



An Roinn Iompair  
Department of Transport

# Speed Limit Review

## Main Report

September 2023



## **Abstract**

This report has been prepared in accordance with Action 6 of Ireland’s Government Road Safety Strategy (2021 – 2030) – *Our Journey Towards Vision Zero*. This action called for a working group to be established to examine and review the framework for the setting of speed limits on Irish roads. As part of this review there was a specific consideration of the introduction of a 30 km/h default speed limit in urban areas. This Introduction section sets out the background and context to Action 6 and the work of the group established to deliver this critical Action.

A review group was formed to address the above and to identify, as part of its final recommendations. The group developed a programme of work that reviewed the existing experience and practice in Ireland, International Best Practice as well as assessing the impact of Speed Limit options. The group engaged with a range of stakeholders.

Recommendations in this report are structured in a hierarchical manner and are structured as Principal, Specific and Support Recommendations. In keeping with a Safe System approach, implementation of the Recommendations will need to be subject to ongoing monitoring.



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## **Executive Summary**

This report has been prepared in accordance with Action 6 of Ireland's Government Road Safety Strategy (2021 - 2030) - *Our Journey Towards Vision Zero*. This action called for a working group to be established to examine and review the framework for the setting of speed limits on Irish roads. As part of this review there was a specific consideration of the introduction of a 30 km/h default speed limit in urban areas. A key objective is to seek to continue optimise the road network and implement road management measures supporting use and safety, having regard current policies.

### **Current Policy Background**

The current policy relating to Speed Limits in Ireland is led by a number of key issues relating to Road Safety, Climate and the Environment as well as supporting Active Travel. These in turn are broken down in their own specific plans such as the Safe System and Vision Zero for Road Safety, the Government Climate Action Plan and the Sustainable Mobility Plan. There are also European and International obligations such as the Trans European Transport Network (TEN-T), Road Infrastructure Safety Management, Intelligent Transport Systems (ITS) and the General Vehicle Safety Regulations.

Ireland's [Government Road Safety Strategy \(2021-2030\)](#) was launched in December 2021. Accompanying this Strategy is a [Phase 1 Action Plan \(2021-2024\)](#), featuring 186 road safety Actions for completion by Irish road safety partners. This Strategy aligns with key national and international road safety policies and targets, including the [Stockholm Declaration \(2020\)](#) (which Ireland has formally signed up to) and the [EU Road Safety Policy Framework 2021-2030](#). This strategy sets out road safety targets of a 50 % reduction in deaths and serious injuries on Irish roads by 2030, and achieving Vision Zero (i.e., zero road deaths and serious injuries) by 2050. To achieve these ambitious reductions, Ireland is embedding the Safe System approach to road safety management in policy and practice.

### **Work of the Review**

The review commenced in December 2021 with Terms of Reference being agreed. There was one half day workshop in May 2022 to share information on speeding, one full-day workshop in June 2022 on existing system in Ireland with local authority (LA) engineers, chaired by external facilitator and the Road Safety Authority (RSA) conference on Speeding in October 2022. A number of supporting reports were commissioned as part of this review and relate to the existing system of Speed Limits in Ireland (including Speed Limit inventory), international practice and modelling assessment.

### **Recommendations**

In addressing the framework of speed limits in Ireland the approach taken is to look at rural and urban limits separately and to then look at other specific and supporting actions relating to the system or framework of speed limits. Speed Limits need to be consistent and appropriate.

#### **Principal Recommendations**

For built up and urban areas it is recommended that a default speed limit of 30km/h is introduced. A 30km/h limit should apply, for all urban centres, residential roads and locations where there is a significant presence of vulnerable/active road users. Exceptions may be permitted as follows: -

- Pedestrian zones and shared space/zones where a speed limit of 20 km/h would apply.
- 50 km/h for National, Regional, arterial roads and key public transport routes.
- 60 km/h on Transition zones on National, Regional, arterial roads and key public transport routes.
- Urban arterial roads with a high design speed such as motorways, certain dual carriageways and roads with limited access where higher limits.

Rural roads speeds are higher compared to urban roads with the network varying extensively and inconsistent. It is recommended that default Speed Limits remain the same on the rural road network except for: -

- National Secondary Roads where it is recommended that the default Speed Limit be reduced from 100 km/h to 80 km/h to align with the Safe System principles and to reduce the severity of head on collisions.
- Local Roads where it is recommended that the default Speed Limit be reduced from 80 km/h to 60km/h to align with the use of the network and the Safe System principles.

It is also recommended that the following Safe System changes are implemented:

- For sections of the current road network where it is proposed to maintain a speed limit over 80km/h, the requirements to divide these roads and manage pedestrians/cyclists shall be investigated.
- All new sections of the rural road network that are to have a speed of over 80 km/h, not yet through the planning process, should be designed as divided roads and have appropriate segregated provision for pedestrians or cyclists.
- All new pedestrian and cycle infrastructure should be segregated from general traffic on sections of the road network where the speed limit is greater than 60 km/h.

### **Specific Recommendations**

There are a number of specific recommendations the group has made on the applications of speed limits for particular circumstances as follows: -

- |                              |                                 |
|------------------------------|---------------------------------|
| • Cycle Street (Urban)       | • Rural Cycleway / Greenway     |
| • School Speed Zones         | • Variable Speed Limit Zones    |
| • Urban Shared Space (Zones) | • Roadworks Speed Limit Zones   |
| • Pedestrian Zones           | • Gateways and Transition Zones |
| • Slow Zones                 | • Restricted Roads              |
| • Quiet Lanes                | • Traffic Calming               |

### **Supporting Recommendations**

A range of technical recommendations in relation to the Principal and Specific recommendation are required to ensure implementation in an effective manner that cover the following areas: -

- |                                 |                              |
|---------------------------------|------------------------------|
| • Legislation                   | • Appeals Process            |
| • Standards / Guidelines        | • Urban Area Definition      |
| • Data and Inventory Management | • Speed Assessment Framework |
| • Speed Limit Guidelines        | • Quality Control            |



- Traffic Signs
- Classification
- Education / Training
- Public Engagement / Communications
- Reserved Function
- Speed Limits Enforcement

## **Conclusion**

In support of this review, an implementation task force, led by the Department of Transport should be established to oversee the delivery of the recommendations in this report. An implementation plan shall be developed upon approval of this review with an overall objective of implementation within two years. The implementation plan should prioritise the early adoption of priorities, such as the 30 km/h for urban roads.



## Review Group Members

### Organisation

### Member

|   |  |
|---|--|
| Department of Transport                     | John McCarthy (Chair & Author)<br>Jan-Claire McNeill<br>Fiona O'Sullivan   |
| Road Safety Authority (RSA)                 | Michael Rowland (Co-chair)<br>Velma Burns<br>Michelle Munnelly (Secretary) |
| An Garda Síochána                           | Superintendent Thomas Murphy<br>Elaine Hanlon                              |
| City and County Managers Association (CCMA) | Evelyn Wright (Kildare)<br>Celina Barret (Kildare)                         |
| Transport Infrastructure Ireland (TII)      | Helen Hughes<br>Alastair DeBeer<br>Paschal Griffin                         |
| National Transport Authority (NTA)          | Michael Aherne<br>Adrienne Houghton  |

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## 1.0. Introduction

In November 2013, the Department of Transport, Tourism and Sport (DTTaS) published a report Speed Limits Review 2013. A core objective of the review was to consider issues relating to inconsistency and inappropriateness with one of the key recommendations of the report that all Speed Limits across the country should be reviewed and updated, as appropriate. New Guidelines for Setting and Management of Speed Limits in Ireland were subsequently published by DTTaS in March 2015 directing Local Authorities and TII. Further guidelines in relation to 20 km/h were issued in April of 2017.

A key objective of the revised guidelines was to move to a Safe System approach and to be more explicit in guiding the setting of Speed Limits and in doing so adopting an approach of safe and credible speeds or self-explaining roads so that drivers are more inclined to comply with them. Another key objective is to seek to continue to optimise the road network and implement Road Management measures supporting use and safety, having regard current policies. However, it is important to note that Ireland's road network is extensive and inconsistent, which means that a 'one size fits all' solution for speed limits for the 100,000 km of road network is not possible. Although progress has been made, issues of consistency and appropriateness still persist.

As part of the current Road Safety Strategy (2021 – 2030) a group was established in the context of Action 6 to *“Establish a working group to examine and review the framework for the setting of Speed Limits. As part of this review there will be a specific consideration of the introduction of a 30 km/h default speed limit in urban areas.”* The group was led by the Department of Transport and the Road Safety Authority and consisted of membership from Transport Infrastructure Ireland, the National Transport Authority, An Garda Síochána and representatives from Local Authorities.

The objective of the group was to undertake a **high-level review the framework** of both rural and urban Speed Limits, having regard to Vision Zero principles and to make **specific recommendations with regard to the roll out of speed limit zones**, including consideration of a default 30 km/h speed limit in urban areas. In addition, the group should identify how consequential or appropriate support measures (education, enforcement, infrastructure, guidelines) to support and promote implementation and driver compliance with new Speed Limits, could be put in place in future work. The group developed a programme of work covering the following: -

1. Conduct a preliminary strengths, weaknesses, opportunities and threats (SWOT) analysis of the existing system of Speed Limits.
2. Conduct a review of international best practice.
3. Conduct an inventory and review of speed limit zones (including 30 km/h zones) in Ireland.
4. **Host a workshop on speeding information:** Synthesise, present and consider all available relevant information on speeding from various sources to inform decision making.
5. RSA Annual International Conference 2022 to be hosted in October on the subject of speeding.

An additional task on modelling the impact of the review with regard to safety, emissions and economic impact was also undertaken.

## **2.0. Current System of Speed Limits**

A Speed Limit is the maximum legal speed, but not necessarily the safe speed at which a vehicle should be driven. It is the responsibility of a driver to obey a Speed Limit and to ensure that the vehicle speed is appropriate for the prevailing circumstances, even if that speed is lower than the Speed Limit applying.

