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**From:**

**Sent:**

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Tuesday 20 September 2022 17:04

**To:**

Call For Evidence

**Subject:**

My submission to the consultation on the Climate Action Plan 2023

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Dear Department of Environment,

Please find below my submission to the Call for Expert Evidence - Climate Action Plan 2023 Consultation.

We must be both pragmatic and strategic and cut those emissions that can be addressed immediately. By targeting sectors that include everyone and selecting those areas that will produce immediate measurable results is strategic.

To include the greatest number of people that cross all sectors, that can on a daily basis cut their emissions substantially is pragmatic and must take priority. This is of course road transport.

We have over 2.1 million drivers in Ireland that are not being asked to make any effort in reducing their emissions while at the same time we are asking farmers to make huge efforts in cutting emissions that their livelihoods depend on. Strategically this is disastrous. It can be seen as victimising the farming sector. We must not only all move together but be seen to move together.

Reducing the top speed limit to the optimum speed for fuel consumption is a simple, effective and low cost action that will see immediate results.

In a climate emergency, that threatens our very existence, there can be no justification to be using more fossil fuel than the optimum for the least consumption and fewest greenhouse gas emissions.

Two years ago 80 MAX climate solutions commissioned a national survey to gauge the support for such a move and received a 43% support. This is huge support and with some will from the government it could be passed into legislation. The smoking ban in 2004 had 6 percentage points fewer in support for that move just one week before implementation and we have all witnessed how successful that was.

The recent TII paper "the impact of national road speed limit reduction on greenhouse gas emissions" March 2022 misleadingly claims that "a 30kph reduction across all of the National Roads Network would equate to less than a 2.7% reduction in GHG emissions" This sounds as if it is only 2.7% of transport emissions when in fact it would be 2.7%, probably more, of total national greenhouse gas emissions.

This is huge and it would have the benefit of showing success to the population at large that their actions do produce results.

The TII also claim that by reducing speed limits it would cause more accidents and deaths as people will move to national roads which are not so safe.

The science is clear

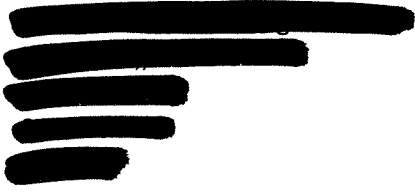
"The World Health Organisation (WHO) suggest that an increase in average speed of 1 km/h typically results in a 3% higher risk of a crash involving injury, with a 4–5% increase for crashes that result in fatalities.<sup>1</sup> An average speed decrease of 1 km/h leads to a 3% lower risk of an injury accident although this varies dependent on the type of road, According to the European Transport Safety Council:"<sup>1</sup> 1 By reducing the speed limit on national roads from 100 to 80 and from 80 to 70 on regional roads will negate any adverse consequences from reducing motorway speed limits to 80km/hr.

Now is not the time to be faint hearted in our reaction to the very real danger of runaway climate change. It is also a perfect time to reduce fuel consumption as prices soar. It will keep money in people's pockets in their local economies and in the national economy.

Yours Sincerely  
[REDACTED]

1. [https://www.tii.ie/tii-library/strategic-planning/transport-research-and-information-notes\(trins\)/Impact-of-National-Road-Speed-Limit-Reductions-on-Greenhouse-Gas-Emissions.pdf](https://www.tii.ie/tii-library/strategic-planning/transport-research-and-information-notes(trins)/Impact-of-National-Road-Speed-Limit-Reductions-on-Greenhouse-Gas-Emissions.pdf)

Yours sincerely,

A series of five thick, black horizontal bars of varying lengths, stacked vertically, completely obscuring the signature and any text underneath.