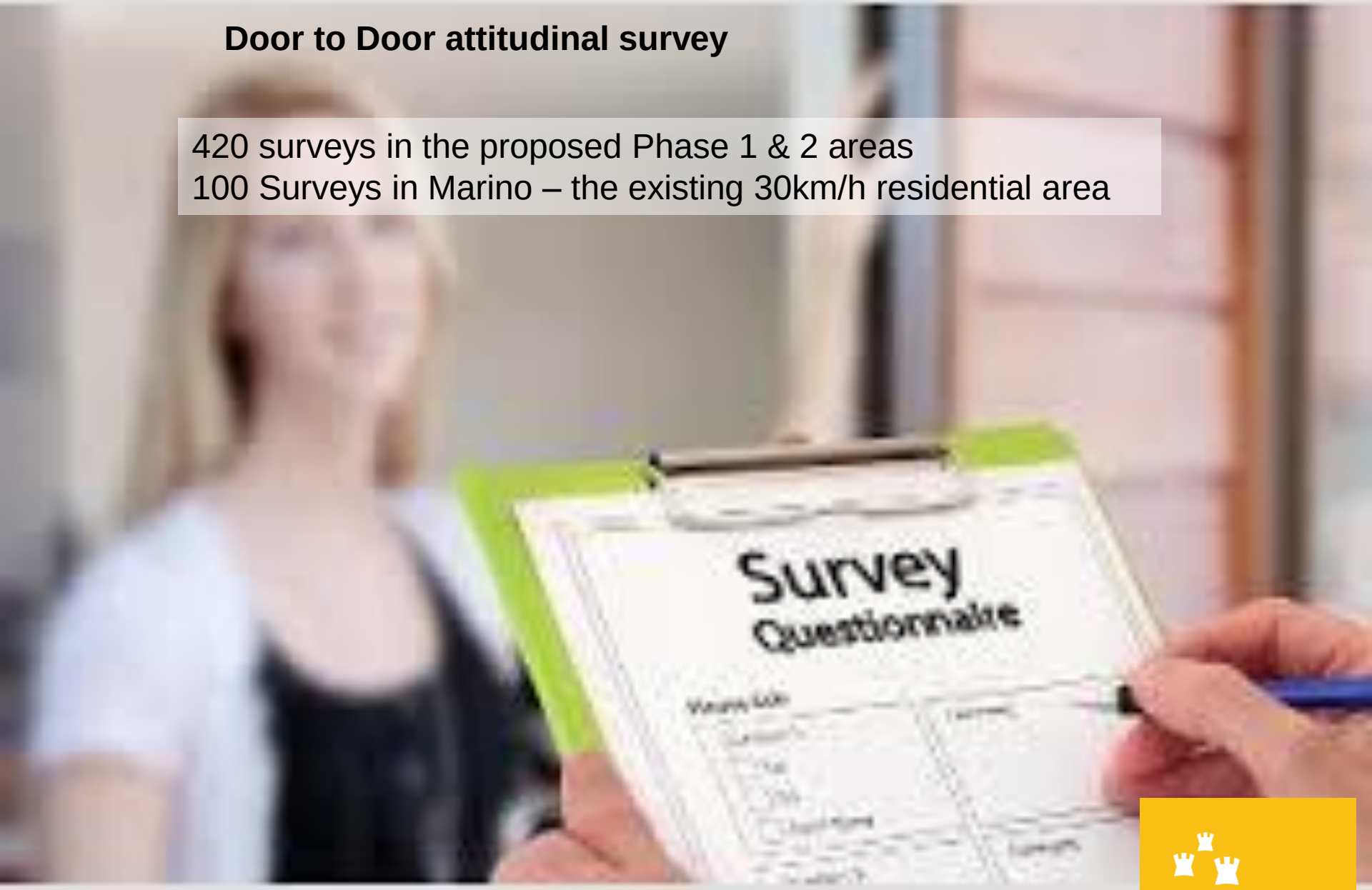
Concerns raised through the Public Consultation process

