Meath County Council

Traffic Calming Policy

comhairle chontae na mí
meath county council

Traffic Calming Policy

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1. Introduction

In recent years, there has been an increasing demand for traffic calming measures to be introduced on access roads and distributor roads in towns and villages in Co. Meath. This policy provides guidance and a standardised procedure for initiating, assessing, prioritising and implementing traffic calming measures within County Meath on the Non-National Road Network. Traffic Calming schemes on the National Road Network must follow the TII process. This policy applies to 50 km/hr zones or less on local roads and 60 km/hr zones or less on regional roads.

1.1 Implementation

Implementation of schemes will be caried out on a case-by-case basis, and subject to availability of funding and resources, including land.

1.2 Traffic Calming Definition

Traffic calming refers to physical measures designed to reduce the adverse effects that speed and volumes of traffic have on our roads. Traffic Calming aims to improve road safety and enhance the environment for all road users, particularly pedestrians and cyclists.

2. Legislation

The Roads Act 1993 confers upon the Roads Authority the responsibility of maintaining and constructing public roads within Co. Meath. In addition, under Section 38 of the Road Traffic Act, 1994, "A Road Authority may, in the interest of safety and convenience of road users, provide such traffic calming measures as they consider desirable in respect of public roads in their charge".

3. Guidance Documentation

The Department of the Environment and Local Government and the Dublin Transportation Office published the "Traffic Management Guidelines" in 2003. This comprehensive manual deals with all traffic management aspects, emphasising the safety of vulnerable road users.

The Department of Transport, Tourism and Sport published the "Design Manual for Urban Roads and Streets" DMURS in 2013. This manual compliments the "Traffic Management Guidelines"; however, it is now mandatory that Local Authorities ensure that the principles, approaches and standards of the manual are applied as appropriate. Meath County Council will refer to this manual for all traffic calming measures and schemes in Co. Meath.

In 2022, The Safe Routes to School (SRTS) Programme was developed in partnership with the NTA and An Taisce, Green Schools. This guide aims to provide technical guidance on design principles and considerations that will enable Local Authorities, in conjunction with Green Schools, to create safer, calmer, more attractive routes to school and front of school environments. The guide also provides designers with a set of design concepts and ideas and precedent examples of schemes that have successfully enhanced sustainable access to school.

The NTA also produced a Rapid Build SRTS Front of School Improvements Advice Note in July 2023- using rapid build, cost-effective methods to maximise the number of Safe Routes to School infrastructure delivered within available budgets and to increase the speed of delivery. The following

guidance documents are available for download at *www.nationaltransport.ie/publications/safe-routes-to-school-design-guide*:

- SAFE ROUTES TO SCHOOL DESIGN GUIDE September 2022 or as amended
- SRTS-Design-Guide-Appendix-2
- SRTS-Draft-Design-Guide-V1-Appendix-3-Alternative-School-Zone-Treatments

The Cycle Design Manual (CDM) has been prepared by the NTA and overseen by the Department of Transport. The CDM draws on the experience of delivering cycling infrastructure as well as learning from international best practice and has been guided by the need to deliver safe cycle facilities for people of all ages and abilities.

The TII has published several documents for implementing Traffic Calming on National Roads which can be applied to all Non-National roads. The documents can be downloaded from *www.tiipublications.ie.*

Other relevant documents included:

- Road Traffic Act, 1994
- Guidelines on Traffic Works Procedures – Section 38 of the Road Traffic Act (1994) – published by the Department of Transport in October 2023.

4. Policy Objectives

The objectives of this policy are to:

- Provide guidance and a standardised procedure for initiating, assessing, prioritising and implementing traffic calming measures within County Meath.
- Improve Road Safety.
- Reduce and control vehicular speed.
- Improve driver awareness of vulnerable road users.
- Improve driver behaviour.
- Enhance the environment.
- Reduce noise, disturbances and concerns in the area being assessed.

