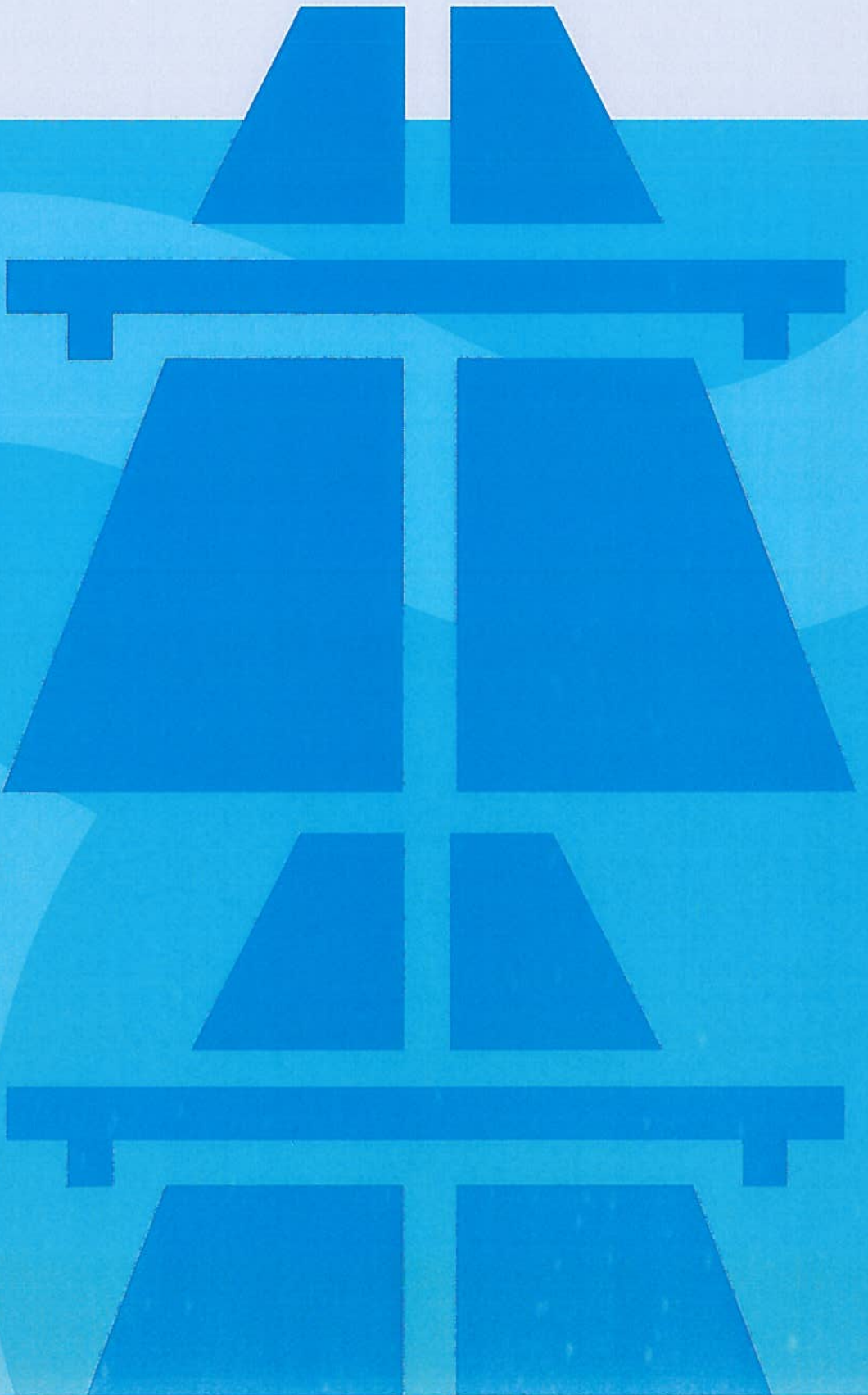




Policy on the use of traffic calming measures on roads in existing housing estates





Comhairle Contae Thiobraid Árann
Tipperary County Council

**POLICY ON THE USE OF TRAFFIC CALMING MEASURES
ON ROADS IN EXISTING HOUSING ESTATES IN
TIPPERARY**



(MAY 2019)

1. INTRODUCTION:

There is an increasing demand from Residents Groups and Elected Members for traffic calming measures in existing housing estates and on access and distributor roads in towns and villages. The demand is often as a result of perceived high traffic speeds on these roads or is an effort to make roads less attractive for 'boy racers' or to reduce 'rat running' through areas. While the reduction of speed in built up areas is obviously desirable, the method of achieving this is not always agreed and the provision of vertical deflections (ramps) or rumble strips is frequently proposed as the only solution to this problem.