550 submissions:

1. Supportive
2. Supportive with additional suggestions for future speed limit reviews
3. Issue with a "*blanket application"* of the 30km/h limit (inclusive of arterials) (The antagonist's PR) .
4. Must be accompanied by other initiative, not on its own
5. Current speed limits are ignored –must be enforced
6. Increases pollution (noise & air) – adverse economic effects
7. Difficult to travel at 30km/h for a prolonged period.
8. Anti-motorist initiative.
9. Status quo is preferable – Leave limits at 50km/h

Door to Door attitudinal survey

420 surveys in the proposed Phase 1 & 2 areas
100 Surveys in Marino – the existing 30km/h residential area



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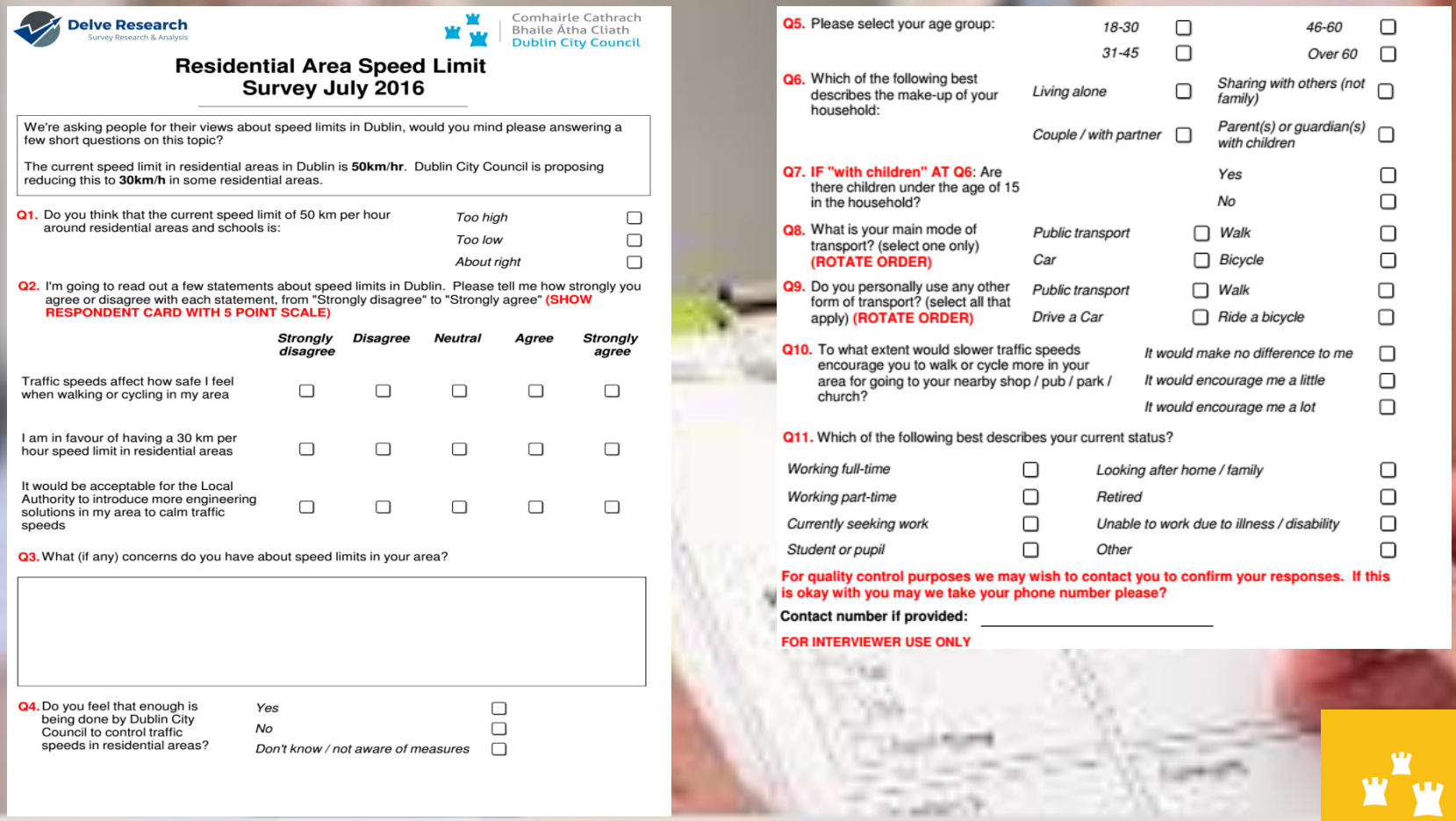