To achieve these objectives, Meath County Council's Traffic Calming Policy includes the following aims:

- Incorporate traffic-calming measures at the planning and design stage of all new schemes. Meath County Council will adopt a proactive approach to calming traffic at the pre-planning and planning stage.
- To set out an appraisal process for Traffic Calming on Regional and Local Roads.
- To set out an appraisal process for traffic calming on existing public roads. Meath County Council will introduce a standardised traffic calming appraisal system which will be implemented countywide.
- The Introduction of a prioritising scheme selection system for proposed traffic calming plans on existing roads.
- Meath County Council will enhance the shared centralised database of requests for traffic calming used by the six Municipals Districts and the Transportation Department

- To prioritise work on routes where locations of interest have been identified by the Department of Transport.
- Meath County Council's Transportation Department will form a prioritised list and create an annual programme of traffic calming works subject to available funding and in accordance with the Traffic Management Guidelines and the Speed Limit Guidelines. As schemes are delivered and new locations are identified, the prioritisation list will be continuously reviewed.

Note: This policy is not applicable to traffic calming schemes involving a realignment of the road or junction, or schemes requiring land acquisition, these may be progressed under Specific Improvement Schemes or road safety schemes.

5. Traffic Calming Assessment Process

The Traffic Calming process is divided into four phases and is described in the following paragraphs. The flow chart in Appendix A illustrates each phase and the responsible section for implementing each phase.

The guidance documents listed in Section 3 conclude that individual ramps/vertical deflections should only be used as a last resort and that all other measures should be considered first. Vertical deflections have unwelcome side effects such as additional noise and increased vehicle emission. Ramps can delay or cause difficulty for emergency services.

5.1 Phase 1 - Initiation

The initiation phase involves the identification of a location where Traffic Calming may need to be considered and where there are currently no plans for other schemes. For the Initiation Stage to be implemented, one of the following must be completed:

I. Representation from An Garda Siochána or other Road Safety Authority to the relevant Municipal District.
II. Representation from an elected member to the relevant Municipal District recorded at the respective Municipal District Meeting.
III. Representation from an elected member received on CRM Members Reps.
IV. Representation by a community organisation through a signed petition submitted formally to the relevant Municipal District.
V. Initiation by Transportation Department technical staff with responsibility for road safety.

Only when one of the criteria outlined in Phase 1 is satisfied and is recorded on the Traffic Calming list can the process move to Phase 2. Once the representation has been recorded on the list, the Municipal District and Road Safety Engineer decide the next steps based on the Traffic Calming criteria.

5.2 Phase 2 – Location Assessment

The location assessment phase examines the location against predetermined criteria to ascertain if it meets the requirements for a Traffic Calming scheme to be considered and assigned a priority ranking. In order to move to Phase 3—Prioritisation, all criteria outlined in the Phase 2 assessment must be satisfied.

I. **The location is within a 50km/hr speed zone or less on local roads and 60 km/hr zones or less on regional roads.**
The relevant Project Engineers will determine if the location is inside an appropriate speed limit zone.

The location is deemed to satisfy this criterion only when the location is confirmed to be within a 50km/hr or lower speed zone on local roads or 60 km/hr zones or lower on regional roads*.*

II. **Speed data collection.**
The Project Engineer will undertake a traffic speed survey at the location to determine the 85th percentile speed. Guidance on undertaking a speed survey is outlined in Appendix D.

The location is deemed to satisfy the speed criteria only when the recorded 85th percentile speed is greater than the posted speed limit by 10 km/h or more.

III. **Traffic volume data collection.**
The Project Engineer will undertake a traffic count survey at the location to determine the AADT (annual average daily traffic). Set out in Table 5.3.1 – Traffic Calming Prioritisation Scoring Matrix.

Guidance on undertaking a traffic survey is outlined in Appendix D.

IV. **Footpaths, Including Active Travel Infrastructure**
The Project Engineer must assess the location to ascertain if:

a. The location of interest has existing continuous footpaths on both sides of the road on a regional road or one side of the road for Local roads.
b. The location has no footpath, but the location can accommodate a footpath on at least one side of the road -this should be considered as part of the Traffic Calming scheme, subject to relevant planning requirements.
c. The location is in the current footpath programme (s).

The proposed traffic calming location assessed in Phase 2 will only progress to Phase 3 if all criteria in Phase 2 are satisfied.