The Road Traffic Act of 2004 sets out the current legislative basis for the setting of Speed Limits. The Act applies 'default' Speed Limits to different categories of road and allows for Local Authorities to intervene and set 'Special Speed Limits' on roads in their area. The Act also provides the Transport Infrastructure Ireland (TII, legally the National Roads Authority) and the Garda Síochána with roles. The main legislative provisions for Speed Limits are: -

- Default Speed Limits (fixed in law),
- Special Speed Limits (set by road authority),
- Roadworks Speed Limits (temporary order),
- Periodic Speed Limits (such as at schools),
- Variable Speed Limits.

The Minister for Transport may issue Statutory Speed Limit Guidelines under the Road Traffic Act 2004 in respect of the setting of Speed Limits. Further details are provided in Appendix B

In 2023 legislation underpinning Speed Limits is being updated to primarily allow for the introduction of Variable Speed Limits on designated sections of national road. Updated provisions in relation to Road Works Speed Limits and statutory Guidelines were included.

## 3.0. Current Policy Background

The current policy relating to Speed Limits in Ireland is led by a number of key issues relating to Road Safety, Climate and the Environment as well as supporting Active Travel. These in turn have their own specific plans such as Safe System and Vision Zero for Road Safety, the Government Climate Action Plan and the Sustainable Mobility Plan. There are also European and International obligations such as the TEN-T, Road Infrastructure Safety Management (RISM), Intelligent Transport Systems (ITS) and the General Vehicle Safety Regulations.

### 3.1. Road Safety

#### 3.1.1. Government Road Safety Strategy (2021-2030)

Ireland's [Government Road Safety Strategy \(2021-2030\)](#) was launched in December 2021. This Strategy aligns with key national and international road safety policies and targets, including the [Stockholm Declaration \(2020\)](#) (which Ireland has formally signed up to) and the [EU Road Safety Policy Framework 2021-2030](#).

This Strategy sets out road safety targets of a 50% reduction in deaths and serious injuries on Irish roads by 2030, and achieving Vision Zero (i.e., zero road deaths and serious injuries) by 2050. To achieve these ambitious reductions, Ireland is embedding the Safe System approach to road safety management in policy and practice.

#### 3.1.2. Safe System

The Safe System approach advocates for a safe road system, better adapted to the physical tolerance of its users. It has been recognised as international best practice and instrumental to achieving significant reductions in road deaths and serious injuries.

Safe System recognises that while death and serious injury can be prevented through strengthening the traffic system, road traffic collisions can never be fully eliminated because there will always be a degree of human error contributing to these ([International Transport Forum, 2016](#)). When collisions do occur, the human body is inherently vulnerable to death or injury. As such, we need to manage our infrastructure, vehicles and speeds to reduce collision impacts to survivable levels. We need to provide efficient emergency medical response and trauma care to reduce injury consequences, and we need to continue to assist road users in complying with road safety legislation and sharing the roads safely.

**The Safe System approach is based on four principles (ITF, 2016):**

- **People make mistakes** when using the roads, which lead to collisions.
- The human body has a **limited ability** to tolerate collision impacts.
- There is a **shared responsibility** among those who design, build, manage and use the roads and vehicles to prevent or reduce collision impacts, and those who provide post-crash response to mitigate injury.
- **All parts of the traffic system need to be strengthened** to multiply their effects and to ensure that road users are protected if one part in the system fails.

Ireland's Safe System approach and Phase 1 Action Plan (2021-2024) is based on seven priority intervention areas, one of which is 'Safe Speeds'.

### 3.1.3. Vision Zero

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero states that any fatal or serious injuries that occur within the road system are unacceptable. It is considered best practice in road safety according to the World Health Organisation (WHO) and the Organisation of Economic Cooperation and Development (OECD). In best practice, Vision Zero is supported by time-limited targets and performance indicators to reduce deaths and serious injuries.

### 3.1.4. Safe Speeds

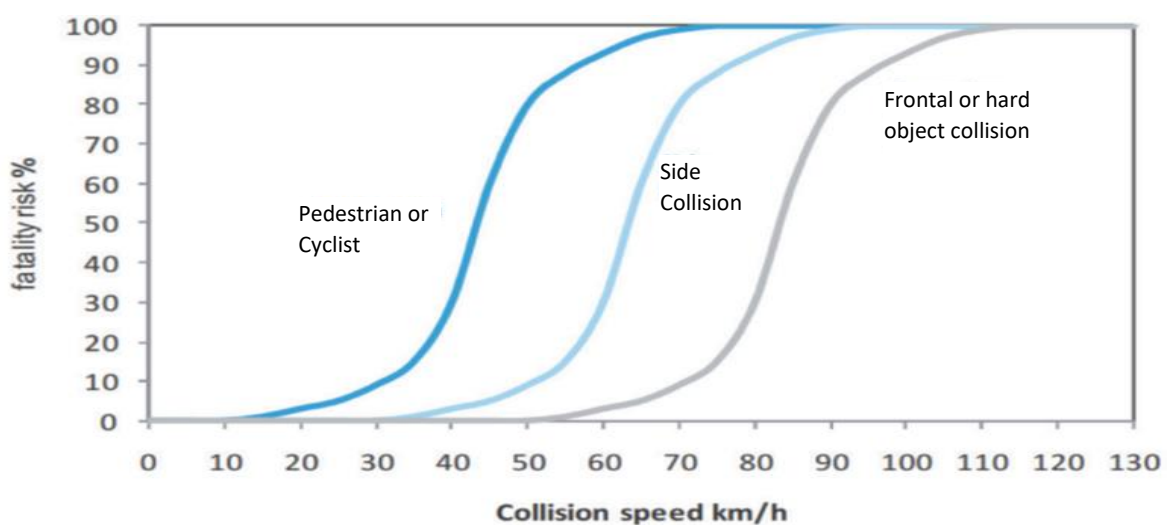
Safe Speeds is a central element of the Safe System approach. The aim for this priority intervention area in the Government Road Safety Strategy is to 'reduce speeds to safe, appropriate levels for the roads being used, and the road users using them'. This involves consideration of road and vehicle planning and design, the setting of injury-minimising speed limits, public education and awareness, and the enforcement of these limits.

### 3.1.5. Applying a Safe System Approach

The human body is inherently vulnerable to collisions at high speeds, even when travelling in a motor vehicle. Cyclists, pedestrians and motorcyclists are even more vulnerable, and at even lower speeds. A Safe System approach means that a traffic system should be adapted to the physical limitations of road users. Such physical limitations include, for example, that most unprotected road users survive if hit by a vehicle at up to only 30 km/h, a modern car can protect occupants up to 50 km/h in a side collision and a safe car can protect occupants up to 70 km/h in a head on collision.

Protecting vulnerable road users must be a key focus when it comes to setting speed limits. The risk of being killed is much greater for collisions between a car and a vulnerable road user at 50 km/h compared to the same type of collision at 30 km/h (Kröyer et al., 2014). Figure 3.1. illustrates this.

Figure 3.1 – Collision Speed – Fatality Risk



More recent studies by Lils Lubbe, Yi Wu and Hanna Jeppsson on 'Safe speeds: fatality and injury risks of pedestrians, cyclists, motorcyclists, and car drivers impacting the front of another passenger car as a function of closing speed and age' reflect this.



From an Irish perspective, the RSA recently commissioned a report that focused specifically on pedestrian fatality risk and vehicle speed, completed by Dr Kiran Sarma (University of Galway). A meta-analysis completed by Hussain et al. ([2019](#)) was referenced in this report. This aligns with the work of the other studies.

Of note, if vulnerable road users are separated from motorised traffic, higher speed limits can be used as there is much less risk of a collision involving a motor vehicle occurring. The Dutch Institute for Road Safety Research (Stichting Wetenschappelijk Onderzoek Verkeersveiligheid [SWOV]) in a 2021 fact sheet set out a range of Speed Limits as being reasonable in certain circumstances based upon Dutch evidence and are set out in Appendix B.

### 3.1.6. Ireland (Collision Data)

In Ireland almost three in four road deaths (73 %) in 2017-2021<sup>1</sup> occurred on a rural road with a speed limit of 80km/h or greater. Less than half (47 %) of serious injuries occurred on these roads, with 53% of serious injuries occurring on urban roads with speed limits of 60km/h or less. This proportion increases when focusing on seriously injured pedal cycle users and pedestrians. At least 8 in 10 of these vulnerable road users were injured on lower speed, urban roads.

Collision statistics from National Roads also show that between 30% and 45% of yearly fatalities on high-speed, single carriageway National Roads are as a result of head-on collisions. A further three people are also injured for every fatality caused by a head-on collision. In addition, these statistics show that divided roads are between three and five times safer than single carriageway roads.

### 3.1.7. Europe

The EU has set in its [road safety policy framework 2021-2030](#) a 50% reduction target in road deaths and serious injuries by 2030. This along with the Commission's [Strategic Action Plan on Road Safety](#) set out ambitious road safety plans to reach zero road deaths by 2050 ('Vision Zero'). To counter the trend of stagnating road safety figures in the EU and move closer to the long-term goal of zero road fatalities in the EU by 2050.

To reach "Vision Zero" the Commission is promoting the Safe System approach in the EU. This Safe System requires safer vehicles, safer infrastructure, lower speeds, and better post-collision care. In addition, the EU will work to ensure better cross-border enforcement of traffic offences, digitalise driving licences and develop new ways to help Member States with comparatively poor road safety records.

### 3.1.8. Road Infrastructure Safety Management (RISM) Directive

The Directive 2008/96/EC on Road Infrastructure Safety Management (RISM) established procedures to ensure the safety of the trans-European (TEN-T) road network. The procedures covered different stages and aspects of planning, design and operation of major roads but mainly focused on the safety of car-occupants. The Directive (EU) 2019/1936 which was amended in 2019 gives greater recognition to the safety of cyclists and pedestrians and a new interim target of halving the number of serious injuries by 2030.

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<sup>1</sup> Please note these collision data are provisional and subject to change.