Delve Research
Survey Research & Analysis

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Residential Area Speed Limit Survey July 2016

We're asking people for their views about speed limits in Dublin, would you mind please answering a few short questions on this topic?

The current speed limit in residential areas in Dublin is **50km/hr**. Dublin City Council is proposing reducing this to **30km/h** in some residential areas.

Q1. Do you think that the current speed limit of 50 km per hour around residential areas and schools is:
- *Too high* ☐
- *Too low* ☐
- *About right* ☐

Q2. I'm going to read out a few statements about speed limits in Dublin. Please tell me how strongly you agree or disagree with each statement, from "Strongly disagree" to "Strongly agree" **(SHOW RESPONDENT CARD WITH 5 POINT SCALE)**

	Strongly disagree	*Disagree*	*Neutral*	*Agree*	*Strongly agree*
Traffic speeds affect how safe I feel when walking or cycling in my area	☐	☐	☐	☐	☐
I am in favour of having a 30 km per hour speed limit in residential areas	☐	☐	☐	☐	☐
It would be acceptable for the Local Authority to introduce more engineering solutions in my area to calm traffic speeds	☐	☐	☐	☐	☐

Q3. What (if any) concerns do you have about speed limits in your area?

Q4. Do you feel that enough is being done by Dublin City Council to control traffic speeds in residential areas?
- *Yes* ☐
- *No* ☐
- *Don't know / not aware of measures* ☐

Q5. Please select your age group:
- *18-30* ☐
- *31-45* ☐
- *46-60* ☐
- *Over 60* ☐

Q6. Which of the following best describes the make-up of your household:
- *Living alone* ☐
- *Couple / with partner* ☐
- *Sharing with others (not family)* ☐
- *Parent(s) or guardian(s) with children* ☐

Q7. IF "with children" AT Q6: Are there children under the age of 15 in the household?
- *Yes* ☐
- *No* ☐

Q8. What is your main mode of transport? (select one only) **(ROTATE ORDER)**
- *Public transport* ☐
- *Car* ☐
- *Walk* ☐
- *Bicycle* ☐

Q9. Do you personally use any other form of transport? (select all that apply) **(ROTATE ORDER)**
- *Public transport* ☐
- *Drive a Car* ☐
- *Walk* ☐
- *Ride a bicycle* ☐

Q10. To what extent would slower traffic speeds encourage you to walk or cycle more in your area for going to your nearby shop / pub / park / church?
- *It would make no difference to me* ☐
- *It would encourage me a little* ☐
- *It would encourage me a lot* ☐

Q11. Which of the following best describes your current status?
- *Working full-time* ☐
- *Working part-time* ☐
- *Currently seeking work* ☐
- *Student or pupil* ☐
- *Looking after home / family* ☐
- *Retired* ☐
- *Unable to work due to illness / disability* ☐
- *Other* ☐

For quality control purposes we may wish to contact you to confirm your responses. If this is okay with you may we take your phone number please?

Contact number if provided: _____

FOR INTERVIEWER USE ONLY

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Door to Door attitudinal survey

420 surveys in the proposed Phase 1 & 2 areas
100 Surveys in Marino – the existing 30km/h residential area

Proposed Areas

- **79%** agree that traffic speeds affect how safe they feel when walking or cycling
- **78%** in favour of having a 30km per hour speed limit in residential areas
- **75%** feel it would be acceptable for the Local Authority to introduce more engineering solutions in their area to calm traffic speeds
- **41%** say slower traffic speeds would encourage them to walk or cycle more

Cars speeding and **risk to children** were the two greatest concerns people had around speed limits.

