



## Transport & Mobility Forum

# Submission to Cork City Council Re: Special Speed Limit Bye-Laws 2017 Public Consultation, June 2017

**The Transport and Mobility Forum supports in general the lowering of speed limits, particularly in urban / built up areas and especially in residential streets and in the vicinity of schools.**

We take note of the proposed lowering of speed limits proposed in the draft bye-law document and see it as a step into the right direction, making roads safer for all road users, especially for non-motorised modes (walking and cycling).

We welcome and endorse the introduction of **30km/h zones in further residential areas / housing estates and around schools**, however, we understand this only as a first step for a wider spread of lowering speed limits in such areas in the near future.

**Traffic calming measures around schools** are also a vital step for increased safety for the most vulnerable road users, children on foot and on bicycles. These forms of active travel by school children to and from their school must be regarded as an important part in promoting public health (through physical activity) and getting the next generation accustomed to more sustainable travel modes in their everyday life.

Numerous studies have proven that lower speed limits (30 km/h) contribute to higher levels of road safety, and make forms of active travel (cycling / walking) significantly more attractive.

**Some details** of the proposed 2017 Bye-Laws, however, must be seen **critical**:

The distinction of two kinds of 30km/h slow zones and their **differing times of operation** (school areas, Mon-Fri 8.00-18.00; residential slow zones with full-time operation) seems highly inconsistent, as the "school areas" extend far into the adjoining neighbourhoods. Apart from stretches of main roads with a 30km/h limit near schools, these time limitations don't make sense and would hardly be understood by drivers. We hence ask the City Council to have the operating times uniform in all residential streets affected on a 24/7 basis.

We appreciate and welcome that 30km/h limits will also apply on some main roads near schools. In the interest of encouraging more people to use means of active travel / sustainable transport and to make the roads safer for vulnerable road users, we also wish to see **more selected parts of main roads with a 30km/h speed limit**, particularly in the city centre, or in places with high pedestrian footfall or cycling traffic. Such areas should be e.g. South Mall, Grattan Street, prospect Row / Grenville Place / Bachelor's Quay, College Road or the eastern part of Washington Street.

We see the proposed speed limit bye-laws as a step into the right direction, but also express the hope and expectation that further speed limit reductions, particularly in residential areas and further parts of the city centre, will come into effect in the near future. They should be combined with improved permeability of the (sub-urban) town fabric through the creation of coherent, as direct as possible networks of walking and cycling paths connecting neighbourhoods to urban centres and local services. This would give Cork City a leadership position in creating safer, more healthy and sustainable communities and neighbourhoods, in line with Cork's status as WHO Healthy City and its aspirations to become Green Capital of Europe.

The **Transport and Mobility Forum, Cork**, is a group of organisations who have a common interest in sustainable travel in Cork City and County and beyond. Its members are from the public and private sector, covering administration, health, transport, education and the environment.

For the list of members, see document attached or see online  
<http://transportandmobilityforum.com/partners/>

Chair: Stephan Koch, UCC  
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Cork, 12/06/2017

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