2. RESPONSIBILITY FOR 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 enforcement of speed limits and other Road Traffic Acts and Regulations is the responsibility of An Garda Síochána. The Local Authority has no role or responsibility in this regard.

Road users are required to comply with the provisions 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 a road user to take reasonable care for his/her own safety and for that of any other person using the road.



3. SPEED LIMITS IN COUNTY TIPPERARY:

The Road Traffic (Special Speed Limits) (County of Tipperary) Bye-Laws 2017 were adopted by the Members of Tipperary County Council on 10th July 2017. This is the first time that there has been one set of Bye-Laws to cover all of County Tipperary.

The Bye-Laws came into operation as follows:

Regional and Local Roads: Monday, 11 September 2017

National Roads: Monday, 13 November 2017



The most significant change is:

Housing estates which were built by the Council or have been Taken in Charge by the Council have a 30km/h speed limit with effect from the 11th September 2017.

Private housing estates are not included in these Bye-Laws. The list of housing estates to which the 30 km/h speed limit applies can be found in Schedule 2 of the Bye-Laws.

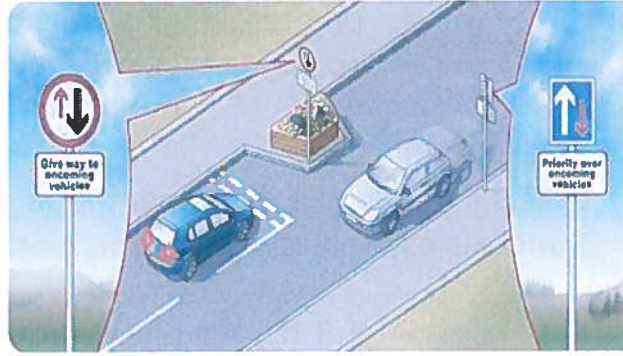
4. GUIDANCE ON TRAFFIC CALMING:

In 2003, the Department of Environment, the Department of Transport and the Dublin Transportation Office published "*Traffic Management Guidelines*". This is a very comprehensive manual which deals with all aspects of Traffic Management with a particular emphasis on the safety of pedestrians and vulnerable road users. It is an excellent, authoritative manual and it is recommended that it be adopted en-bloc as the definitive guidance document for all traffic calming measures and schemes in Tipperary.

The guidelines indicate which traffic calming devices may be considered on existing roads in decreasing order of preference, as follows:

- Road closure
- Traffic island
- Gateway
- Entry treatment
- Overrun area
- Rumble strips
- Mini-roundabout
- Build-out/parking
- Pinch point
- Chicane
- Speed table
- Speed cushion
- Ramp

Ramps should only be chosen if no other suitable measures can be used.



5. **TRAFFIC CALMING ON ROADS IN EXISTING HOUSING ESTATES:**

The Council is often faced with demands from individuals and residents groups for traffic calming (usually ramps) on roads in housing estates. The following basic requirements must be met before the Council can consider traffic calming measures:-

5.1 Determine the Nature and Extent of the Speeding Issue

This can be done by carrying out a speed survey, (over a seven day period minimum), to check compliance with the statutory speed limit in place, and as part of this survey the following data over the study period should be determined:

- The AADT count
- The average speed (V_a) for all vehicles
- The 85th percentile (V_{85})
- The maximum speed (V_{max})
- The Roadway surface temperature, and
- The weather condition (i.e., wet or dry).

5.2 Determine the cause of the Speeding

Some of the factors that contribute to speeding are 'boy-racers', rat-runs, steep gradients, excessive road widths which encourage unintentional speeding etc.

Essentially there are two types of speeding:

- i. Intentional - this should be dealt with by way of enforcement, and will necessarily involve consultation with the Gardai, and

- ii. Unintentional - this can be dealt with by implementing appropriate traffic calming measures if required.

5.3 Design

This involves the implementation of appropriate traffic calming measures, and applied in the hierarchical approach outlined below:

- 5.3 (i) Advance warning signage
- 5.3 (ii) Speed zone sign (e.g. 30 kph speed limit, 'children crossing' sign W142, etc.)
- 5.3 (iii) Horizontal measures -
 - (a) Road markings/lining;
 - (b) Reduce road widths;
 - (c) Horizontal shifts - build-outs, chicanes, centre islands etc.)
- 5.3 (iv) Vertical measures -
 - (a) Raised platforms at junctions;
 - (b) Speed cushions;
 - (c) Rumble strips;
 - (d) Ramps

6. SPECIAL CONDITIONS FOR THE USE OF VERTICAL DEFLECTION MEASURES (RAMPS AND RUMBLE STRIPS):

It is the policy of Tipperary County Council not to encourage the use of rumble strips in residential areas, and ramps should only be used as a last resort; all other measures should be considered first which are outlined in section 5.3(i) 5.3(ii) and 5.3(iii).

