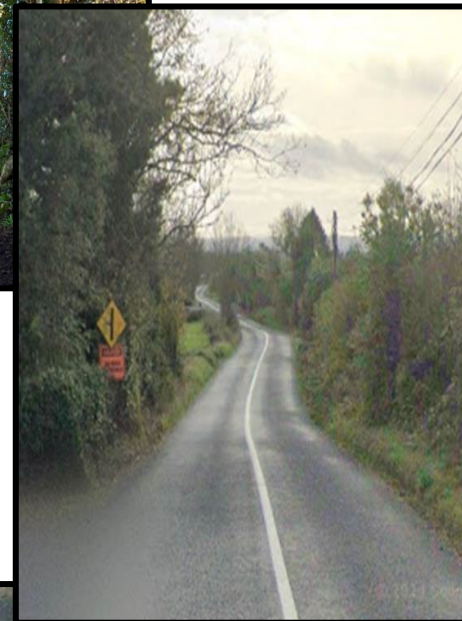
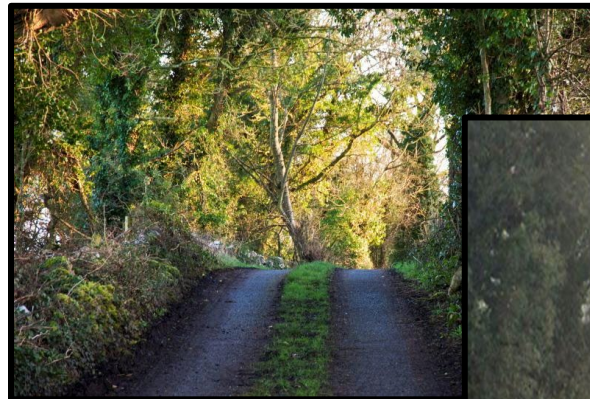


SPEED LIMITS

Implementation of new 60kph Rural Local Road Defaults




July 2024



**Comhairle Contae
Dhún na nGall**
Donegal County Council



INTRODUCTION

- Safe Systems Approach
 - Policy Background
 - Safe Speeds
 - Legislation
 - Next Steps – Phased Implementation
 - Speed Limit Review Process
 - Next Steps
- 

SAFE SYSTEM APPROACH

- In 2019, the European Commission introduced new EU road safety measures for 2021-2030, aiming to **halve road deaths and serious injuries by 2030**.
- The Commission urged Member States to:
 - Align speed limits with road design
 - Support speed limit databases and intelligent speed assistance technology
 - Recommend 30km/h limits in residential and high pedestrian / cyclist areas
 - Invest in speed enforcement and apply penalties for speeding
 - Safe System approach builds upon the ground-breaking road safety efforts of the Netherlands and Sweden.

SAFE SYSTEM APPROACH

What is a “Safe System Approach” and Why do we need it?

- This is the generic term of a collection of similar concepts/visions:
 - Vision Zero
 - Towards Zero
 - Sustainable Safety
 - Safe System
- All agree that (The 3 Principles) :
 - human beings make mistakes,
 - human body has a limited physical ability,
 - shared responsibility.

