



Comhairle Chontae Uíbh Fhailí
Offaly County Council

Offaly County Council Traffic Calming Policy



July 2020

OFFALY COUNTY COUNCIL
TRAFFIC CALMING POLICY 2020

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Approved:	Tom Shanahan, DOS	15/5/2020
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OFFALY COUNTY COUNCIL TRAFFIC CALMING POLICY 2020

Speed Management on Public Roads

Road Authorities are responsible for the maintenance and construction of public roads under the Roads Act 1993. In addition, under Section 38 of the Road Traffic Act, 1994, a Road Authority may, in the interest of the safety and convenience of road users, provide traffic calming measures. The provision of Speed Limits is a reserved function for the elected members of the County Council after consultation with the Garda Síochána, Transport Infrastructure Ireland and the general public.

Road users are required to comply with the provision of the various Road Traffic Acts. In particular, it is an offence under the Road Traffic Act 2004 to drive a vehicle at a speed exceeding the speed limit. Furthermore, the Roads Act 1993 obliges road users to take reasonable care for their own safety and for that of any other person using the road. The enforcement of speed limits and other Road Traffic Acts and Regulations is the responsibility of the Garda Síochána. Traffic Wardens also have an enforcement role under the Road Traffic Act.

Speed Limits in County Offaly

Offaly County Council commenced a comprehensive review of all the speed limits in the County in 2016. These were adopted by the elected members of the Council and the Speed Limit By-Laws came into force in January 2018. The Byelaws are a comprehensive schedule of appropriate and safe vehicle speeds. Enforcement of the new speed limits is the responsibility of the Garda Síochána. Individuals must take personal responsibility in this regard.

Traffic Management Guidelines

In 2003, the Department of the Environment, the Department of Transport and the Dublin Transportation Office published *Traffic Management Guidelines*. This document deals with all aspects of Traffic Management with a particular emphasis on the safety of pedestrians and vulnerable road users. It had been adopted for traffic calming measures and schemes in Offaly. The guidelines advise which traffic calming devices may be considered on existing roads.

Design Manual for Urban Roads and Streets (DMURS)

In 2013 (revised in 2019), the Department of Transport, Tourism and Sport published the *Design Manual for Urban Roads and Streets (DMURS)*. It is mandatory that Local Authorities ensure that the principles, approaches and standards of the manual are applied as appropriate within urban zones.

Traffic Calming in New Developments

It is a requirement that all residential/commercial developments comply with the recommendations contained in the Traffic Management Guidelines and the Design Manual for Urban Roads and Streets. The best way to deal with speed control on new roads is at the design stage when the layout and geometric design can be prepared so as to limit excessive speed levels.

All planning applications for new residential and commercial developments are examined by the Road Design Section and assessed from a speed control and safety perspective. In addition, where the proposed development has a major impact on existing roads, the developer is requested to submit a Traffic Impact Assessment (TIA) Report. The developer may also be requested to carry out a road safety audit (RSA) on certain elements of the road design proposed.

Traffic Calming On Existing Roads and Estates

The following requirements must be met before the Council can consider traffic calming measures on existing Roads and Estates: -

- The site must be inside an urban speed limit zone (60 kph or less). Traffic calming measures such as signage may be appropriate outside of 60kph zones;
- Excessive speed is observed (>30kmph);
- Collision history or observable risk to Health, Safety, Welfare of vulnerable road users due to driver behavior;
- There must be a significant majority of households in favour of the introduction of traffic calming;
- The minimum length of road is 300m or 150m if road is a cul-de-sac;
- There must be reasonably straight lengths of road greater than 100m;
- Vertical deflections will not be considered >50kph zones (suitable for low speed environments only);

- Vertical deflections will not be considered on National Roads, Regional Roads and Distributor Roads;
- Vertical deflections are not suitable on Bus Routes;
- Rumble strips are not suitable in Residential Areas.

The Traffic Management Guidelines advise that vertical deflection measures should only be considered when other measures have been considered first. Features that encourage harsh braking and heavy acceleration is poor design practice. DMURS advises that raised tables are primarily used to reinforce low speed environments.

Once the location meets the basic requirements, the location can be appraised using the assessment form in Appendix A. Proposed solutions must be designed in accordance with the relevant design manual or guidelines and may only be considered subject to available finance. There is presently no budget for retrospective traffic calming measures available to Offaly County Council.

TRAFFIC CALMING ASSESSMENT FORM

Proposed Scheme _____

QUALIFICATION	
Site Inside 60kph Speed Limits or Lower / Outside 60kph Speed Limits (signage)	
Written Agreement of the Majority of Residents Provided (applicable to residential estates)	
Length of Through Road Greater than 300m	
Length of Cul-De-Sac Greater than 150m	
Straights Greater than 100m	
Average Observed Speed of 30 km/h or Greater	
Between 30 and 40 km/h	
Between 40 and 50 km/h	
above 50 km/h	
Accidents due to Excessive Speed or Significant Observable Risk due to Driver Behaviour	
None	
Driving at Excessive Speed	
Observable Risk	
Collision History	
Observable Risk to Vulnerable Road Users Due to Driver Behaviour	
Very Infrequent	
Moderate	
Frequent (busy urban, schools, parks, shops etc)	
Traffic Volumes Less than 80 vehicles/hour	
Greater than 80 vehicles/hour	
Local Conditions	
Estimated Cost	
Engineers Recommendation	

Signed: _____

Date: _____