The Phase 1 and Phase 2 criteria check sheets are attached to Appendix B of this policy and must be completed for each location assessed by the relevant MD engineer.

5.3 Phase 3 – Prioritisation and Approval

In Phase 3, the assessment of the proposed scheme shall be examined by the Road Safety Engineer under the criterion shown in Table 5.3.1. Marks shall be awarded for each heading in accordance with the Priority Assessment Form, which is included in Appendix C. The total score awarded for each scheme will be used to prioritise the scheme where multiple schemes are being assessed.

The Phase 3 *Traffic Calming Prioritisation Scoring Matrix* check sheet is attached to Appendix C of this policy and must be completed for each location assessed.

Table 5.3.1 – Traffic Calming Prioritisation Scoring Matrix

Phase 3 – Prioritisation of Traffic Calming Schemes			
Criterion Assessed	**Range Determination**	**Score Available**	**Score Awarded**
85th percentile vehicle speed (Km/h)	>30 km/h above speed limit	30	
	21 – 30 km/h above speed limit	20	
	10 -20 km/h above speed limit	10	
% of HGV using the route	High >10%	20	
	Medium 5-9%	10	
	Low <5%	5	
AADT	>2,500	20	
	1,000 – 2,500	10	
	<1,000	5	
Pedestrian footfall generators within the scheme	Multiple generators – example multiple School Entrances	30	
	Low number of generators - example; Single School Entrance, Hospital, Doctors surgery, Bus Stop, Recreational area, Community Centre, Church, Business with large employment numbers.	15	
	None of the above listed	0	
Active Travel Infrastructure, such as a cycle path within the extent of the scheme	Unsegregated route	30	
	Partially segregated route	15	
	Fully segregated route	5	
Uncontrolled Pedestrian crossing points within the extent of the scheme	>3	30	
	1-3	15	
	0	0	
Recorded Non-Motorised Users (NMU) Fatalities or Serious Injuries from available data within the extent of the scheme. Note this data should be accompanied by Garda verification.	1 Fatality or more	30	
	1 Serious injury or more	20	
Recorded Non-Motorised Users (NMU) Minor Injury Collisions from available data within the extent of the scheme. Note this data should be accompanied by Garda verification.	>3	30	
	1-3	15	
	0	0	
Max score available = 240 marks		**Score Awarded**	

A register of schemes shall be maintained by the Transport Section and schemes with the highest scores placed on a programme of works and progressed to Stage 4 subject to securing funding.

5.4 Phase 4 – Traffic Calming Scheme Development

In Phase 4, the Project Engineer should develop a Traffic Calming Scheme in accordance with the relevant documents outlined in Section 3 – Guidance Documents.

Traffic Calming measures must be developed in a two-stage plan approach as described in the following paragraphs. Stage 1 of the Traffic Calming plan must be implemented first and must be monitored for a minimum period of 6 months.

Consideration and consultation with An Garda Siochána should take place to determine if a safe location for a Go Safe Speed Van or Garda Speed check car can be incorporated into the plan. The particular requirements should be agreed with the An Garda Siochána.

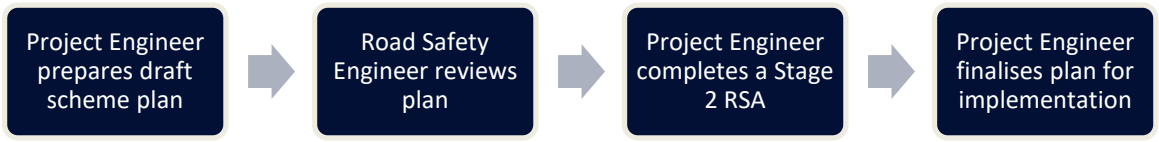
5.4.1 Stage 1 Traffic Calming Scheme (Non-Vertical Deflection Traffic Calming)

In this stage, the following should be adhered to:

- The appropriate Project Engineers should develop a Traffic Calming Scheme in accordance with all documents outlined in this policy.
- The appropriate Project Engineer should issue a 'Draft' drawing of the Traffic Calming Scheme to the appropriate engineer in the Transport Department for discussion, assessment and agreement.
- Once the plan has been agreed with the Transport Department, the Project Engineer should issue a 'Final' drawing of the Traffic Calming Plan to the appropriate engineer in the Transport Department for record purposes. A Stage 2 RSA should also be completed prior to preparing the Final drawing and all recommendations considered as part of the final design development.
- The Project Engineer can then progress the Stage 1 Plan to Phase 5 Funding Approval and Implementation.