The Directive is based on the principle that ‘forgiving roads’ that are well designed, clearly marked and well maintained should reduce the severity of collisions. It is also noted that a large proportion of road collisions occur on a small proportion of roads where traffic volumes and speeds are high.

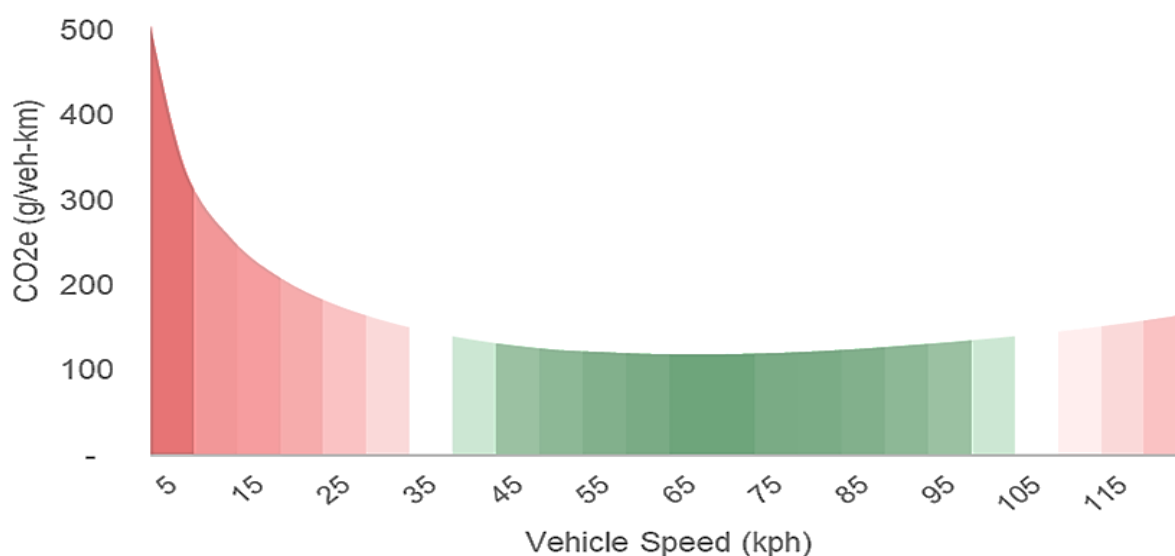
One of the measures highlighted by the Directive as having a high potential for safety development and cost saving is appropriate traffic calming in areas of lower speed and the separation of pedestrians and cyclists from high-speed motor traffic.

Driving speeds are an important element of the road safety audit process and refers to amending Speed Limits and speed zoning, where roads are not deemed to have safe and credible speeds, within the Targeted Road Safety Inspection process.

### 3.2. Environment and Climate Change

The relationship between the speed a vehicle is travelling and the level of greenhouse gas (GHG) emissions, including CO<sub>2</sub>, that are produced is approximately ‘U-shaped’, i.e., it is non-linear (Figure 3.2 below). Emission rates are at their highest at lower speeds and reduce as speeds increase to between 60 km/h and 80 km/h and thereafter increase slowly. Frequent acceleration and deceleration (e.g., in congested traffic) also increases emissions.

**Figure 3.2:** - Average Road Vehicle Emission Rates by Vehicle Speed (2018 County Dublin Fleet weighted).



It is important to note however, that as the electrification of the national fleet increases, the potential reduction in emissions associated with any speed limit changes will diminish.

There is growing evidence that noise pollution also has wide-ranging adverse health, social and economic effects. Appropriate speed management presents an opportunity to reduce excessive traffic noise, with noise abatement in urban areas increasingly focusing on the implementation of 30km/h speed limits to achieve this.

### 3.3. Active Travel

Active mobility, soft mobility, active travel, active transport or active transportation is the transport of people or goods, through non-motorised means. It is defined as travelling with a purpose using your own energy. The best-known forms of active mobility are walking and cycling.

Increasing Active Travel is seen as a critical component of Ireland's Climate Action Plan. This is further supported by the NTA's Greater Dublin Area Transport Strategy and local authority development plans. These documents seek to increase the use of Active Travel to improve levels of physical fitness and associated health benefits and reduce the consumption of fossil fuels in vehicles and carbon emissions. These policies recognise that good cycling and walking infrastructure is required to make people less reliant on their cars to create the mode shift required to meet targets.

Significant government investment has been made in recent years to improve infrastructure by reallocating street space to provide additional pedestrian space and crossing facilities and cycling facilities. The increased use of Active Travel also requires changes to road regulations and education and training on the interaction between motor vehicles and individuals using active mobility.

The Dutch Institute for Road Safety Research (SWOV) published a fact sheet in 2021 on a range of safe speed limits for different circumstances/interactions, which is included in Appendix C. However, the increased use of active modes has potential to result in increased collisions as a direct correlation. The RISM Directive notes that vulnerable road users accounted for 47 % of road fatalities in the European Union in 2017. Ensuring that the needs of the vulnerable road users are taken into account in all RISM procedures and the development of quality requirements for infrastructure for such road users should therefore improve their safety on the road. The proper implementation of active travel measures on the road network requires ensuring that appropriate speed limits are used in the surrounding environment; low speeds can allow for mixing or greater interaction whereas higher speed environments require users to be separated to avoid interaction.

### 3.4. Other Issues

#### 3.4.1. TEN – T

The Trans-European Transport Network (TEN-T) policy addresses the implementation and development of Europe-wide transport networks. Proposal for a revised TEN-T Regulation updates this transport network including for infrastructure requirements and deadlines to implement these. The proposal contains many new elements compared to the existing 2013 regulation focused on increased standards.

- The Ten-T Network includes for supporting active modes of mobility by enhancing accessibility and quality of related infrastructure and the environmental benefits of those modes as referred to in Article 2(2) (h) of Regulation (EU) No 168/2013,
- The RISM Directive is cross referenced as follows: *(a) the safety of road transport infrastructure is ensured, monitored and, when necessary, improved and that roads are designed, built or upgraded and maintained with high levels of safety of traffic,*
- That the Core and Extended Core will require 'separate carriageways for the two directions of traffic, and not interact with others at grade.

#### 3.4.2. Connected and Automated Mobility (CAM)

Connected and Automated Mobility (CAM) refers to autonomous/connected vehicles or self-driving cars for which much work is underway to support the development and introduction of connected and automated mobility across the EU, including on policies and legislation relating to digital technology, cybersecurity, liability, data use, privacy and radio spectrum/connectivity.

### 3.4.3. Intelligent Speed Assistance (ISA)

'Intelligent Speed Assistance' (ISA) means an in-vehicle system that aids the driver in maintaining the appropriate speed for the road environment by providing dedicated and appropriate feedback. The driver is always in control and can easily override the ISA system and provides for options for system feedback to the driver such as through audio/visual warnings, pedal feedback or speed control. ISA has been shown to be effective when connected to other measures such as insurance cost.

With the General Vehicle Safety Regulation (EU) 2019/2144 (27<sup>th</sup> November 2019) Intelligent Speed Assistance (ISA) is mandatory for new models/types of vehicles introduced on the market from July 2022 and will become mandatory for all new vehicles sold from July 2024.

For Speed Limits, Article 6(2) of the regulations states that ISA shall meet a number of minimum requirements including that speed limit information shall be obtained through the observation of road signs and signals, based on infrastructure signals or electronic map data, or both. Thus the success of the system is dependent on the appropriateness and accuracy of the set Speed Limits.

Article 6(4) relates to requirements for 'event data recorders', for the sole purpose of recording and storing critical information and that the data that they are capable of recording be made available to national authorities only for the purpose of collision research and analysis.

### 3.4.4. Intelligent Transport Systems (ITS)

In the framework of EU ITS Directive (2010/40/EU), requirements have been adopted on the deployment and operational use of ITS for the provision of EU-wide Safety Related Traffic Information (SRTI) and Real-Time Traffic Information (RTTI) services. These also provide a National Access Points (NAP) for the exchange and reuse of data. Regulations supporting this have been set out as follows: -

- COMMISSION DELEGATED REGULATION (EU) No 886/2013EN of 15 May 2013 relating to data and procedures on road safety-related traffic information,
- COMMISSION DELEGATED REGULATION (EU) 2015/962EN of 18 December 2014 relating to the provision of EU-wide real-time traffic information.

## **4.0. Supporting Tasks**

A number of supporting reports were commissioned as part of this review and relate to the existing system of Speed Limits in Ireland (including Speed Limit inventory), international practice and modelling assessment. The requirement for the first two reports were identified from the outset and the third was identified during the review. A short summary of each of the reports is provided here, and each of the reports will be published.

### **4.1. Overview of Existing System in Ireland (Workshop Report held June 2022)**

An expert workshop was held on 21<sup>st</sup> June 2022 to review the existing system of Speed Limits in Ireland to identify gaps, strengths, key challenges and priority areas for focus based on the expert knowledge of the group. Supplementary meetings were also held with a number of other stakeholders. The workshop and meetings were facilitated by an independent expert and a report of findings was prepared to further inform this review.

The attendance included professionals working in road safety in Ireland including - Local Authority staff involved in setting Speed Limits, members of An Garda Síochána, Transport Infrastructure Ireland (TII), the Road Safety Authority, consultants involved in road safety audits on the Speed Limits, representatives from the Local Government Management Agency (LGMA), the Department of Transport, The National Transport Authority (NTA) and road safety personnel from Northern Ireland.

The key themes that emerged from the workshop and meetings include specific technical issues related to the Speed Limit Guidelines, availability and use of data, the challenges associated with implementing 30 km/h limits in urban areas, the importance of enforcement and varying approaches to this. The importance of clear and timely communication to elected members and the public to gain buy in to changes in speed limits, and the engineering challenges associated with implementing safe and credible speed limits were also discussed. Further details on the outcomes of the workshop is documented in the final report published as part of this report.

A separate exercise was carried out to gather inventory data on existing Speed Limits in terms of zones, road length and signs. In June 2022, the MapRoad system was analysed, with the total length of network covered by a special speed limit on the MapRoad system determined to be in the region of 13 % of the network and covering less than half of the Local Authorities. Transport Infrastructure Ireland has extensively mapped all Speed Limits (100 %) on the National Road network (Motorways, National Primary and Secondary) in ArcGIS. It was evident that some data gaps exist in relation to this inventory, and this will be addressed in future work.