An Garda Síochána, the Ambulance Service and Fire Service in Tipperary were consulted in preparing this policy and they also have views and concerns with rumble strips and ramps which are as follows:

- Rumble strips and speed ramps should not be considered as the only solution for speeding vehicles
- Speed ramps have unwelcome side effects such as noise, vehicle damage and may cause personal injury

- Speed ramps can delay the response time for emergency vehicles such as An Garda Síochána, the Fire service and the Ambulance service
- Ramps can have an effect on people with spinal injuries who are travelling by ambulance.

Furthermore, there are many instances throughout the country where local authorities have had to remove ramps and/or rumble strips due to unwelcome side effects such as noise, vehicle damage and personal injury.

7. Procedure

7.1 Traffic Calming Requests

Any request for traffic calming shall be submitted by the residents in which two thirds of the residents in the area affected have indicated that they are in favour of the proposed measures. Any such request shall be restricted to residents living within 100m of the location of the proposed traffic calming measures.

Similarly, any request to remove traffic calming measures shall meet the two thirds threshold in favour of removal.

7.2 Data Collection

On foot of a request for traffic calming of an existing housing estate, the first step is to assess the following:

- The site should be assessed to verify that such problem exists and that it is not just a perception
- Positive/negative feedback from residents on the proposal to introduce traffic calming measures
- In the case of a through road the minimum length of road shall be 300m
- In the case of a cul-de-sac the minimum length of road shall be 150m
- Accident history/data
- The location of green areas and play areas relative to the dwelling locations
- Pedestrian generators, (route to shops, amenities etc.)

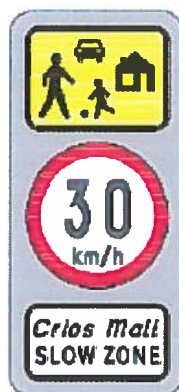
- The degree of vulnerable road users (pedestrians, cyclists, buggies, wheelchairs etc)
- Any other local conditions.

If having considered these assessments, Tipperary County Council is satisfied that the estate has a speeding issue then a speed survey will be carried out for the area. The speed measuring device shall be left in situ for at least 24 hours and preferably for a longer period of time. The data from the survey will then need to be analysed.

7.3 Measure to be considered

Roads with recorded 85th percentile speeds in excess of the speed limit, will receive further consideration for the introduction of appropriate traffic calming measures as outlined in 5.3 above based on the following:

- 7.3.1: Where the 85th percentile speed is already less than or equal to 30 km/h minimal signage will be required. A speed limit plate of 450mm diameter would be appropriate when placed on a pole on the left hand side of the road at the entry point(s). Additional warning signs may be required in combination with the 30 km/h sign.
- 7.3.2: Where the 85th percentile speed is greater than 30 km/h then the local authority and community groups should consider the implementation of 'Slow Zones'.



'**Slow Zones**' should be developed and implemented as a Local Authority supported community based approach to reduce the

speed limit to 30 km/h and to add safety measures within a select area in order to change driver behaviour.

The ultimate goal of a 'Slow Zone' is to lower the incidence and severity of crashes and to enhance quality of life.



- 7.3.3: Where the measure set out in 7.3.2 above is not sufficient to achieve the 85th percentile speed of 30 km/h then further measures should be considered where possible. Suitable measures include the following -
 - Closure of a through road to traffic
 - Road markings/road lining
 - Reduced road widths
 - Horizontal shifts – build-outs, chicanes, centre islands
 - Raised platforms at junctions
 - Speed cushions
 - Rumble strips
 - Ramps

7.4 Scheme Selection

The selection of schemes for traffic calming measures shall be made in consultation with the Elected Members, based on the outcome of

scheme assessments and subject to available funding. It should be borne in mind that retrofitting traffic calming measures in existing residential estates can be expensive.

7.5 Review

Tipperary County Council Traffic Calming Policy for Existing Housing Estates will 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.



Comhairle Contae Thiobraid Árann
Tipperary County Council

At a meeting of the county council, held in the Community Hall,
Rearcross, Co. Tipperary on 13th May 2019

Proposed by: S. HANAFIN

Seconded by: S. AMBROSE

AND RESOLVED:-

"That Tipperary County Council hereby adopts the Draft Policy on the use of traffic calming measures on roads in existing housing estates as presented by the Roads and Transportation Strategic Policy Committee".

SIGNED: Mattie Ryan
Cathaoirleach

Date/ 13TH May 2019



Comhairle Contae Thiobraid Árann
Tipperary County Council

Tipperary
County Council,
Civic Offices,
Limerick Road,
Nenagh,
Co. Tipperary

Tipperary
County Council,
Civic Offices,
Emmet Street,
Clonmel,
Co. Tipperary

t 0761 06 5000
e add email here
@tipperarycoco.ie
www.tipperarycoco.ie