POLICY BACKGROUND

Programme for Government

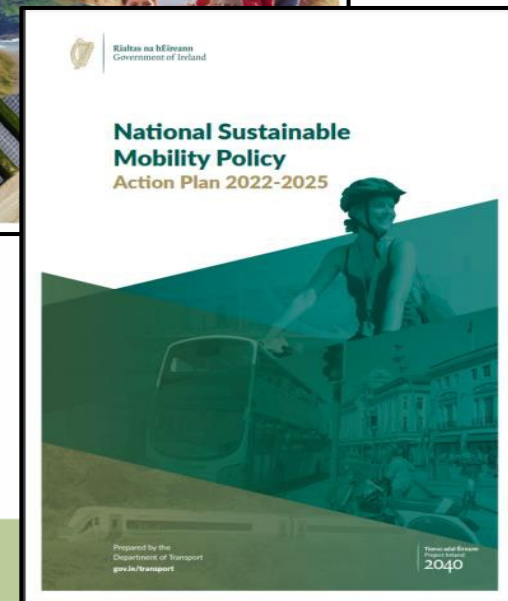
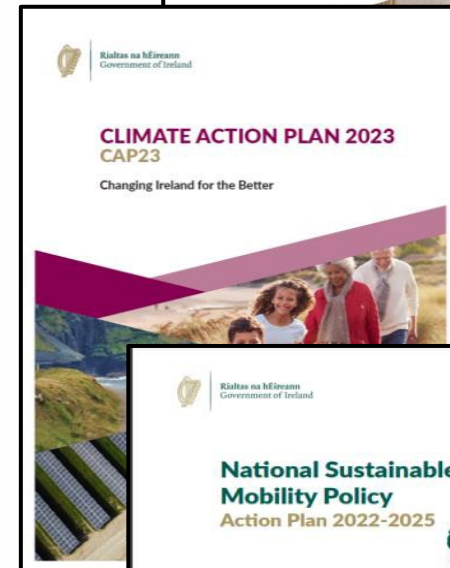
- Review and reduce speed limits where appropriate to address road safety issues and carbon emissions for greater compliance

Ireland Strategies

- Road Safety Strategy
- Climate Action Plan
- Sustainable Mobility

EU /International

- Stockholm Declaration
- EU RISM Directive
- TEN-T Directive ITS / ISA (Intelligent Speed Adaption)
- United Nations - Climate Action

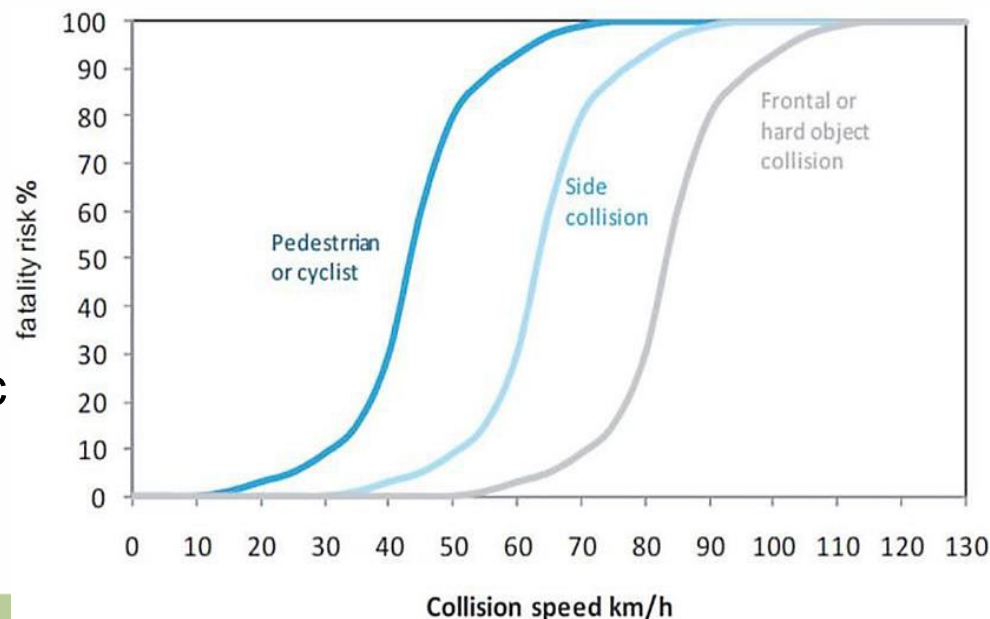


SAFE SPEEDS

Overview of Government Road Safety Strategy

- The Irish Government aims to **cut road deaths and serious injuries in Ireland by 50% by 2030**
- Reduce current figures of 184 deaths and 1,250 injuries in 2023.
- This goal follows the Safe Systems approach (Vision Zero), supported by international research and best practices.

