

TRAFFIC CALMING POLICY

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Transport Strategy

Objectives of Traffic Calming

- ▶ Improve safety.
- ▶ Look at means to control speed at a level commensurate with activities taking place on that road.
- ▶ Improve driver awareness of vulnerable road users.
- ▶ Improve comfort and accessibility for public transport, cyclists and pedestrians. (with particular reference to protecting & complementing investment in this infrastructure)
- ▶ Enhancement of the environment.
- ▶ Reduce noise, disturbance and anxiety.

Scope

Why do we need to review the Traffic Calming Policy ?

- ▶ The current (2018) Traffic Calming Policy is limited in scope
- ▶ The policy was introduced in Urban Areas as a means to address requests from Residents Groups & Elected Members, mainly to address Housing Estates.
- ▶ Existing Policy does apply to
 - Local Collector Roads (Links from Housing estates to trunk network)
 - Access Roads (Typically Internal Housing Estate roads, including some through roads)
- ▶ that carry primarily residential, limited commercial and social traffic (schools etc.) and may also have significant pedestrian and cyclist traffic.
- ▶ Existing policy does not apply to
 - Primary Distributor Roads - i.e. National & Regional roads. e.g. Dublin road
 - District Distributor Roads. - (may have significant buses\cyclists) e.g. Childers Rd,
- ▶ A provision of the 2018 Traffic Calming Policy (Section 6.2.9) provides that the policy 'be monitored and reviewed on a regular basis to ensure that all new advices, regulations, guidelines etc. in relation to traffic calming are incorporated into the policy'



Physical Development Directorate
February 2018

Speed & Speed Limits

The establishment of the mean speed and 85th percentile speeds (the speed at or below which 85% of the traffic is travelling), will also provide a good reference point for the establishment of a speed limit. Local Authorities should routinely collect both however mean speeds should be used as the basis for determining speed limits. For the majority of roads there is a consistent relationship between mean and 85th percentile speeds. Where this is not the case, it usually indicates it is difficult for drivers to decide an appropriate speed for the road, suggesting a better match between road design and speed limit is required.

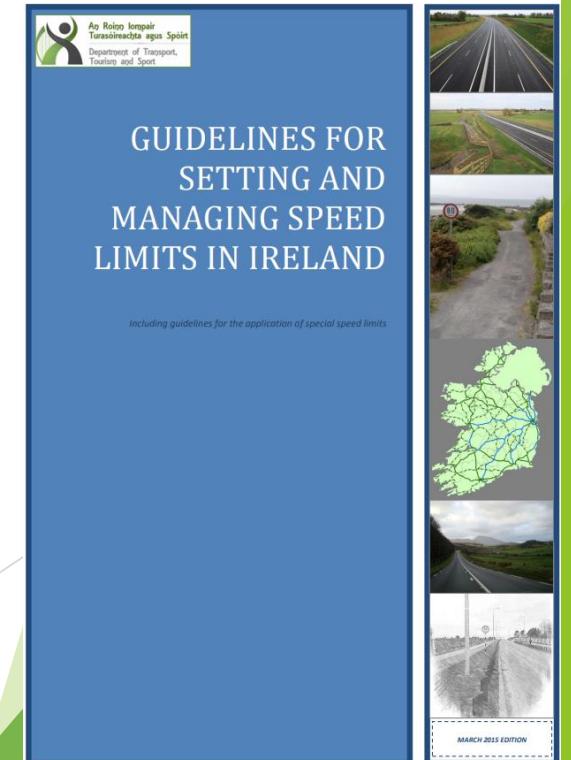
Influence of Speed Limit Review & Circular 3 RS 03 / 2024

Local roads that may be redesignated as 60kph default & are not in urban areas are not intended for application of Physical Traffic Calming Measures.

85th percentile speeds are a reference point for establishment of a speed limit as set out in

DoT Guidelines for Setting and Managing Speed Limits in Ireland.

Where this doesn't match closely the mean road design or speed limit needs to be revisited.



Review

What aspects ... of the Traffic Calming Policy ?

Aspects reviewed

- ▶ **Scope** of existing Policy
- ▶ **Reviewed existing assessment criteria** (Assessment Form) to ensure all applications can be assessed.
- ▶ **Funding** ...if available or if not
- ▶ Ensure consideration for & compliance with guidelines & practice to facilitate Public transport & in particular comfort and passage of key **Bus movements**.
- ▶ Updated\new legislation, initiatives & guidelines including
 - ▶ Active Travel, & Cycle Design Manual 2023.
 - ▶ City Centre 30 kph Speed zone & physical measures
 - ▶ Assessment is based on general public requirements, nature of traffic & practical regulation

Process