Marino

- **87%** of Marino respondents satisfied with 30km per hour speed limit
- **91%** report being fully in favour of the 30km per hour speed limit from the start
- **96%** would oppose reverting to a higher speed limit

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Door to Door attitudinal survey – Post Implementation

404 surveys in the Phase 1 & 2 areas

Phases 1 & 2

- **85%** are satisfied with the introduction of the 30Km/h speed limit
- **83%** in favour of having a 30km/h speed limit in residential areas
- **89%** would be opposed to reverting to a higher speed limit
- **62%** feel that it is safer for children to play outside since the introduction of 30Km/h
- **58%** feel that they are more likely to walk or cycle in the area because of the lower limit
- **52%** feel that Dublin City Council is doing enough to control traffic speeds (this was at **29%** pre implementation)
- **90%** would support further expansion of 30 Km/h speed limits into other residential areas.

On average across the city when asked if the introduction of the 30 Km/h speed limit has had a positive impact overall in your area **53%** replied **"YES"**

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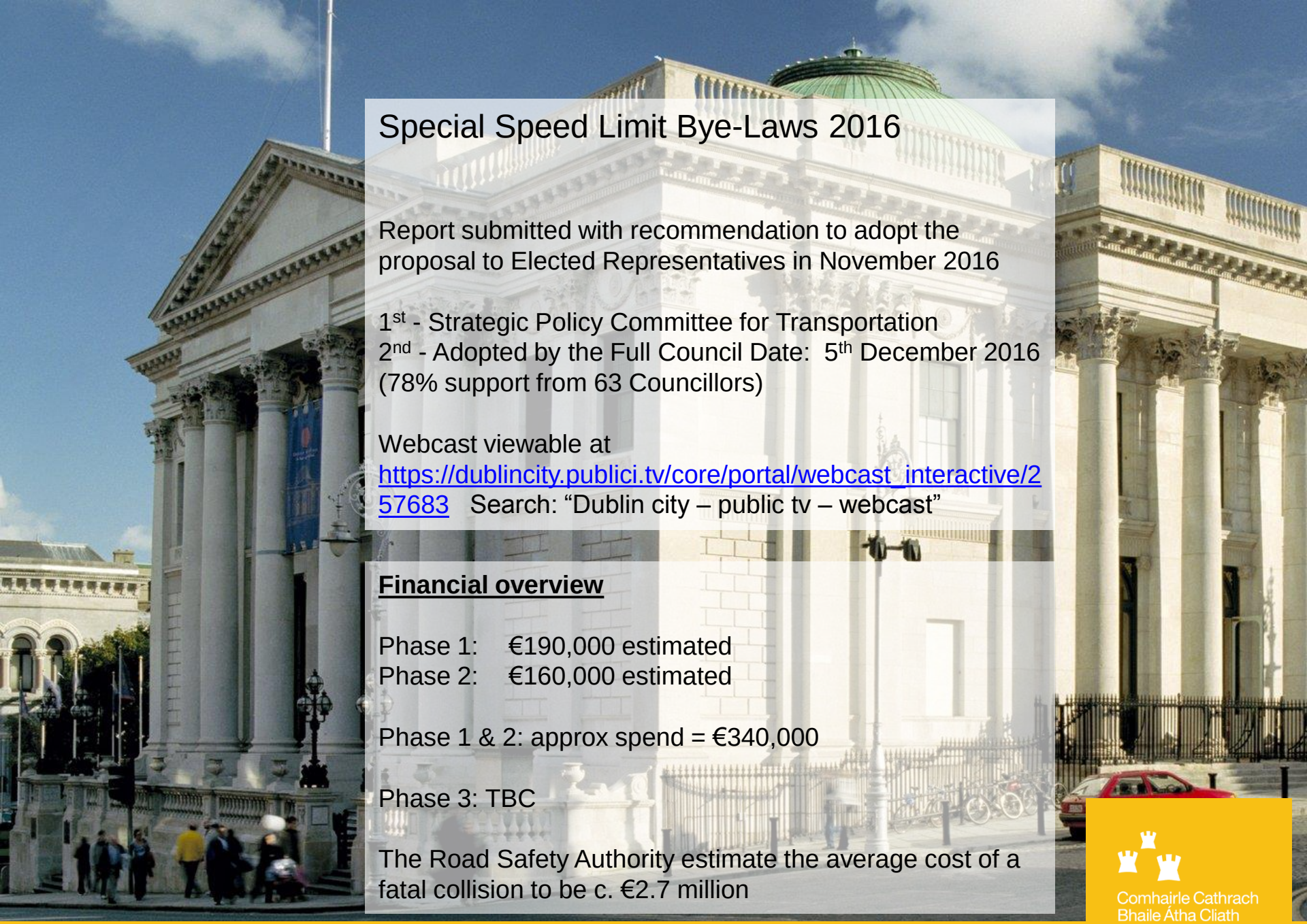