In Phase 4, the Stage 1 Plan substages illustrated in Figure 5.4.1 must be completed in the order shown.

Figure 5.4.1 – Stage 1 Plan Flow Chart



Note that the Stage 1 Plan is not permitted to have Vertical Road Deflections, and it must be implemented in full for a minimum period of 6 months before the consideration of a Stage 2 plan can be initiated.

The Stage 1 Traffic Calming Plan can include the following items:

- Narrowing of the road width to the minimum permitted.
- Installation of a footpath on at least one side of the road over the full length of the area where traffic calming is to be implemented.

- Installation of public lights
- Installation of appropriate advanced warning road markings and signage.
- The use of different road surfaces to delineate the change in the road space.
- Installation of vertical elements such as roadside planting, signage, or bollards to emphasize the dominance of the vertical effect of the road, which provides a perceived narrowing of the actual road width through the 'optical width concept'.

The use of the above-mentioned is best illustrated in images 5.4.1a and 5.4.1b.

Figure 5.4.1a – Typical road before traffic calming implemented

Figure 5.4.1b – Example of a Stage 1 Traffic Calming Scheme

5.4.2 Stage 2 Traffic Calming Scheme

Once all appropriate step 1 measures have been considered, a Stage 2 Traffic Calming Scheme can only be implemented once the following has been completed:

- Implementation of a full Stage 1 Traffic Calming plan as described in section 5.4.1 and as approved by the Transport Department for a minimum period of 6 months.
- Undertaking a speed survey at the location following the minimum 6- month implementation period of the Stage 1 Plan.
- When the recorded 85th percentile speed is greater than the posted speed limit by 10 km/h or more.

A Stage 2 Traffic Calming plan will only permit the use of the following along with a fully implemented Stage 1 Plan:

- *Vertical deflection speed cushions*

No full-width road ramps are permitted on the urban public road network, the only exception being the installation of a raised tabletop at a junction or road intersection or a pedestrian crossing.

Roles and Responsibilities:

It is proposed Traffic Calming Schemes should be managed by the Road Safety Officer with input from various Transportation Department Staff. This ensures consistency across the Municipal Districts and allows for economies of scale in delivery of similar type schemes. The following outlines the roles and responsibilities:

Phase 1 Initiation: Municipal District Engineer/Road Safety Engineer/Road Safety Officer/Transport Department Technical and Administration Staff

Phase 2 Location Assessment/data gathering: Project Engineer / Transport Technical Team /MD Engineers

