An Roinn Iompair
Department of Transport

Speed Limit Review

Workshop Report

September 2023

An Roinn Iompair
Department of Transport

Contents

1.   Introduction:

This Speed Limit Review Group was set up on foot of Action 6 in the recent Government Road Safety Strategy, which was launched in December 2021.

Action 6 states….

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 kph default speed limit in urban areas.

The terms of reference for the speed limit review group were set out in mid-April 2022 -see Appendix A. This document sets out the membership of the group, the objective/focus of the group, and a programme of work for the review group.

This report is in support of the first action of the review group was to hold a Road Safety Review Workshop to: -

> *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.*

The Agenda for the Workshop is included in Appendix B.

The attendance included a cross section of professionals working in road safety in Ireland - local authority engineers involved in setting speed limits, members of An Garda Síochána's Traffic Corp, the Road Safety Authority, consultants involved in road safety audits on the speed limits, representatives from LGMA, the Department of Transport, The National Transport Authority and road safety personnel from Northern Ireland.

It was explained during the Welcome address that **Chatham House Rules apply.** That means that anyone is free to use the information received today, but neither the name or organisation of the speaker or any participants may be revealed or quoted. It is designed to increase openness of the discussion.

The day comprised of nine presentations on various aspects of road safety, including looking at actions from the previous review, policy issues, review of the guidelines, inventory review, experience from a local authority perspective in various urban and rural situations, presentations on enforcement and education, the safe systems approach and active travel.

There were two breakout sessions where the attendees were broken into groups of six, and each group was given a road safety topic to discuss and come back to the group after 30 minutes with their comments.

Subjects for the first Breakout session were:

1. For the framework of setting Speed Limits

    -   *Where is the Speed Limit process (system) working well?*

    -   *Where is the Speed Limit process (system) not working well?*

2. For Credible / Consistency / Appropriateness of Speed Limits

    -   *Where are rural and urban speed limits working well?*

    -   *Where are rural and urban speed limits not working well?*

The subjects for the second Breakout session were:

-   *How can the Safe Systems approach be applied to rural and urban speed limits?*

-   *What recommendations / solutions would you have for implementing 30km/h speed limits in urban areas considering the issues raised in the previous breakout sessions?*

-   *What recommendations / solutions would you have for reducing speed limits in rural areas considering the issues raised in the previous breakout sessions?*

-   *What role could Education / Enforcement / Communication have in relation to Speed Limits?*

2.   Executive Summary

Possibly due to the 'Chatham House rules', the Workshop seemed to engage most attendees, which lead to animated discussion on a whole range of subjects pertaining to Road Safety, the proposed blanket implementation of 30kph on urban roads, and the setting of speed limits.

A summary of the comments from the various presentations, the breakout sessions, and the question-and-answer sessions during the workshop have been collected and presented here under five main Headings – The Guidelines, 30kph Zones, Enforcement, Communications and Engineering.

These comments have then been examined, and collated and 31 themes have been drawn from the comments made.

The main themes were categorised under the following headings and have been summarised under key points within the report:

The Guidelines

30kph Urban areas

Enforcement

Communications:

Engineering

-

3.   Themes:

Based on the presentations on the day, the Breakout sessions and the question-and-answer sessions, the following key points were raised under each of the Themes, which   were brought forward from the day, under the general headings of Education, Education and Engineering:

1.   Education (including Training and Communications)

1. New Media Campaigns on speed.

2. Education and Training

3. Speed Reduction in Residential and Urban Areas.

2.   Enforcement (including Legal)

4.   Set credible limits

5.   The safety camera project

    i.   Average speed cameras

    ii.   Variable speed limits

6.   The '*Guidelines for the Setting* of Speed Limits including: -

    i.   Map Based versus Text Based Road Schedules.

    ii.   Urban versus Rural Definition.

    iii.   Temporary Speed Limits and Roadworks

    iv.   The Appeals Process

    v.   The Speed Assessment Framework.

3.   Engineering (including Data)

7.   Introduction of Physical Measures – like, making sure the road reflects the speed limit.

    i.   Gateways

    ii.   Tightening of junctions

    iii.   Transition Zones

    iv.   Periodic Speed Limit

    v.   Vehicle activated signs (Driver Feedback Signs)

8.   Lower speed limits on single carriageways:

9.   Collision Data.

10. New Technology.

    i.   Intelligent Speed Assistance (ISA

    ii.   Anonymised Road User Data would increase the scientific basis for calculation speeds.

4.   Conclusion:

It is recommended that this report, including the above key points raised on the day, be considered in the final 'Speed Limit Review Report' and that the issues identified be looked at through relevant future working groups for the particular themes raised.

5.   Appendix A Terms of Reference for the Speed Limit Review Group

15.03.2022

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 30km/h default speed limit in urban areas."*

Membership of group
The following have been identified as core group members.

- o Department of Transport: John McCarthy, Fiona O'Sullivan, Jan-Claire McNeill
- o An Garda Síochana: Chief Superintendent Mick Hennebry, Superintendent Thomas Murphy, Elaine Hanlon.
- o National Transport Authority: Michael Aherne, Adrienne Houghton.
- o Road Safety Authority: Michael Rowland, Velma Burns, Michelle Munnelly
- o Transport Infrastructure Ireland: Helen Hughes, Alastair De Beer, Paschal Griffin
- o 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 30km/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 30km/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 – other government actions in relation to speeding

- 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 set- ting of speed limits. As part of this review there will be a specific consideration of the introduction of a 30kph 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 Sup- port)*
  - 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 Siochqna 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 80kmh 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)*

Separate work underway in relation to (MS0) <u>variable speed limits</u>.

6.   Appendix B   Agenda for 21st June 2022

1. Sign in Coffee	09:30
2. Welcome	10:00
3. Overview / Actions from previous review / Policy	10:05
4. Guidelines for Setting and Managing Speed Limits	10:20
5. Inventory	10:50

6. Experience from LA perspective: -
   -   Urban
   -   Rural
   -   Dublin
	11:05

7. Coffee	11:45

8. Breakout Session: -(Strengths and Weaknesses) (10 for each)
For the framework of setting Speed Limits
   -   *Where is the Speed Limit process (system) working well?*
   -   *Where is the Speed Limit process (system) not working well?*
For Credible / Consistency / Appropriateness of Speed Limits
   -   *Where are rural and urban speed limits working well?*
   -   *Where are rural and urban speed limits not working well?*
	11:45

9. Feedback from Breakout Session 1	12:15
10. LUNCH	12:45
11. Education and Enforcement	13:45
12. Safe Systems (Engineering)	14:15
13. Active Travel Users / Schools (30 km/h Urban)	14:35

14. Breakout Sessions (how) – (Opportunities) (10 for each)
   -   *How can the Safe Systems approach be applied to rural and urban speed limits?*
   -   *What recommendations / solutions would you have for implementing 30km/h speed limits in urban areas considering the issues raised in the previous breakout sessions?*
   -   *What recommendations / solutions would you have for reducing speed limits in rural areas considering the issues raised in the previous breakout sessions?*
   -   *What role could <u>Education / Enforcement / Communication</u> have in relation to Speed Limits?*
	15:00

15. Feedback from Breakout Session 2	15:30
16. Wrap-up and Next Steps	16:00