Special Speed Limit Bye-Laws 2016

Report submitted with recommendation to adopt the proposal to Elected Representatives in November 2016

1st - Strategic Policy Committee for Transportation
2nd - Adopted by the Full Council Date: 5th December 2016 (78% support from 63 Councillors)

Webcast viewable at https://dublincity.publici.tv/core/portal/webcast_interactive/257683 Search: “Dublin city – public tv – webcast”

Financial overview

Phase 1: €190,000 estimated
Phase 2: €160,000 estimated

Phase 1 & 2: approx spend = €340,000

Phase 3: TBC

The Road Safety Authority estimate the average cost of a fatal collision to be c. €2.7 million

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Measuring effectiveness

Before and after measures (Short term – 6 months)

- Speed surveys;
- Air quality (PPB + NO2), and;
- Noise levels .

Before and after measures (Medium term – 12months +)

- Speed surveys;
- Review collision data, and;
- environmental behaviours and perspectives over time.

Identify interventions on streets of significant non-conformity

Enforcement (Police);

Education (Road Safety Authority);

Hard engineering (footpath widening, deflectors, tightening corners).

Soft engineering (passive calming, road markings, signage).

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Low cost traffic calming solution

Watermill Road, Raheny 21st April 2015, 10am

8.5m wide c/w

Avg: 45km/h
V85: 53km/h

Evaluation time	21 April 2015,10:00 - 21 April 2015,17:00
Speed limit	50km/h
Speed violations	24.09%
Average gap time	18.93s
Queue traffic	21.15%
ADT	8997
AYT	3283905
LGV traffic share	2.21%
Evaluation direction	Both directions

	Count	Vd[km/h]	Vmax[km/h]	V85 [km/h]
Two-wheelers	83	37	71	57
Car	1988	45	75	53
Vans	495	45	74	52
Street truck	54	46	75	54
Bus	4	36	41	41
Total	2624	45	75	53