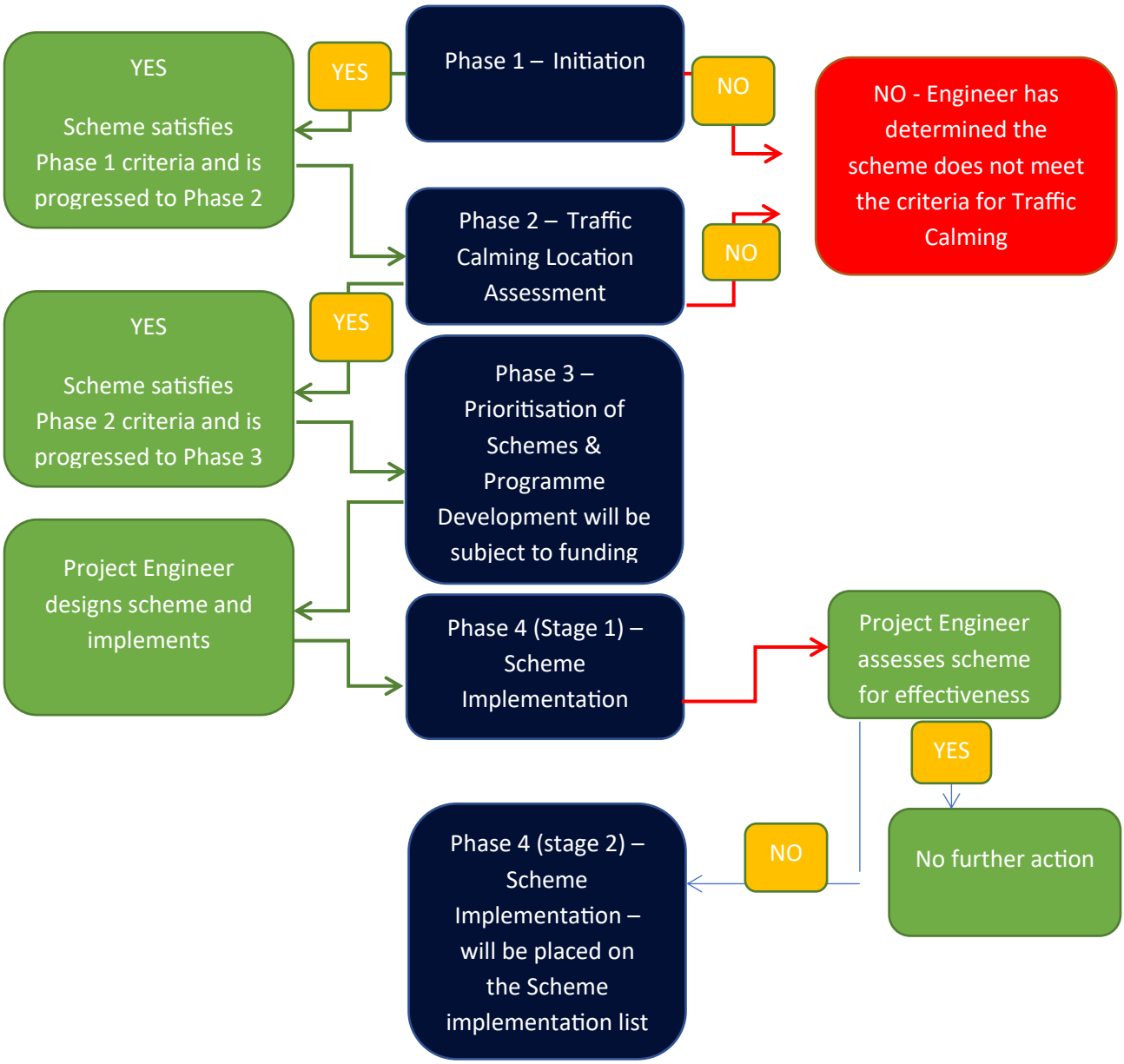
Phase 3 Prioritisation and Approval – Prioritisation of schemes and responsible for maintaining the Register of Schemes and securing funding: Road Safety Engineer & Road Safety Officer

Phase 4 Traffic Scheme Development – design and implementation of Stage 1 and Stage 2 (if necessary) schemes

Funding Traffic Calming Schemes:

The Register of Traffic Calming Schemes will be a live document and updated accordingly as schemes are initiated. It is proposed from this list to establish an annual Traffic Calming Programme of Works and fund primarily from Own Resources but will seek other funding streams.

