



**Dublin 15**  
Community Council

**CLONSILLA HALL, CLONSILLA ROAD, CLONSILLA, DUBLIN 15**

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**Representing: Blanchardstown-Castleknock-Clonsilla-Mulhuddart**

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On line submission to:  
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A Chara

On behalf of DUBLIN 15 COMMUNITY COUNCIL I wish to make the following observation as part of the non-statutory consultation on the Control of Vehicle Speeds in Residential Areas.

The Dublin 15 Community Council provides an umbrella organisation for the many residents and voluntary community groups in the Dublin 15 area.

Residents Associations and Community groups focus on their own specific areas but often feel powerless to influence the big issues like transport, educational, recreational & sporting infrastructure or crime prevention. The Community Council provides a forum to discuss these issues and potential solutions.

Our main objective is to develop the consensus views of the Dublin 15 community in matters relating to Planning & Development, Public Transport, Environment, Education, Health Care, Policing, Job Creation, Recreational Facilities, General Infrastructure and Tourist facilities. Having developed the consensus, make representation to State and other Statutory Bodies through a wide variety of communication channels, with the aim of improving the quality of life for the residents of Dublin 15.

The Dublin 15 area has grown rapidly from 53,221 in 1996 to 101,032 in 2011 census. This has included a significant number of children and necessitated building a number of new schools throughout Dublin 15.

We believe that the introduction of a 30km/h speed limit in housing estate roads would deliver significant benefits for all residents of all ages. Safety and air quality would be improved and vehicle noise levels reduced.

### ***The Negative Effects of Higher Speeds***

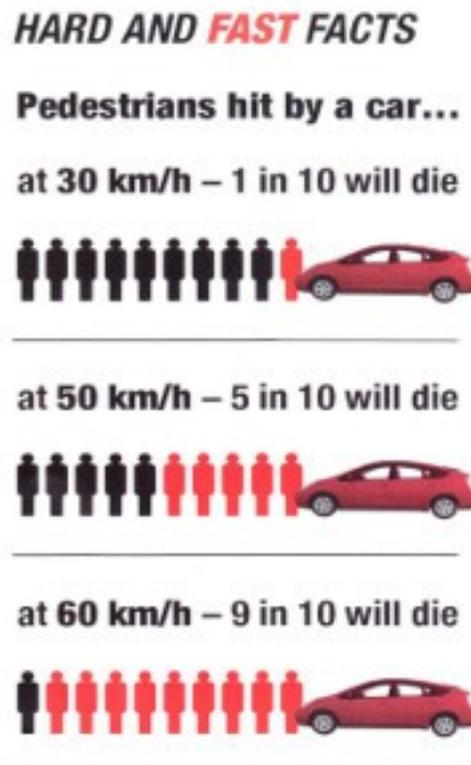
Higher vehicle speeds discourage walking and cycling and instead encourage the use of motor vehicles. Less children are playing on the street, with cries of “Watch out for the car” frequently heard and frantic dashes to stop a child entering a roadway.

This lack of playing has wider implications for society by reducing social interaction on the street, exacerbating health issues from lack of exercise and allowing crime to go undetected when there is no 'passive supervision' by pedestrians.

Higher speeds also contribute to air pollution, noise pollution and increased fuel consumption (accelerating to 50km/h uses more fuel than accelerating to 30km/h).

Higher speeds require drivers to be very alert as their reaction time and braking distance is longer than when travelling at lower speeds. Furthermore, collisions with pedestrians result in more severe injuries and more fatalities.

See the following image from the RSA's “The Faster The Speed The Bigger The Mess” leaflet.





### ***Benefits of Lower Speeds***

It might surprise drivers to state that driving at or below 30km/h in a housing estate is actually easier than travelling faster. At this lower speed the driver has more time to see and react to hazards. This results in a more relaxing drive within the estate.

There is also improved fuel economy as accelerating to 30km/h uses less fuel than accelerating to 50km/h.