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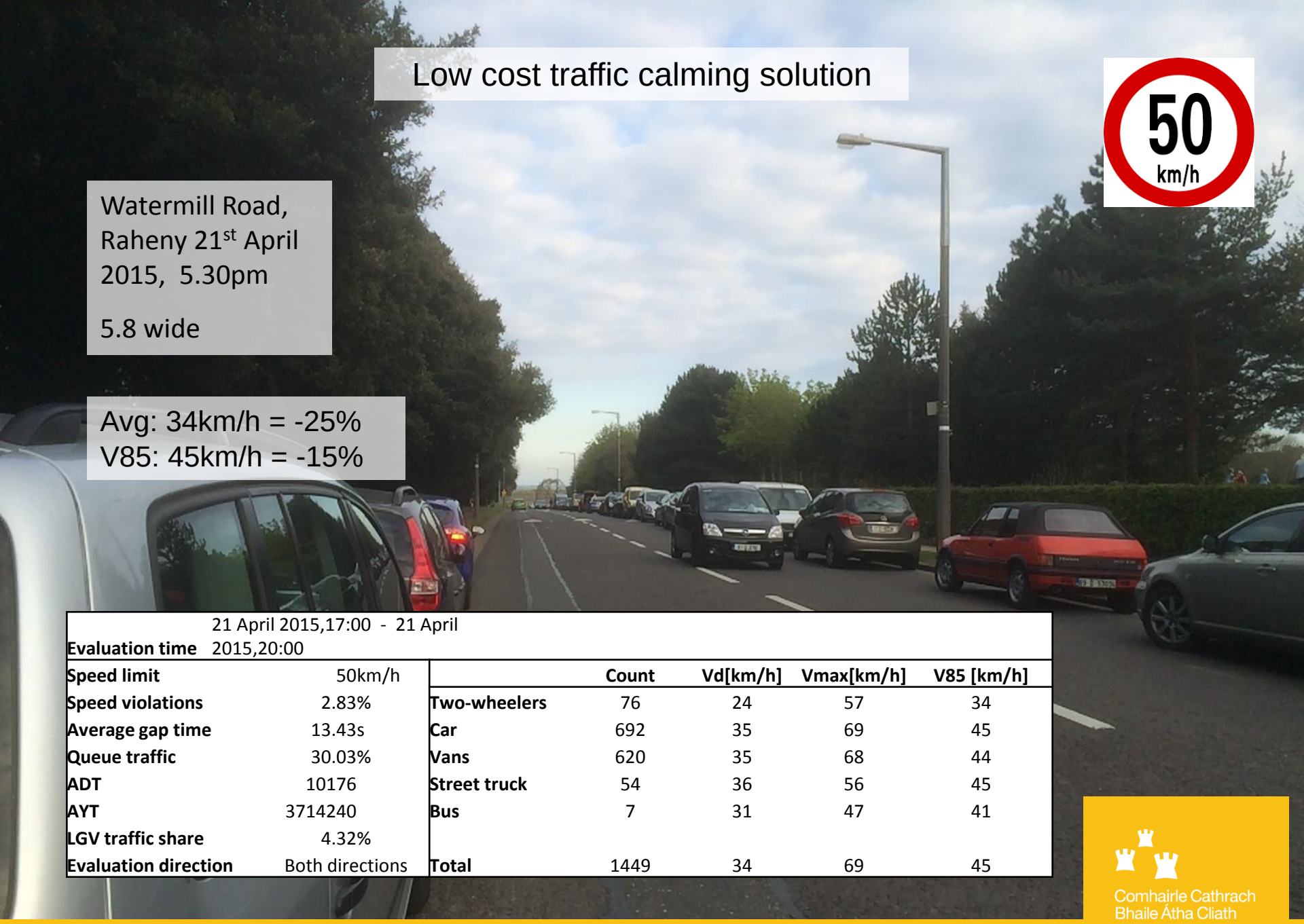
Low cost traffic calming solution



Watermill Road, Raheny 21st April 2015, 5.30pm

5.8 wide

Avg: 34km/h = -25%
V85: 45km/h = -15%

Evaluation time	21 April 2015,17:00 - 21 April 2015,20:00
Speed limit	50km/h
Speed violations	2.83%
Average gap time	13.43s
Queue traffic	30.03%
ADT	10176
AYT	3714240
LGV traffic share	4.32%
Evaluation direction	Both directions

	Count	Vd[km/h]	Vmax[km/h]	V85 [km/h]
Two-wheelers	76	24	57	34
Car	692	35	69	45
Vans	620	35	68	44
Street truck	54	36	56	45
Bus	7	31	47	41
Total	1449	34	69	45