Appendix A – Traffic Calming Phasing Flow Chart



Appendix B – Phase 1 & 2 Criteria Assessment Checklist

Phase 1 - Initiation		
1.1 Representation	Consideration for Traffic Calming has been initiated in one of the following ways: I. Representation from an elected member to the relevant MD recorded at the respective MD Meeting. II. Representation from An Garda Siochána or other Road Safety Authority to the relevant MD. III. Representation by a community organisation through a signed petition containing 20+ signatures submitted formally to the relevant MD. IV. Initiation by Transportation Department technical staff with responsibility for road safety.	Yes / No
	Phase 1 Criteria Satisfied	**Yes / No**
	Phase 2 cannot be considered until Phase 1 has been satisfied.	
Phase 2 – Location Assessment		
2.1 Speed Zone	Is the location of interest within a 50 km/h or lower speed zone on a local road or a 60 km/h or lower speed zone on a regional road?	Yes / No
2.2 Speed Data	Has a speed survey been undertaken at the location to determine the 85th percentile speed? Is the recorded 85th percentile speed greater than the posted speed limit by more than 10 km/h?	Yes / No
2.3 Traffic Volume Data	Has a traffic count survey been undertaken at the location to determine the AADT? Does the AADT satisfy the bands outlined below: • Regional Road >500 • Local Primary >100 • Local Secondary/Tertiary >100	Yes / No
2.4 Footpaths, including Active Travel Infrastructure	Does the location of interest have existing continuous footpaths on both sides of the road on a regional road or one side of the road for Local roads? **or** If the location of interest has no footpath, can the location accommodate a footpath on at least one side of the road, which could **be constructed as part of the Traffic Calming scheme, subject to relevant planning requirements**?	Yes / No
2.5 Other projects	Are there any other planned projects/developments for this area?	Yes/No
	Phase 2 Criteria Satisfied	**Yes / No**
Is consideration of Traffic Calming measure at this location Merited		**Yes / No**
Only when the Phase 1 and Phase 2 Assessments satisfy all criteria and sub-criteria can the location of interest progress to Phase 3 Prioritisation.		
Date:		
MD:		
Engineer Signature		

Appendix C – Traffic Calming Scheme Prioritisation Checklist

Phase 3 – Prioritisation of Traffic Calming Schemes			
Criterion Assessed	**Range Determination**	**Score Available**	**Score Awarded**
85th percentile vehicle speed (Km/h)	>30 km/h above speed limit	30	
	21 – 30 km/h above speed limit	20	
	10 -20 km/h above speed limit	10	
% of HGV using the route	High >10%	20	
	Medium 5-9%	10	
	Low <5%	5	
AADT	>2,500	20	
	1,000 – 2,500	10	
	<1,000	5	
Pedestrian footfall generators within the scheme	Multiple generators – example multiple School Entrances	30	
	Low number of generators - example; Single School Entrance, Hospital, Doctors surgery, Bus Stop, Recreational area, Community Centre, Church, Business with large employment numbers.	15	
	None of the above listed	0	
Active Travel Infrastructure, such as a cycle path within the extent of the scheme	Unsegregated route	30	
	Partially segregated route	15	
	Fully segregated route	5	
Uncontrolled Pedestrian crossing points within the extent of the scheme	>3	30	
	1-3	15	
	0	0	
Recorded Non-Motorised User (NMU) Fatalities or Serious Injuries from available data within the extent of the scheme. Note this data should be accompanied by Garda verification.	1 Fatality or more	30	
	1 Serious injury or more	20	
Recorded Non-Motorised User (NMU) Minor Injury Collisions from available data within the extent of the scheme. Note this data should be accompanied by Garda verification.	>3	30	
	1-3	15	
	0	0	
Max score available = 240 marks	**Score Awarded**		

Appendix D – Speed and Traffic Volume Data Survey Requirements

When positioning the speed/traffic count recording instrument, the following should be adhered to:

- A speed/traffic count **should** be carried out for a minimum of 48 hours.
- For towns and villages, the speed/traffic counter should **be located in the middle of the extent of the location being assessed, where feasible.**
- For schools, the speed/traffic counter **should be located directly outside the school building or the curtilage of the school's boundary ensuring the counter cannot be blocked (unauthorised parking etc) around school drop off and pick up durations.**
- The speed/traffic counter reports **must include a location map and photograph of the location** where the speed/traffic counter was positioned along with coordinates of the counter to be supplied for mapping.
- The speed/traffic counter **should not be positioned or attached to a speed signpost.**