Noting the workshop, the exercise on inventory and other requirements, it is clear that the gathering, use and sharing of data in relation to Speed Limits is critical to support a framework or system of Speed Limits in Ireland. This was recognised in the previous review in 2013. The availability and sharing of data continue to be limited, however the need for such is increasingly important. In relation to managing Speed Limits key needs for data include Intelligent Speed Adaption (ISA), Speed Limits Assessment, the development of Bye-laws and managing inventory.

## 4.2. International Research

International Research was carried out to look at best practice in relation to Speed Limits in other jurisdictions to inform the work of Action 6. This research report on The Setting and Managing of Speed Limits was produced by Arup and the Transport Research Laboratory (TRL) with the aim of providing an overview of current mechanisms and policies regarding the setting and management of Speed Limits internationally. The research also looked at the potential safety, environmental and operational benefits, and risks which may arise as a consequence of reducing Speed Limits. This research was carried out through a literature review and stakeholder engagement.

The Safe System approach appears to be the predominant determinant for reducing speeds in all jurisdictions researched. This finding reaffirms that countries are focusing on reducing the number of deaths and serious injuries by setting appropriate Speed Limits to a 'Safe Speed'. Two countries in particular that exhibited a range of aspects of good practice are Sweden and France. The approaches followed in these countries have been summarised within the report.

## 4.3. Speed Limit Modelling Assessment

As part of the Speed Limit Review the potential impacts, through modelling and analysis of speed limit reductions that may be implemented on the Irish road network were investigated. Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) produced a modelling assessment report that assessed and considered a range of potential speed limit reduction scenarios, in relation to their safety, Greenhouse Gas (GHG) emissions and travel time impacts.

The work of the assessment was divided with TII assessing the potential impacts in relation to rural roads (i.e. greater than or equal to 60 km/h speed limit) and the NTA assessing urban road impacts (i.e. roads with a speed limit equal to or below 60 km/h). The report provides the detail of the assessments undertaken by TII and the NTA and the conclusions arising from the assessment.

As part of the assessment, a literature review (separate to the above) of several international studies on the impact of reducing Speed Limits in terms of safety, environment and economy was undertaken. In summary, the literature review found that:

- Safety - Overwhelmingly the implementation of speed limit reductions resulted in significant safety benefits.
- Environmental - In terms of environmental (i.e. GHG emissions) impacts, the review provided mixed results. The studies which analysed observed data (as opposed to theorised or modelled outcomes) generally found that any positive environmental impacts were minimal or statistically insignificant.
- Economic - Economic impacts (i.e. travel time) arising from the studies were also found to be mixed. The majority of studies reported negative economic impacts resulting from the increased journey times, which outweighed any monetary benefits seen from safety and GHG emissions savings from a Cost Benefit Analysis perspective.

In line with international studies the assessment, carried out by the TII and the NTA found that reducing Speed Limits, whether in the context of rural or urban roads, has the potential to have a positive safety impact overall, which is in line with international studies. The work also found that approaches to

reducing Speed Limits on certain roads can lead to traffic re-routing to roads with a lower standard which may have a negative impact at a local level. Therefore, the implementation of speed limit reduction measures should consider the need to maintain traffic travelling on the safest and most appropriate routes.

From a GHG emissions perspective, the assessment suggests that the impacts would be marginal overall and would diminish over time as the national vehicle fleet transitions towards electrification and improved vehicle technology. At a local level there may be specific corridors or areas where a targeted speed limit reduction change could be implemented which may see a GHG emissions benefit.

Having regard to the current approach to economic impact assessment reducing traffic speeds is generally seen as negative as it increases journey times. However wider benefits such as for road safety and for promoting usage by other types of road users are not fully accounted for in this approach. Thus, any proposal relating to Speed Limits should seek to optimise the road network towards appropriate uses and journeys.

#### **4.4. RSA Annual Conference**

The RSA's Annual International Conference was held on Wednesday 26 October 2022 in Croke Park, Drumcondra. The theme of the conference was ['Tackling Speeding – Risk Factors and Interventions'](#). This day-long conference featured ten presentations from national and international experts across three sessions: 'Understanding speeding', 'Speed interventions' and 'Impact of speeding'.

In the first session on 'Understanding speeding', the RSA provided an in-depth profile of speeding in Ireland. This included findings from the RSA research programme in relation to speeding and included, for example, key influencing factors identified by drivers in Ireland as to why they engage in speeding.

The second session on 'Speed interventions', included an overview of international best practice and the successes of 30 km/h Speed Limits and TII delivered a presentation, which highlighted that 40 % of fatalities on National Roads are as a result of head-on collisions on high-speed single carriageways, how to moderate speeds on Ireland's national roads as well as average speed cameras and variable message signs.

#### **4.5. Other Engagement**

This speed limit review builds upon the public consultation of the Road Safety Strategy and also included engagement with a range of stakeholder organisations that allowed for the review to hear different perspectives.

## 5.0. Recommendations

The key principles of a safe system approach underpin the recommendations of this review. In making recommendation in relation to Speed Limits on the road network, the principles of self-explaining and self-regulating roads are important to ensure credibility of limits however this needs to be consistent with the principles of a safe system approach. Ireland's road network is extensive and inconsistent, which means that a 'one size fits all' solution for Speed Limits for the 99,100km of road network is not possible.

A key objective in looking at Speed Limits is to seek for more consistent implementation of appropriate Speed Limits adapted to the road safety standard. In addition, the use of lower speeds should bring about greater opportunities for a wider range of road users as well as simplifying the approach to traffic management.

As has been set out, consideration of Speed Limits has to take account of the range of policy issues relating to Road Safety, Climate Change and Active Travel. Any solution needs to seek to optimise the road network in an effective and an appropriate manner. Thus, for example, longer distance journeys should seek to make use of safer and higher speed roads, intended for such journeys, such as Motorways and National Roads with Regional and Local Roads providing shorter lengths (or a feeder role) to those journeys. Regional Roads should support regional or medium length journeys and Local Roads should support local journeys and active users.

Having regard to international practice and the Safe System approach to Speed Limits, it should be noted that Ireland has already reduced much of its Speed Limits in rural areas to 80 km/h, and 30 km/h in substantial parts of urban areas. This substantially aligns with the Safe System approach.

In addressing the framework of Speed Limits in Ireland, the approach taken is to look at rural and urban limits separately and to then look at other supporting actions relating to the system or framework of Speed Limits. It is important to note that recommendations made in this review are high level and are subject to further development and implementation and are structured on a hierarchical basis as follows: -

- **Principal Recommendations** are in relation key general network level issues and are in turn divided on an urban and rural basis,
- **Specific Recommendations** are in relation to targeted issues relating to Speed Limits that align with the Principal Recommendations,
- **Supporting Recommendations** relate to enablers to support implementation.

In keeping with a Safe System approach, the implementation of the Recommendations shall require ongoing monitoring.

### 5.1. **Principal Recommendations**

#### 5.1.1. Urban Roads

Urban roads are roads and streets that exist within an urban area and are generally characterised by moderate to heavy residential or commercial development, frequent entrances and low to moderate speeds.



For urban areas, particularly for residential areas or where there is a mix of road users, there has been an increasing trend to reduce Speed Limits in the interest of road safety and in recognition that urban roads and streets are not just places of movement as in not just for transport. A key issue to resolve is in relation to an urban road, the extent of the urban fabric and how to define it.

Reducing traffic speeds is an important way to reduce barriers to physical activity, because fast-moving vehicles discourage people from walking and cycling and raise the risk of injury. In general, the lower the speed limit the more effectively that vehicles and other users can safely share the road, including on roads with cycling infrastructure, pedestrian facilities, or shared zones. Safety requirements relating to the separation of road infrastructure for users such as for cyclists are reduced at lower Speed Limits, and it is important that this is reflected in design standards.

In Ireland there has been a roll-out of the 30 km/h Speed Limit since the previous Speed Limits review in 2013. Where this has occurred, it has been applied to significant parts of an urban network. However, the application has not been consistent and has not occurred in all cases. Recognising this, the Safe System approach and the need to improve consistency of application, the default speed limit for urban roads should be 30 km/h. This would allow for simpler approach to the setting of Special Speed Limits with such limits being increased or reduced as appropriate.

Greater use of the 20 km/h and 40 km/h should also be considered including further alignment with design standards including the Design Manual for Urban Roads and Streets (DMURS).

**P1**

It is recommended that a default speed limit of 30km/h for built up and urban areas is introduced. A 30km/h limit should apply, for all city or town centres, residential roads and locations where there is a significant presence of vulnerable/active road users. Exceptions would be permitted for the following: -

- Pedestrian zones and shared space/zones whereby a speed limit of 20km/h would apply.
- National, Regional, arterial roads and key public transport routes where limits up to 50km/h may apply.
- Transition zones on National, Regional, arterial roads and key public transport routes where speed limits up to 60km/h may apply.
- Urban arterial roads with a high design speed such as motorways, certain dual carriageways and roads with limited access where higher speed limits may apply.

The definition of 'built-up area' and 'urban area' requires to be defined and updated in legislation and the Guidelines for Managing Speed Limits. A number of options need to be considered including the use of the CSO Settlement Boundaries and the DMURS Manual. A study is required to develop these options and is identified as a supporting action.

Implementation of this recommendation should be prioritised for early adoption.

The recommended approach requires legislation to support the default limits and amending the Guidelines for Setting Speed Limits.

The provision of urban infrastructure including Active Travel infrastructure should be in accordance with a Safe System approach. For existing infrastructure this could occur where possible as appropriate works arise.

### 5.1.2. Rural Roads

Rural roads are roads that exist outside urban areas and are generally characterised by open spaces or fields, low residential or commercial development, infrequent entrances and open drainage is generally prevalent.