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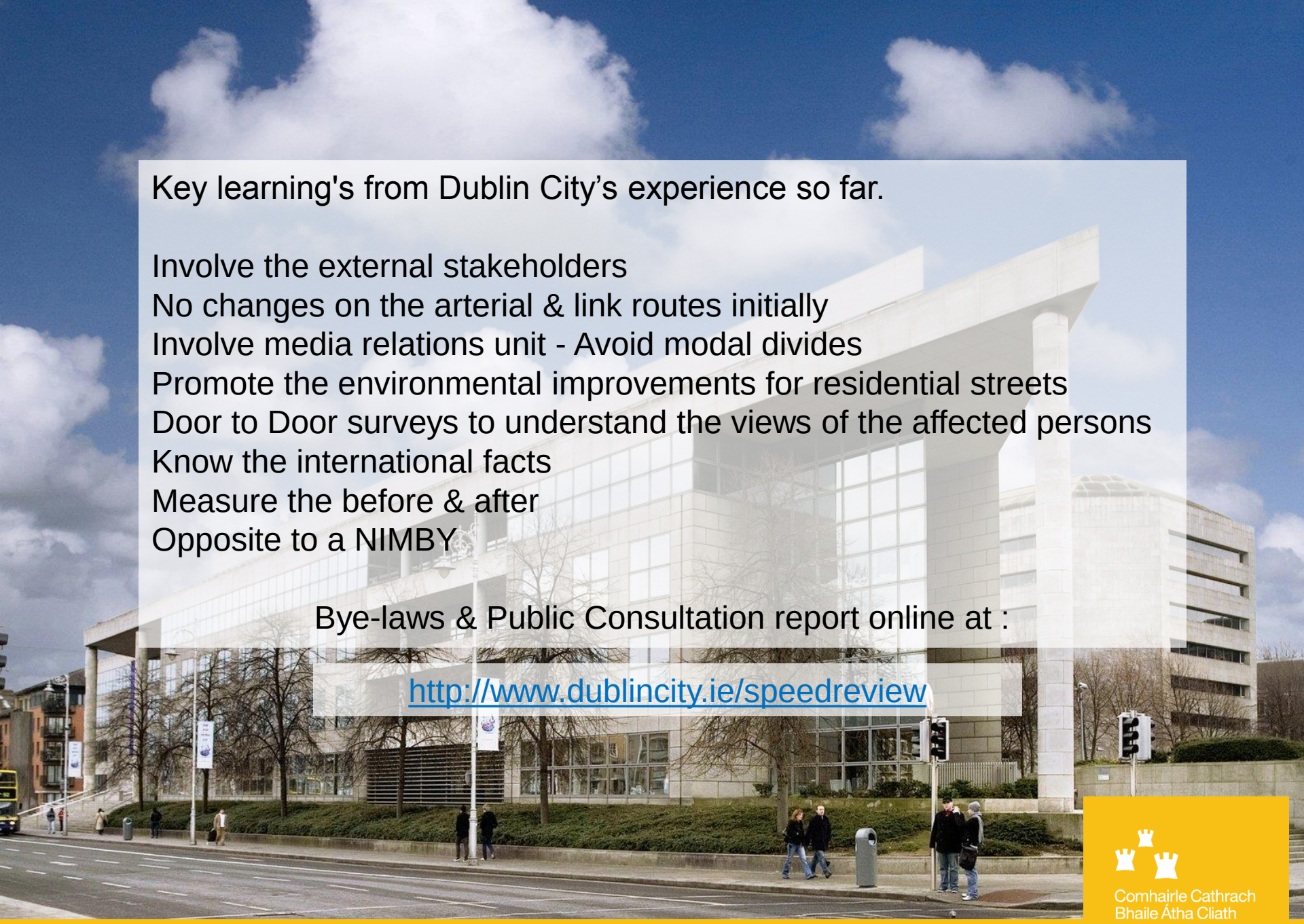

Key learning's from Dublin City's experience so far.

Involve the external stakeholders
No changes on the arterial & link routes initially
Involve media relations unit - Avoid modal divides
Promote the environmental improvements for residential streets
Door to Door surveys to understand the views of the affected persons
Know the international facts
Measure the before & after
Opposite to a NIMBY

Bye-laws & Public Consultation report online at :

http://www.dublincity.ie/speedreview

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