

# TRAFFIC CALMING POLICY

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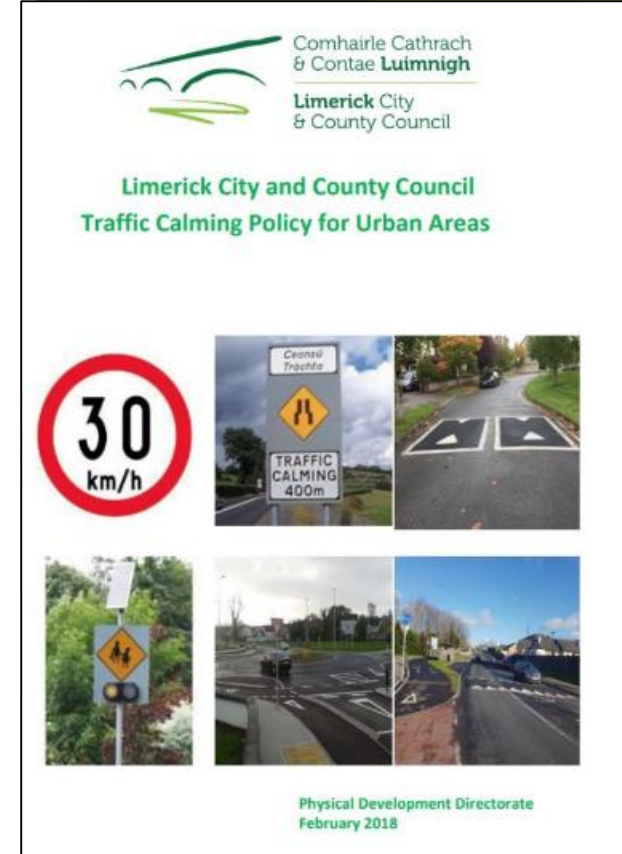
# Objectives of Traffic Calming

- ▶ 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'



# Speed & Speed Limits

The establishment of the mean speed and 85<sup>th</sup> 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 85<sup>th</sup> 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.

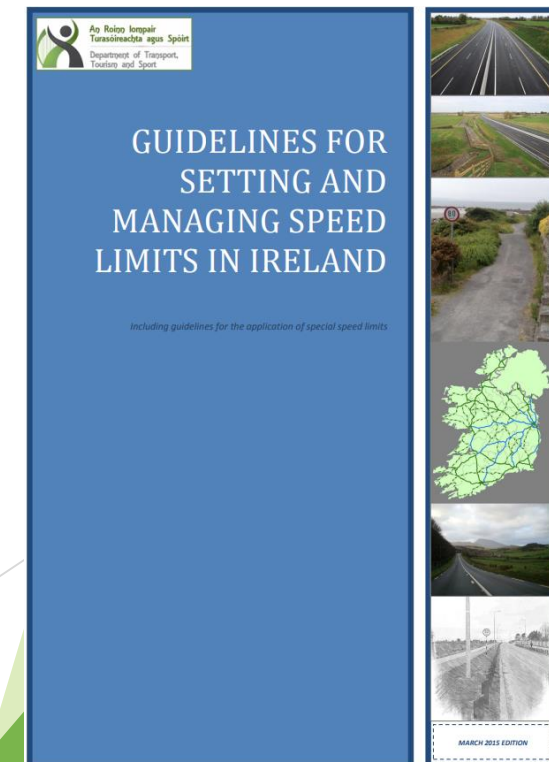
## Influence of Speed Limit Review & Circular 3 RS 03 / 2024

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