Rural roads traffic speeds are higher compared to urban road speed areas. The Irish rural road network varies extensively and is inconsistent, for example varying from high-speed motorways to boreens and where some stretches of Regional Road can have a higher standard to some National Roads. Specific issues arising relating to the rural network include: -

- Adapting limits to improve adherence to the principle of a Safe System and self-explaining roads to achieve safe speeds,
- Address by 2050 whether to divide roads with a speed limit of greater than 80km/h,
- Segregating non-motorised users on high-speed sections of rural roads (>60km/h)
- Reducing the speed and potential for collisions on the remaining single carriageway network for 80 km/h or less,
- Supporting the use of the local road network for other, active travel users,
- Supporting carbon reduction measures on the network.



As part of the current review a range of scenarios were considered as part of the assessment for which impacts relating to Safety, Climate and Active Travel were assessed.

Local roads are mostly short link roads connecting local rural communities. These roads are often narrow and slow in nature and connect communities with other higher order roads. Local roads support a range of activities including Active Travel, other than vehicle movement. In Ireland there are 83,000 km of local roads out of a total of 100,000 km. According to the most recent RSA survey, free speeds were evaluated on a sample of local roads and found to have an average speed of 72 km/h (RSA,2018)<sup>2</sup>.

<sup>2</sup> RSA, (2018). Free Speed Study Survey Report 2018 Research. December 2018. RSA. Ballina.

[https://www.rsa.ie/docs/default-source/road-safety/r4.1-research-reports/speed/free-speed-survey-2018.pdf?Status=Master&sfvrsn=b5b52479\\_3](https://www.rsa.ie/docs/default-source/road-safety/r4.1-research-reports/speed/free-speed-survey-2018.pdf?Status=Master&sfvrsn=b5b52479_3)

The potential for improving these roads or segregating active travel users is very limited and from a management perspective the priorities would be to maintain them and manage their shared use in a safe manner.

A reduction in Speed Limits on Local Roads would be positive from a road safety perspective and would have a dampening effect on the acceleration / deceleration of traffic. Because of the reduction in Speed Limits there would be a benefit for active travel and would also assist in related measures. Given the local nature of the network the negative impact on journey times would be limited. Internationally this has been implemented in countries such as the Netherlands and Norway.

## P2

It is recommended that default Speed Limits remain the same on the rural road network except for: -

- a. National Secondary Roads where it is recommended that the default Speed Limit be reduced from 100 km/h to 80 km/h to align with the Safe System principles and to reduce the severity of head on collisions. It is generally not feasible that these roads will ever be divided having regard to the future requirement to divide roads with a speed limit greater than 80 km/h.
- b. Local Roads where it is recommended that the default Speed Limit be reduced from 80 km/h to 60 km/h to align with the use of the network and the Safe System principles. Given the variability of the network exceptions based upon road safety, and classification would be permitted in accordance with a methodology set out in the Statutory Guidelines.

It is also recommended that the following Safe System changes are implemented:

- c. For sections of the current road network where it is proposed to maintain a speed limit over 80km/h, the requirements to divide these roads and manage pedestrians/cyclists shall be investigated and that TII, for National Roads and the Department of Transport for Regional and Local Roads each prepare a plan within the next two years to address this.
- d. All new sections of the rural road network that are to have a speed of over 80 km/h, not yet through the planning process, should be designed as divided roads and have appropriate segregated provision for pedestrians or cyclists.
- e. All new pedestrian and cycle infrastructure should be segregated from general traffic on sections of the road network where the speed limit is greater than 60 km/h.

It is noted that the dividing of roads will be subject to the development of criteria, consistent with the approach in development elsewhere. Action 53 of the Road Safety Strategy is noted.

## 5.2. Specific Recommendations

In addition to the Principal Recommendations there are a number of specific recommendations that the group has considered on the applications of Speed Limits for particular circumstances as follows: -

### Cycle Street/Road (Urban)

This is an urban road or street where specific traffic rules apply to allow for the priority and enhance the safety of cyclists. In such situations cars would be seen as ‘guests’ with motorised traffic movement limited and no overtaking of cyclists. The following signs illustrate the type of signs to be considered.



**SP1:** - It is recommended that where Cycle Streets are provided a speed limit of **30 km/h** should apply.

### School Speed Zones

The Safe System approach recommends safe speeds, where frequent and planned mixing of vehicle and vulnerable road users occurs, of which schools are of particular concern because of the high level of pedestrians and cyclists at such locations.

To achieve safe speeds at schools, during school opening and closing times, School Speed Limits are recommended in conjunction with speed treatments or measures to manage speeds. School Speed Limits (often called Periodic Speed Limits) should be deployed for all existing and new schools unless *a case exists that higher speeds are safe*.

Depending on the frequency of school-aged pedestrian and cyclist activities and the access/egress arrangements at each school, a safe speed limit should be set between 30km/h and 50 km/h respectively on urban and rural sections of road. The type and use of School Speed Limit signs should be considered based on the existing Department of Transport Traffic Signs Manual or the development of new specific purpose signs. Speed Limit signs should be remotely monitored and managed and provide defined commencement and termination points to facilitate enforcement if required.



**SP2:** - It is recommended that the Speed Limit for roads adjoining schools be set to between 30 km/h and 50 km/h respectively on urban and rural sections of road, that the type of sign including School Speed Limit signs be updated, that such signs be remotely monitored and facilities supporting enforcement be provided.

### Urban Shared Space (Zones)

An urban shared space is a street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs.



There may be heavy interaction with pedestrians and other vulnerable users in an environment where there may be limited signage and lines and where the traditional provision of roadway, or kerb protection of the footway etc. does not apply and to show that all users have equal priority.

Through Ireland Shared Spaces have been increasingly provided in recent years with examples in recently built areas such as Adamstown, County Dublin. From a traffic sign perspective 'Urban Shared Spaces' were introduced in Ireland in late 2021 as shared spaces. This should be developed, and, in keeping with a Safe System approach, be 20 km/h only.



**SP3:** - It is recommended that in accordance with a Safe System approach, that Speed Limits for Shared Spaces (Zones) should have a 20 km/h limit and be considered for development as regulated zones.

### Pedestrian Zones

Pedestrian zones or car-free zones are areas of a city or town reserved for pedestrian-only use and in which most or all vehicular traffic is prohibited. These zones are naturally pedestrian oriented in design and where vehicles do enter these zones, they are very much as a guest.

**SP4:** - It is recommended that, where vehicles are permitted at certain times in Pedestrian Zones, that a maximum Speed Limit of **20km/h** should apply.

### Slow Zones

Slow Zones are specifically designated areas with slower speeds than otherwise similar streets in the same jurisdiction. Residential or neighbourhood-scale or site-specific zones are useful for addressing high-priority areas such as areas with active or vulnerable users and reflect a partnership response by Local Authorities, An Garda Síochána and community groups.

Slow Zones, as **30 km/h**, primarily for residential zones in urban areas were introduced as part of the last speed limit review and may be established in self-contained areas that consist of Local Roads. There is, however, increasing use of 30 km/h in urban areas outside of Slow Zones.



**SP5:** - It is recommended that 30km/h Slow Zones should be retained and further developed with Community Involvement.

### Quiet Lanes

Quiet Lanes are minor rural roads that are deemed appropriate for shared use by walkers, cyclists, horse riders and motorised users. Quiet Lanes should have low traffic flows travelling at low speeds typically on cul-de-sacs or roads used by local traffic only. In Ireland this concept, already applied in the UK, could be applied in certain situations such as for cycle routes on local roads.



**SP6:** - It is recommended that Quiet Lanes be developed and piloted and that as part of the outcomes of this, a recommendation is made on Speed Limits. This should also include a range of recommended measures such as signing and traffic calming and would be consistent with 'self-regulating roads'.

### Rural Cycleways / Greenways

A Cycleway is a public road or proposed public road reserved for the exclusive use of cyclists and pedestrians and a Greenway is a predominantly traffic-free path, designated for use by pedestrians, cyclists and other non-motorised users such as wheelchair users, families with buggies, etc.

In recent years there has been an increase in the deployment of rural cycleways and greenways and this trend is continuing having regard to Climate Change and Active Travel policies. Much of the infrastructure will form part of the road network as a Cycleway which would be restricted in use to a mixture of Pedestrian, Cyclists and Personal Powered Transporters (PPT) users. Thus, a default speed limit would apply to such roads (cycleways). Other parts of Greenway infrastructure may not be on a public road and may be along canal banks or through parks and thus other approaches such as cautionary speed limits may be required.



**SP7:** - It is recommended for consistency of Cycleways and Greenways, which are mixed in use, 30 km/h should be considered.

### Variable Speed Limit Zones

Variable speed Limit (VSL) zones are being introduced on the M50 in 2023 to provide for improved safety and to reduce congestion and emissions. These zones are very technology dependent and only suitable for similar roads that necessitate a range of measures to bring them into effect. Although there is further progress required to complete implementation they are already seen as successful and builds on similar experiences outside Ireland (including for reducing speeds). For the purposes of VSL additional limits of 70 km/h, 90 km/h and 110 km/h are being introduced. Arising out of this the TII has, in December 2022, produced a report identifying other potential locations for implementation on the National Road Network in Ireland.



**SP8:** - It is recommended that the Variable Speed Limit Scheme on the M50 be completed and fully implemented and that based on the experience gained, similar schemes be considered elsewhere in Ireland as appropriate.

### Roadworks Speed Limit Zones

Roadworks Speed Limits have been in place since 2004 and are implemented by Executive Order, as opposed to being a Reserved Function of the elected members. However, these can be difficult to implement for certain types of roadworks such as smaller scale or weather dependent projects for a number of reasons including requirements for advance notifications in a newspaper.

An evaluation should be carried out on options to improve the operation and effectiveness of roadworks Speed Limits for different circumstances for implementation through regulations and guidelines. Supporting measures such as improved roadworks speed limit signage, improved enforcement to include Average Speed Cameras and increased driver penalties should be considered.

**SP9:** - It is recommended that Roadworks Speed Limits be updated through revised regulations and guidelines to include improved signage, camera enforcement and increased driver penalties.