Appendix E – Common Traffic Management Solutions

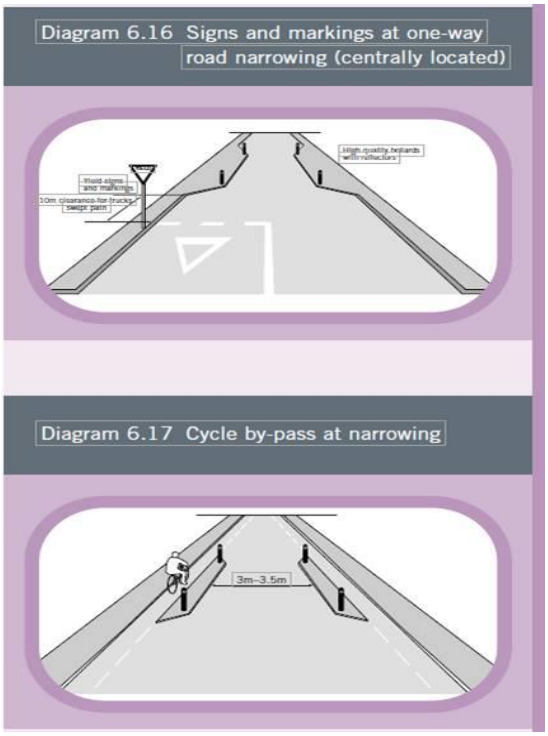
Below outlines some of the more common Traffic Calming measures that are implemented by Local Authorities and elements that are to be considered in their design. DMURS and the Traffic Management Guidelines should be referenced when considering the implementation of Traffic Calming measures and provide guidance as to the appropriateness of measures under consideration.

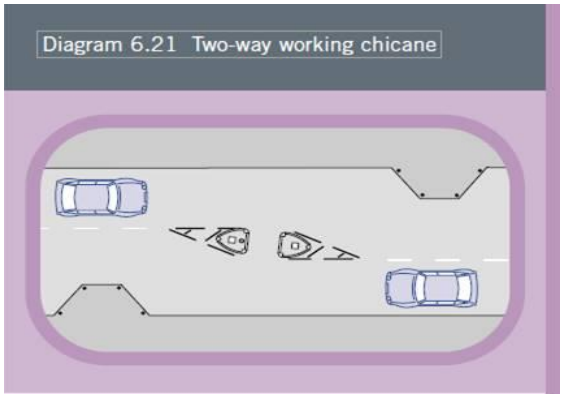
Transition Zones

Transition Zones are commonly used on approaches to urban areas or villages often in conjunction with a speed lime or at the start of a Traffic Calming scheme.

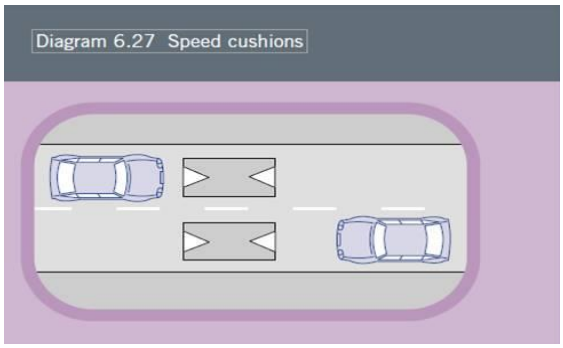
Horizontal Deflections – buildouts, pinch points and chicanes

Consideration should be given in the first instance to horizontal deflections as a means of traffic calming. These options are effective for all road users and require less ongoing maintenance.





Horizontal Deflections



Vertical Deflection

Crossings

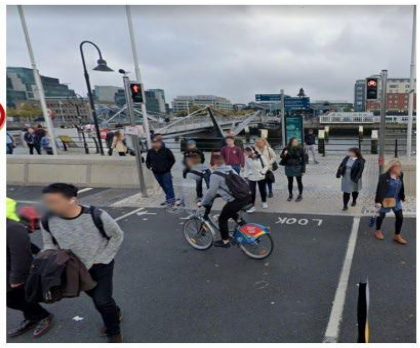
In general, there are three types of crossings to be utilised by Meath County Council, and these are shown below. It is important when proposing/designing a pedestrian crossing that the type and location is carefully considered to ensure its provision is safe and effective.

Uncontrolled Zebra Crossing

Pedestrian Crossing

Toucan Crossing

Toucan Crossing



RTS 006:
Two Aspect Cycle Signal

RTS 007:
Three Aspect Cycle Signal

Toucan crossings allow pedestrians and cyclists to cross at the same time without requiring cyclists to dismount and walk across.
Cyclists are detected approaching crossing
Width of 4.0m Recommended

Bonneagar Iompair Éireann
Transport Infrastructure Ireland

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meath county council