Reductions in speed limits have the potential to be effective in terms of road safety, which is reinforced by the graphic



SAFE SPEEDS

For the 2021–2030 strategy, seven Safe System priority intervention areas have been identified, and our aim for each of these is provided below:

■ **Safe roads and roadsides**

To improve the protective quality of our roads and infrastructure.

■ **Safe speeds**

To reduce speeds to safe, appropriate levels for the roads being used, and the road users using them.

■ **Safe vehicles**

To enhance the safety features and roadworthiness of vehicles on our roads.

■ **Safe road use**

To improve road user standards and behaviours in line with traffic legislation, supported by enforcement.

■ **Post-crash response**

To improve the treatment and rehabilitation of collision casualties.

■ **Safe and healthy modes of travel**

To promote and protect road users engaging in public or active transport.

■ **Safe work-related road use**

To improve safety management of work-related journeys.

LEGISLATION

Road Traffic Bill 2024 - Passed by Oireachtas on 12th April 2024

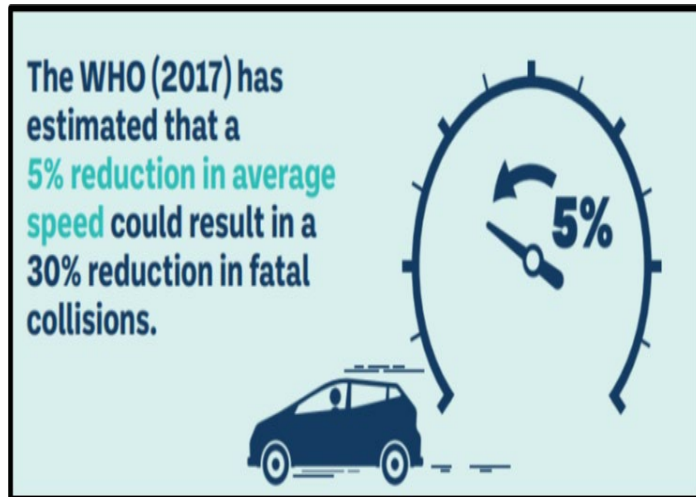
- The Bill addresses key matters in road safety
- It legislates for safer default speed limits in line with the Department's speed limit review published in September 2023.
- Default speed limits will be lowered –
 - On national secondary roads, from 100km/h to 80km/h
 - On local roads, from 80km/h to 60 km/h
 - On roads in built-up areas from 50km/h to 30km/h
- No change to Default Speed Limits on National Primary (100km/h) or Regional (80km/h) Roads included in the Bill.
- The Department of Transport has indicated that the Bill will be “commenced” in phases.
- **The first phase is the implementation of the local roads default from the current 80 km/h to 60 km/h.**

LEGISLATION

- The aim of the speed limit review is to have **safer roads**
- The 80km/h on National Secondary Roads and 60km/h on Local Roads were introduced to **prevent Fatal and Serious Injury Collisions from Head on Collisions**
- Special Speed Limits are only for exceptions

Current Bye-laws :

Subject to legal confirmation, where a special speed limit is currently applied to a local road, this won't change with the change in the default ... e.g. if a local road currently has a 50km/h Special Speed Limit, the change in default from 80km/h to 60km/h won't change that ...



NEXT STEPS – PHASED IMPLEMENTATION

- **Phase 1 : New Default Rural Local Road Speed Limits (Q2 – Q4 2024)**
 - Default Local Roads (60km/h)
- **Phase 2 : New Default Urban & National Secondary Road Speed Limits (Q1 – Q3 2025)**
 - Default Urban Roads (30km/h)
 - 20 km/h (incorporate existing separate guidelines)
 - Default National Secondary Roads (80km/h)
- **Phase 3 : Other matters (that require further development) (Q4 2025)**
 - Roadworks Speed Limits
 - Specific Recommendations – Periodic speed limits at schools / Quiet Lanes / Rural Cycleways/Greenways / Cycle Streets (urban) / Shared Space (zone) / Pedestrian (zone)