### Gateways and Transition Zones

A Gateway is used to inform drivers that they are arriving in a town/village environment with an associated reduction in speed limit. Gateway features are easily identifiable elements along the route that signal a change of context. These gateways can be used to influence driver behaviour. In their simplest form they consist of signs and lines. However, they should represent a change of road layout from a rural to an urban environment.

A Transition Zone is the zone between a rural environment and more urbanised one and is where speed reductions need to occur.

Key features of gateways include a layout that slows or calms traffic as it enters an urban area and speed limit signage to reflect the change in speed permitted. These can be implemented by a range of measures as set out in the DMURS and TII transition zone standards. However further application of measures should be developed and encouraged for rapid deployment.



**SP10:** - It is recommended that design solutions for gateways and transition zones be developed including simple traffic design and signage.

### Restricted Roads

A Restricted Road is a type of divided road that has been designed for high-speed vehicular traffic, with all traffic flow including ingress and egress controlled. Such roads have many similar features as motorways and can often be called *expressway, freeway, thoroughway and parkway*. These roads can have slower speeds with walking, cycling and parking forbidden.

In Ireland for high-speed divided roads (i.e. > 80 km/h), there is a need for an approach to be developed to restrict their usage to improve safety and traffic management by placing restrictions on access and use. This supports a number of principal recommendations relating to divided and high-speed roads.



As restrictions on such roads could be similar to those that apply on motorways and could be deployed on divided roads it would be necessary to provide for other road users either off-road or on parallel routes.

**SP11:** - It is recommended that the concept of Restricted Roads be developed to allow for implementation on suitable high-speed roads (greater than 80km/h) across the road network as required.

### Traffic Calming

Traffic calming is a way of reducing vehicle speeds by self-enforcing traffic engineering methods. Traffic calming essentially reduces vehicle speeds by changing these elements of the road's design and thus drivers' perceptions of the road ahead. A driver's perception of what is safe is related to the design of the road, which includes lane width, curvature, corner radii and available stopping-sight distance.



Traffic calming facilities should be deployed only where required and can reduce speed of traffic without the need to reduce Speed Limits. In Ireland traffic calming can be divided into two main categories such as: -

- Traffic calming applied on national roads and other busy inter-urban roads to manage the speed of traffic passing through towns and villages located on these routes. Although supported by TII standards, further development is required.
- Traffic calming on local urban and residential streets to manage both speed and volume of traffic on a number of streets within an area. Although much of this is addressed by the Design Manual for Urban Roads and Streets (DMURS) further development work is required.



The reallocation of road and street space can also represent a form of traffic calming that can be applied in urban and rural areas.

**SP12:** - It is recommended that traffic calming solutions be further developed for urban and rural areas to guide the need for such facilities, including the types of traffic management measures (such as rapid deployment), signage and site trials.

### 5.3. Supporting Recommendations

#### Legislation

The 2023 Road Traffic and Roads Act provides for a range of measures in relation to Speed Limits. Although primarily for the purposes of Variable Speed Limits, changes have been made in relation to Roadworks Speed Limits, Ministerial Guidelines and Directions. Associated amendments in relation to the use and sharing of traffic data has also been provided for.

As a result of this review further amendments to primary legislation will be required in relation to default Speed Limits for built-up areas, the definition of 'urban area', national secondary road Speed Limits and rural local road Speed Limits.

To support the recommendations in this report secondary legislation will be required in relation to road classification, roadworks Speed Limits and traffic regulations.

**SU1:** - It is recommended that legislation is introduced to amend the default Speed Limits to 30 km/h for 'built-up area', to 80 km/h for rural national secondary roads, and rural local roads to 60 km/h. It is also recommended that the term 'urban area' be clearly defined. Regulations will be required in relation to Road Works Speed Limits.

#### Standards / Guidelines

Standards and guidelines are essential to ensure compliant and consistent development of the road network. This is not just for construction but also for design and maintenance. There is currently a range of such documents in place that are split between the Department of Transport (DoT), the

National Transport Authority (NTA) and Transport Infrastructure Ireland (TII), which apply to the entire network. Areas to be addressed relate to the Principal and Specific Recommendations in this report.

**SU2:** - It is recommended that relevant Standards / Guidelines are reviewed and updated to ensure that they are aligned with this report and the key principles of Road Safety (Safe System), Climate Action and Active Travel. Examples of issues to address include dividing roads for higher speeds, urban roads., managing all users including active users, traffic management and street space allocation.

It is recommended that the planning and ongoing co-ordination of Guidelines and Standards be done through the recently established **N**ational **G**uidelines and **S**tandards **G**roup (NGSG).

### Data and Inventory Management

The gathering, use and sharing of data in relation to Speed Limits is critical to a robust system of Speed Limits in Ireland. This was recognised in the previous review in 2013 and led to actions in relation to inventory (MapRoad) and Intelligent Speed Adaption (ISA).

Since the last review, requirements for this have progressed substantially with for example, ISA is required on all new vehicles with the resulting need for accurate signs and inventory. An accurate speed limit inventory should also help the ability to address inconsistencies and appropriateness, the ability to publish existing Speed Limits (including digitally in support of ISA), publish and consult on proposed Speed Limits and the development of a special speed limit bye-law schedule.

The need to improve the standardisation and sharing of data in relation to roads, safety and traffic in a consistent manner has become increasingly important to the management of Speed Limits. However, this not only relates to existing data but needs to include other options such as potential for gathering data either directly or through external sources. Data needs to be sharable and compliant with a defined standard.

As progress on a number of other recommendations is dependent on data there is a need for this to be prioritised. Access to accurate data by all key stakeholders is necessary to support evidence-based decision making required for Speed Limits such as for the Speed Assessment Framework in the Guidelines for Setting and Managing Speed Limits in Ireland, making of Bye-laws and managing inventory such as Speed Limits and signs.

The recommendations of the Action 7 Task Force Report on Speeding are noted.

**SU3:** - It is recommended that a plan be developed and implemented to ensure standardisation and sharing of relevant road, safety and traffic data. This plan should look at mechanisms and structures to achieve this.

### Speed Limit Guidelines

In accordance with the Road Traffic Act 2004, the Minister for Transport may issue Speed Limit Guidelines in respect of the setting of Speed Limits. The current edition of the Guidelines has been in place since March 2015 and 2017 for 20 km/h, and are available through the [www.speedlimits.ie](http://www.speedlimits.ie) and [www.gov.ie](http://www.gov.ie) websites. Since these Guidelines were introduced, much experience has been gained by Local Authorities and TII as to their use and application.



a dwelling was built or using other physical features such as roads, paths etc.

It should be noted that the CSO data sets may not always be up to date, where commercial developments exist or where new developments have been constructed in recent years.

An updated definition/methodology should be developed for defining an Urban Area that builds upon the existing and CSO approaches. Options as to a written definition, in support of legislation should be considered. Progress on this recommendation is necessary in support of other recommendations in this review including updating the Guidelines.

**SU6:** - It is recommended that an updated approach be developed to the definition of 'urban area' that takes account of the work of the CSO and the previous work in the Guidelines for Setting and Managing Speed Limits. Options in support of legislation should be considered.

### Speed Limit Assessment Framework

A Speed Limit Assessment Framework for rural roads was introduced in the 2011 Guidelines for Setting Speed Limits in Ireland, which provided a quantitative evaluation to the setting of Speed Limits based on previous work by the TRL in the UK. As part of the 2015 Guidelines, further methods of evaluation were introduced that put greater emphasis on the principle of 'self-explaining' roads. However, the framework needs to be re-evaluated as the approach is complex, little used and does not fully align with the current thinking.

An updated Speed Assessment Framework should be developed that builds upon how speed assessment frameworks are addressed internationally, Irish research work that has been undertaken on a risk-based methodology for assessing the performance of the road network and Irish research on the assessment of Speed Limits in comparison to operating speed. These and other potential options need to be considered further for implementation.

**SU7:** - It is recommended that a new Speed Assessment Framework be developed having regard to international practice and Irish research. This should align with other parts of the Guidelines for Setting and Managing Speed Limits in Ireland.

### Quality Control – Audits and Compliance Certificates

A system of auditing is in place for new works that provides a method of safety and quality checks to support best practice in solutions, which in turn helps to achieve objectives and targets. These audits can demonstrate that appropriate consideration has been given to all relevant aspects of a design and its performance that ultimately forms as part of a quality process to reduce serious injury and death.

In addition to Audits all works carried out on public roads which involve new infrastructure, renewal, or reconfiguration of existing infrastructure, and which are not purely maintenance works, require a signed **Certificate of Compliance** which specifies the key and relevant design standard utilised and any guidelines which were relied on. These requirements apply for all roads through the National Guidelines and Standards Group Circulars.

**SU8:** - It is recommended that new Audit and Compliance Certificate procedures be introduced to support Speed Limits to help ensure consistency and appropriateness.

## Traffic Signs

Signs in Ireland are prescribed in the Traffic Signs Regulations (SI 181, 1997, as amended) and in the Traffic Signs Manual (TSM), issued by the Department of Transport. The TSM sets out a range of permitted sign types to be used that include warning signs, road markings and regulatory signs. Speed Limit Signs are regulatory signs.

The Principal and Specific Recommendations in this report set out a recommended approach for Speed Limits that require a range of changes to Traffic Signs including Speed Limit signs. These will require amendments to the Traffic Signs Manual and Supporting Regulations and will need to be in place to facilitate implementation of the above recommendations. A phased implementation that prioritises the 30km/h in urban areas will be required.

In support of Intelligent Speed Adaption (ISA) there is a need to ensure that signs are accurately placed, being correctly readable by vehicles and are registered on a single national database. This supports issues relating to appropriateness and consistency.



It should be noted that significant changes are underway in relation to traffic signs in addition to the recommendations of this report.

**SU9:** - It is recommended that the Traffic Signs Manual and associated regulations are updated to support the Principal and Specific recommendations in this report. In support of Intelligent Speed Adaption (ISA), an inventory should be carried out of speed limits.