The increased time taken to get to the destination within the housing estate is less than one would expect. As housing estate roads have bends and junctions, it is not a simple comparison of 50km/h vs 30km/h. Even the most impatient of driver will not be travelling at 50km/h within the housing estate.

For example, a 500 metre journey within a housing estate will take 36 seconds at a constant 50km/h. It will take 60 seconds at a constant 30km/h. While a close to constant 30km/h may be possible, a constant 50km/h is highly unlikely and thus the journey will take more than 36 seconds, further reducing the time difference.

The most important benefits are to pedestrians, cyclists and children. The direct benefits are increased safety. Lower speeds will reduce the number of collisions and also reduce the severity of those that do occur.

Parents will be more likely to move around their housing estate without their car or allow their children play in the estate without supervision. Children will feel less threatened by vehicles and will use their bicycles. The Government has ambitious targets to reduce pollution levels and increase bicycle use so getting children on their bikes is a route toward these goals.

Furthermore, in a written answer in the Dail on 14 January 2014, Pascal Donohoe TD, Minister for Transport, Tourism and Sport, stated that he would not change the law to allow some cyclists (e.g. young or hearing impaired cyclists) use footpaths. With this in mind it is even more important to reduce the speed limit within housing estates so that children are able to practice cycling on the road and gain confidence to cycling on roads outside their estate, where higher speed limits may apply.

### ***Areas ideal for 30km/h speed limit***

Here is a list of areas in Dublin 15 where there are higher levels of younger people (by percentage). It was determined by examining the 2011 Census information on the web site: <http://airomaps.nuim.ie/flexviewer/?config=Census2011.xml> and looking at the “% Pop(ulation) 0-14 Age Cohort '06 to '11 Sas”



# Dublin 15

Community Council

***Hollystown:***

All estates

***Tyrellstown:***

All estates

***Mulhuddart-Corduff-Waterville:***

Wellview estate

Parlickstown estate

Parnell estate

Drumheath estate

Castlecurragh estate

Warrenstown estate

Corduff Park

Corduff Grove

Sheephill Avenue

Waterville - all roads except Waterville Road

***Blanchardstown (between N3, railway and the County Meath boundary):***

Estates between Clonsilla Road and the Snugborough Road Extension, excluding those roads.

Verdemont

West End Village

Aspen estate

Limelawn estate

St Mochta's estate

The Village estate (Clonsilla)

All estates between Clonsilla Road, Blanchardstown Road South, Ongar Distributor Road and Hansfield Road.

All estates between Blakestown Road and Blanchardstown Road South.

All estates in Barnwell / Hansfield.

All estates at Little Pace, Phibblestown and Ongar between the N3, the County Meath boundary, Ongar Distributor Road, Hartstown Link Road, Hartstown Road and Huntstown Way.

Huntstown estates

Ashfield estate

***Castleknock-Carpenterstown:***

All estates off Whites Road.

All roads between the M50, Luttrellstown Road (L3032), the L3036, Porterstown Road, the Royal Canal and Castleknock Road, excluding Diswellstown Road, Laurel Lodge Road, Carpenterstown Road and Carpenterstown Avenue.



**Dublin 15**  
Community Council

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***Ashtown:***

All roads in the former Phoenix Park Race Course

**Acknowledgements**

This submission was inspired by the Dublin Cycling Campaign submission to South Dublin County Council on their consultation about introduction of a 30km/h speed limit in residential estates.

**Conclusion**

The Dublin 15 Community Council fully supports 30km/h speed limits on housing estate roads. We also encourage investigating introducing 30km/h speed limits in other locations: around schools, villages (like proposed in Blanchardstown and Castleknock villages as part of the Blanchardstown to Phoenix Park Cycle Route) and other places of assembly e.g. religious buildings, cinemas, theatres, community centres.

In the UK there is growing adoption of a 20mph limit in residential streets and areas where people walk and cycle. The “20's Plenty For Us” web site has numerous documents listing the benefits and dispelling the myths.

<http://www.20splentyforus.org.uk/briefings.htm>

Yours sincerely,

Damien Carbery  
Dublin 15 Community Council