## Classification

The Default Speed Limits that apply and the ability to apply Special Speed Limits is dependent on the system of classification. Thus Motorways, National Roads, Regional and Local Roads have Default Speed Limits varying from 120 km/h to 80 km/h and for which the application of Special Speed Limits has restrictions.

However, the road network continues to evolve. From time to time classification may need to change as the use of roads change such as for cycling or Active Travel. The review also notes the relationship between Speed Limits, function, hierarchy and road classification and the importance of being up to date and aligned with ongoing demands of the network.

This review seeks to optimise the network in a manner that ensures it is appropriately used. Noting this and other recommendations in this report it will be important to update the classification of the network to reflect this. First a framework needs to be in place to ensure that this occurs in a coherent manner having regard to the current needs of the network. The road network should also be reviewed to the role and speed of certain roads, in particular roads which could be seen as fulfilling a role by different classes of road. A good example relates to the impact of cycling infrastructure or Pedestrian Zones in urban areas and Local Primary Roads to Regional Roads in rural areas.

**SU10:** - It is recommended that a framework guiding the approach to classification be developed and that the classification of roads be updated to reflect this to help ensure that the road network is optimised to reflect appropriate use and appropriate Speed Limits.

The framework should be complete within the timeframe of this review, however updates to Classification schedules can occur on an ongoing basis, as required.

### Education / Training

Speed Limits need to be understood by a range of stakeholders including officials, elected members and most importantly the public (road users). The level of understanding required will differ for each of these groups. However, it can often be the case that the meaning and purpose of Speed Limits are not as widely understood. This in addition to the other recommendations of this report, will need to be appropriately communicated.

There is a range of education and training programmes in place to support driver and other road users. Information material should be developed to reflect the relevant recommendations of this report, the overall understanding of Speed Limits, the importance of compliance and their role in road safety and should include all sectors of society from school children to senior members. Such material should include, summary guidelines, training material, videos, etc.

The 'Rules of the Road' should be updated, and other support information and campaigns need to be in place. This is needed to ensure that road users are kept up to date of changes.

**SU11:** - It is recommended that existing road user education material be reviewed and updated, where required, to ensure it contains material on the role and meaning of Speed Limits and to inform road users of changes.

### Public Engagement / Communications

A key aspect of managing Speed Limits relates to community and public understanding of such limits and the engagement of officials. Critically elected Local Authority members are the decision makers on the making of Special Speed Limits. One key aspect of the process of setting Speed Limits is the role of consultation and partnership with communities. A number of options should be considered including: -

- The Public Participation Networks (PPNs) that were set up following the enactment of the Local Government Act 2014 to act as an inclusive and independent structure that facilitates public consultation and public participation in policy and decision making.
- The Road Safety Working Together Groups (RSWTG), in each Local Authority, to co-ordinate multi-agency road safety policy and implementation at a local level as required by Action 94 of the Road Safety Strategy.

Experience elsewhere has shown that early and pro-active involvement of communities in road safety and the setting of Speed Limits is critical to successful outcomes. Such involvement should support the need for improved communication and awareness with the public on the role of Speed Limits.

**SU12:** - It is recommended that options for a partnership structure, to support communication and engagement, involving key stakeholders and communities be investigated, piloted and rolled out.



### Reserved Function

In accordance with Section 9 of the Road Traffic Act 2004, Local Authorities may set Speed Limits, in accordance with Guidelines issued by the Minister for Transport. These Speed Limits are called Special Speed Limits and decisions to set such limits are a reserved function of the elected members of a Local Authority. However, the process leading to the approval of Speed Limits can be overly cumbersome both from the perspective of the elected members and the Local Authority officials. This can be for a number of reasons including the scale of the task and the extent of consultation required.

**SU13:** - It is recommended that training be developed for elected members in relation to Speed Limits and that the process within which the Reserved Function operates be reviewed to improve its effectiveness.

### Speed Limit Enforcement

Effective compliance with Speed Limits is dependent on engineering measures relating to the principle of Self-Explaining Roads and enforcement. For Ireland, enforcement is a challenge not least due to the extensive road network. However, there are a range of measures that can be taken including vehicle-mounted and handheld speed detection equipment and other visible Garda enforcement measures. To achieve compliance amongst road users, the use of speed detection equipment is necessary. This is particularly important for at-risk locations such as roadworks, schools and shared use zones. Speed detection cameras can be deployed through spot checks, mobile vans (currently GoSafe vans) and more recently Average Speed cameras and speed cameras associated with Variable Speed Limits. This approach can also be targeted through the use of road safety data.

Average speed camera enforcement differs from fixed point speed camera enforcement through measuring the time of travel between two points on the road network and calculating the average speed. Used internationally for some time, average speed cameras have been successfully used in Ireland on two sections of motorway to date and have shown an improvement in safety and speed reduction. As well as improving safety, average speed cameras can, through greater compliance, reduce emissions as drivers will both drive within the speed limit and at a consistent speed which has been shown to improve efficiency compared to constant acceleration and braking.

The use of (lower cost) mobile average speed cameras to further reinforce the speed reduction at locations across the road network, particularly where issues of safety and speeding exist should be considered and piloted. This has the potential of offering greater flexibility to deployment for different scenarios across the road network and at a lower cost. The roll out of mobile average speed cameras should be considered as part of the next tender for safety cameras.

Another aspect of enforcement is through the effective application of penalties such as fines and/or penalty points and linkage with insurances. When applied, such disincentives can have a significant effect on the behaviour of drivers.

This review notes the recommendations of Action 7 to establish a task force to share data and information on speeding to make recommendations and urgently implement any further measures identified to reverse the trend of non-compliance.

**SU14:** - It is recommended that the use of camera enforcement technologies such as Average Speed and Variable Speed Limits be developed further in conjunction with improved administrative and back-office processes and that higher penalties should apply for at-risk zones such as for roadworks, schools and shared use zones.



## **6.0. Conclusion**

In support of this review, an implementation task force, led by the Department of Transport should be established to oversee the delivery of the recommendations in this report. This group can be a continuation of the existing review group that draws from key stakeholders but strengthened for implementation.

An implementation plan shall be developed as soon as possible with an overall objective of implementation within two years of this review should be set with the early adoption of priorities, such as the 30 km/h for urban roads. The plan will set timelines and identify the required resources for successful delivery together with Key Performance Indicators to measure progress. Progress will be monitored by the Road Safety Transformation Partnership Board and reported on every six months for the duration of the Task Force.



## **Appendices**



## **Appendix A: - Glossary of Terms**

- Public Road - means a road over which a public right of way exists and the responsibility for the maintenance of which lies on a road authority.
- Motorway – means
  - a) a public road or proposed public road specified to be a motorway in a motorway scheme approved under section 49, or
  - b) national road or a proposed road development for the construction of a national road declared to be a motorway under section 8 of the Roads Act 2007
- Protected Road - A protected road means a public road or proposed public road specified to be a protected road in a protected road scheme approved by the Minister under section 49 and may prohibit or restrict the use of the protected road or a particular part thereof by—
  - (i) specified types of traffic,
  - (ii) specified classes of vehicles,but shall not prohibit or restrict such use—
  - (I) by ambulances or fire brigade vehicles,
  - (II) by vehicles used by members of the Garda Síochána or the Defence Forces in the performance of their duties as such members,
  - (III) for the purpose of maintaining such protected road.
- Restricted Road – Roads where use or traffic restrictions apply such as the 5 axel cordon in Dublin, or where cyclists or pedestrians are not permitted.
- Roadway - means that portion of a road which is provided primarily for the use of vehicles.
- Cycleway - means a public road or proposed public road reserved for the exclusive use of pedal cyclists or pedal cyclists and pedestrians
- Cycle track - means part of a road, including part of a footway or part of a roadway, which is reserved for the use of pedal cycles and from which all mechanically propelled vehicles, other than mechanically propelled wheelchairs, are prohibited from entering except for the purpose of access
- Footway - means that portion of any road associated with a roadway which is provided primarily for use by pedestrians.
- Footpath - means a road over which there is a public right of way for pedestrians only, not being a footway.

- Segregated – cycling on dedicated cycle tracks or cycleways that are separated from general traffic by a physical barrier; where the physical barrier can be provided by kerbs, kerb plinths, bollards, horizontal separation (soft margin or verge) or by a vehicle restraint system.
- Divided Road - separate carriageways for the two directions of traffic, separated from each other by a dividing strip not intended for traffic or by other means ensuring equivalent level of safety
- Mixed Traffic – is where the road is used simultaneously by passenger cars, trucks, buses, cyclists, pedestrians, etc. This creates a mixed traffic flow environment in which all the traffic participants share the available infrastructure.
- Shared - Shared traffic is where there is no segregation between modes of road user. This can be done by removing features such as kerbs, road surface markings, traffic signs.
- Integrated – cycling with the general traffic with or without marked cycle lanes.
- Self-Explaining / Self Regulating Road - A Self-Regulating Road (sometimes referred to as a “self-explaining road”) is a road that encourages drivers to adopt behaviour and operating speeds in harmony with the function and posted speed limit.
- Forgiving roads - roads designed to limit the severity of casualties so that fatalities and serious injuries are avoided. Such roads are laid out in an intelligent way to ensure that driving errors do not immediately have serious or fatal consequences.
- DMURS – The Design Manual for Urban Roads and Streets (DMURS) is the principal design manual for all urban roads and streets with a speed limit of 60km/h or less.
- TSM – The Traffic Signs Manual is a statutory manual that provides details of signs permitted to be used on roads in Ireland.

## **Appendix B: - Existing System of Speed Limits**

The main provisions are:

- **Default Speed Limits:** - The legal Speed Limit that applies to each class of road unless varied through Special Speed Limits as follows: -
  - 120 km/h for motorways
  - 100 km/h for National Roads (Primary and Secondary) that are not motorway status.
  - 80 km/h for local and regional roads.
  - 50 km/h in built-up areas.
- **Special Speed Limits:** - Where Default Speed Limits may be varied locally by elected members of county and city councils in accordance with the following provisions: -
  - 120 km/h in respect of a dual carriageway on a national road,
  - 100 km/h in respect of a motorway, a non-urban regional or local road, or a road in a built-up area,
  - 80 km/h in respect of a motorway, a national road or a road in a built-up area,
  - 60 km/h (in respect of all roads),
  - 50 km/h in respect of any road other than a road in a built-up area,
  - 40 km/h (in respect of all roads),
  - 30 km/h in respect of a road or roads in accordance with Guidelines issued by the Minister.
  - 20 km/h in respect of a road or roads in accordance with Guidelines issued by the Minister.
- **Roadworks Speed Limits:** - A County or City Manager can apply a Special Speed Limit in respect of road works (Road Works Speed Limit Order).  
For Roadworks where it is not appropriate or practicable to impose a mandatory regulatory Roadworks Speed Limit, a Cautionary Speed may be signed. The speed chosen must be either: 25 km/h, 35 km/h, 45 km/h, 55 km/h, 65 km/h or 75 km/h.
- **Periodic Speed Limits.** Section 9(5) of the Road Traffic Act 2004 allows a Local Authority to deploy a Special Speed Limit at selected / specified times.
- **Variable Speed Limits** – Permitted on National Managed Roads Only where TII can set Speed Limits that can change automatically. Variable Speed Limits shall only be displayed on electronic signs and may include 20 km/h, 30 km/h, 40 km/h, 50 km/h, 60 km/h, 70 km/h, 80 km/h, 90 km/h, 100 km/h, 110 km/h and 120 km/h.
- **Guidelines & Directions:** - The Minister for Transport may issue Statutory Speed Limit Guidelines under the Road Traffic Act 2004 in respect of the setting of Speed Limits. The current Guidelines for Setting and Managing Speed Limits in Ireland was published in 2015 with supplementary guidelines issued in 2017 in relation to the use of the 20 km/h speed limit. A key objective of the revised guidelines was to be more explicit in guiding the setting of Speed Limits and in doing so adopting an approach of safe and credible speeds or self-explaining roads so that drivers are more inclined to comply with them.





## **Appendix C: - Speed and Speed Management: SWOV fact sheet, July 2021**

| <b>Potential conflicts and requirements associated with</b>  | <b>Safe speed (km/h)</b> |
|--|--------------------------|
| Possible conflicts with vulnerable road users in home zones (no foot paths and pedestrians using the carriageway)  | 15                       |
| Possible conflicts with vulnerable road users on roads and at intersections, including situations with bike lanes or advisory bike lanes   | 30                       |
| No conflicts with vulnerable road users, except with helmet-protected riders of motorised two-wheelers (mopeds on the carriageway).<br>Possible right-angle conflicts between motorised vehicles, possible frontal conflicts between motorised vehicles. Stopping sight distance $\geq 47$ m | 50                       |
| No conflicts with vulnerable road users<br>No right-angle conflicts between motorised vehicles, possible frontal conflicts between motorised vehicles<br>Obstacles shielded or obstacle-free zone $\geq 2.5$ m, (semi)hard shoulder<br>Stopping sight distance $\geq 64$ m                   | 60                       |
| No conflicts with vulnerable road users<br>No right-angle conflicts between motorised vehicles, possible frontal conflicts between motorised vehicles<br>Obstacles shielded or obstacle-free zone $\geq 4.5$ m, (semi)hard shoulder<br>Stopping sight distance $\geq 82$ m                   | 70                       |
| No conflicts with vulnerable road users<br>No right-angle or frontal conflicts between motorised vehicles<br>Obstacles shielded or obstacle-free zone $\geq 6$ m, (semi)hard shoulder<br>Stopping sight distance $\geq 105$ m  | 80                       |
| No conflicts with vulnerable road users<br>No right-angle or frontal conflicts between motorised vehicles<br>Obstacles shielded or obstacle-free zone $\geq 10$ m, hard shoulder<br>Stopping sight distance $\geq 170$ m   | 100                      |
| No conflicts with vulnerable road users<br>No right-angle or frontal conflicts between motorised vehicles<br>Obstacles shielded or obstacle-free zone $\geq 13$ m, hard shoulder<br>Stopping sight distance $\geq 260$ m   | 120                      |
| No conflicts with vulnerable road users<br>No right-angle or frontal conflicts between motorised vehicles<br>Obstacles shielded or obstacle-free zone $\geq 14.5$ m, hard shoulder<br>Stopping sight distance $\geq 315$ m   | 130                      |



## **Appendix D: - Terms of Reference of the Speed Limit Review Group**

### **Introduction**

This group has been established in the context of Action 6 of the Government Road Safety Strategy 2021-2030: *“Establish a working group to examine and review the framework for the setting of Speed Limits. As part of this review there will be a specific consideration of the introduction of a 30 km/h default speed limit in urban areas.”*

### **Membership of group**

The following have been identified as core group members.

- Department of Transport: John McCarthy, Fiona O’Sullivan, Jan-Claire McNeill.
- An Garda Síochana: Chief Superintendent Mick Hennebry, Superintendent Thomas Murphy, Elaine Hanlon.
- National Transport Authority: Michael Aherne, Adrienne Houghton.
- Road Safety Authority: Michael Rowland, Velma Burns, Michelle Munnelly.
- Transport Infrastructure Ireland: Helen Hughes, Alastair De Beer, Paschal Griffin.
- CCMA Representatives: Evelyn Wright, Peter Burke, Celina Barrett.

It may be appropriate to invite external experts to join the group for specific meetings. It is anticipated that the group will meet at least once every two months. The group will be jointly chaired by John McCarthy and Michael Rowland (in rotation).

### **Objective/Focus of the group**

The objective of the group is to make recommendations for the enhancement of Ireland’s system for setting and managing Speed Limits. It is proposed that the group should conduct a **high-level review of the framework**, and that both rural and urban Speed Limits will be reviewed, having regard to Vision Zero principles.

The group will make **specific recommendations with regard to the roll out of speed limit zones**, including consideration of a default 30 km/h speed limit in urban areas.

In addition, the group should identify, as part of their final recommendations, how consequential or appropriate support measures (education, enforcement, infrastructure, guidelines) to support and promote implementation and driver compliance with new Speed Limits, could be put in place in future work.

### **Programme of work**

The following programmes of work are to be conducted to inform the group in developing their recommendations. Of note Q1 and Q2 2022 could be devoted to research and information gathering/sharing/analysis, while Q3 and Q4 could be devoted to development of recommendations in light of information and research gathered and analysis conducted:

1. **WORKSHOP:** Conduct a preliminary SWOT analysis of the existing system of Speed Limits to identify gaps, strengths, key challenges, priority areas for focus based on expert knowledge of the group, plus additional external experts to be identified, with a particular focus on to what extent they are fit for purpose in light of recent trends in travel patterns. This could be a workshop style session, led by an independent facilitator with some road safety knowledge.
2. **RESEARCH:** Conduct an international review of best practice. An in-depth report will be provided to members of the group for review. In addition, the findings will be presented to the group for consideration by the relevant consultancy company.
3. **INVENTORY OF EXISTING SPEED LIMITS:** Conduct an inventory and review of speed limit zones (including 30km/h zones) in Ireland in each LA, to inform potential future changes to speed limit zones. Potential mechanism for consultation could be a one-day workshop where LAs present on their own overall progress including 30 km/h, key challenges, present exemplars etc.
4. **Workshop on speeding information:** Synthesise, present and consider amongst members all available relevant information on speeding from various sources to inform decision making in one meeting (e.g. RSA Free Speed Survey, TII speed data, LA speed surveys, GoSafe/enforcement data, Collision data KSIs, Self-Report Surveys RSA). Each agency will have a role in presenting what data they have to the group.
5. **REVIEW AND CONSULTATION:** Focus of work in Q3 2022 should be developing report and recommendations from information gathering exercises completed in Q1 and Q2. This will require review and consultation among members and agreement on key points to include in final report. This will include consultation meetings in Q2 with key stakeholders including Love30.
6. **CONFERENCE:** RSA Annual International conference 2022 to be hosted in October on the subject of speeding, to showcase international best practice.

Material from the above 6 tasks to include reports and presentations will be published.

## **Appendix E: – Government actions in relation to Road Speed**

- Programme for Government
  - o *Review and reduce Speed Limits where appropriate to address both road safety issues and carbon emissions and we will ensure greater compliance.*
- Road Safety Strategy High Impact Actions (Phase 1 Action Plan 2021 – 2024)
  - o *(6) - Establish a working group to examine and review the framework for the setting of Speed Limits. As part of this review there will be a specific consideration of the introduction of a 30km/h default speed limit in urban areas (Q4 2022) (DoT & RSA)*
  - o *(7) Establish a taskforce to share data and information on speeding, make recommendations and urgently implement any further measures identified to reverse the trend of non-compliance. Q4 2022 (RSA lead, DoT, AGS, TII, CCMA/LAs Support)*
  - o *(8) - Expand speed management measures on National, Regional and Local roads using Periodic Speed Limits at schools, Vehicle Activated Signs and Average Speed Cameras in collaboration with An Garda Síochána at appropriate high-risk locations (Q4 2024) (DoT & TII)*
  - o *(9) Review the operation of the mobile safety camera system to maximise its effectiveness in detecting road traffic offences. Annual. AGS lead. RSA, CCMA/LAs support.*
  - o *(10) Deliver public education on inappropriate and excessive speeding in conjunction with AGS to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users. RSA lead, AGS and TII support. Annual.*
  - o *SUPPORT ACTION: (53) - Examine the implications of the installation of median barriers on roads with Speed Limits of 80km/h or more and make recommendations. (SPI 1) (Q4 2024) (DoT & TII)*
- National Climate Change Strategy (2021 – 2030)
  - o *(102) - Publish the impact of speed and Speed Limits on greenhouse gas emissions and pollutants. Publish results and identify regulatory barriers and develop proposals to address them (Q1 2022).*
  - o *(252) - Prepare high-level scoping document for the potential introduction of Variable Speed Limits (VSL) on motorways and national roads other than the M50 (Q2 2022)*



**An Roinn Iompair**  
Department of Transport