



**An Roinn Iompair
Turasóireachta agus Spóirt**

**Department of Transport,
Tourism and Sport**

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Circular RW 8/2015

Re: 2015 Speed Limit Funding

Dear Director of Service,

I refer to Circular RSD 01/2014 of 15th October 2014 from the Road Safety Division of the Department. Since then the new Speed Limit Guidelines have been issued and this document provides further guidance for road authorities in respect of 30 km/h speed limit zones and the provision of speed limit signs or new warning signs for such areas as appropriate. In addition earlier this year the Minister announced dedicated funding towards the provision of such signs in housing areas. In the case of the 4 Dublin Authorities, which are self-funding in respect of roads, funding under this initiative will be limited to the provision of speed limit signs, new combined warning/speed signs and posts which are in place before the end of November 2015. Your local authority should make provision for any post 2015 signs in your budget for 2016. In addition any additional engineering measures which are required to slow traffic in estates should be provided for under your Low Cost Safety programme at the same time as providing for the Restoration Maintenance, Restoration Improvement, Bridge Rehabilitation and Discretionary programmes for 2016.

You are requested to complete the attached Excel form and to return it to roadsdivision@dtas.ie by the 15th May 2015. The form has three columns for completion and road authorities are requested to estimate their signage requirements to the end of November 2015 as accurately as possible. Account needs to be taken of the timescale required for Councils to apply bye-laws and to individually procure signs and posts (it is not intended to procure signs centrally). It is intended that these figures (to end November 2015) will be used as a basis for calculating additional grant allocations (under the Low Cost Safety programme) for local authorities in the current year. There will be an opportunity to modify the "post-November 2015" requirements later in the year as you finalise your programme for next year.

Section 7.3.2.1 of the Speed Limit Guidelines discusses the type of signage which is required for situations where a 30 km/h speed limit is being applied (see Appendix 1 for full details). In particular it states:

(i) 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 450 mm diameter would be appropriate placed on a pole on the left hand side of the road at the entry point(s).

(ii) Where the 85th percentile speed is greater than 30 km/h then additional warning signs may be required in combination with the 30 km/h sign. These should be placed on a pole on the left hand side of the road at the entry point(s). The 30 km/h plate should normally have a diameter of 450 mm except where the local authority decides that increased prominence is required. Where that occurs the size of the speed limit plate (on the combination sign) may be increased to 600 mm and/or a sign may be erected on both sides of the road at the entry point(s).

When the situation set out in (ii) applies then local authorities should consider implementing “Slow Zones” in partnership with local communities. Further advice on this approach is given in the Guidelines.

The Excel form also provides space for recording the number of speed limit plates which are required on the reverse side of the entry signage when leaving a 30 km/h speed limit or “Slow Zone”.

Road authorities may also seek funding for portable speed measurement devices to assist with the management of speed limits. The number of such devices which will be funded will be limited to a maximum for each local authority of one per engineering area.

Yours Sincerely



Caroline Ryan
Roads Division

Appendix 1

7.3.2.1. *Local Residential and Housing Estate Roads and 'Slow Zones'*

There is no standard definition of what constitutes a housing estate however for the purposes of this document a housing estate is considered to be a self-contained grouping of houses with single or multiple entry points for vehicles. In addition such areas often have green areas or play areas associated with them.

Road authorities should give serious consideration to the lowering of the speed limit from 50 km/h to 30 km/h within housing estate areas and should distinguish between roads within estates in the following categories:

1. Roads which are through roads within estates and which have very little direct frontage housing and are not immediately adjacent to play areas. These roads would generally have a speed limit of 50 km/h but may be reduced where the road authority deems it to be appropriate.
2. Roads which have direct frontage housing or are immediately adjacent to play areas should have speed limits of 30 km/h. The level of signage provided will depend on prevailing speeds.
 - (i) 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 450 mm diameter would be appropriate placed on a pole on the left hand side of the road at the entry point(s).
 - (ii) Where the 85th percentile speed is greater than 30 km/h then additional warning signs may be required in combination with the 30 km/h sign. These should be placed on a pole on the left hand side of the road at the entry point(s). The 30 km/h plate should normally have a diameter of 450 mm except where the local authority decides that increased prominence is required. Where that occurs the size of the speed limit plate (on the combination sign) may be increased to 600 mm and/or a sign may be erected on both sides of the road at the entry point(s).
3. In addition to the above and where a Speed Limit of 30 km/h is being implemented local authorities 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.

'Slow Zones' should be established in self-contained areas that consist of Local Roads. Gateways should announce the entry and exit from a 'Slow Zone'. These are a set of signs and markings at an intersection to alert drivers to the reduced speed limit.

The zone itself should be self-enforcing, reduced-speed area with speed bumps, markings or other traffic calming treatments as required. Slow Zones should be implemented in areas with low traffic volumes and minimal through traffic.

When leaving a 30 km/h Speed Limit or 'Slow Zones' appropriate speed limit signs need to be posted on the reverse side of the entry signage. For exit to high speed roads, i.e. where the Speed Limit is greater than 60 km/h, appropriate warning signs need to be considered.

Once the signs are in place local authorities should seek to identify if the new speed limits are being observed. Temporary in-situ or portable speed measurement devices can be used by authorities to collect the required information.

Where the measures set out in 2(ii) are not sufficient to achieve an 85th percentile speed of 30 km/h then further measures should be considered and implemented to achieve the necessary reduction. Suitable measures for consideration include:

- Closure of a through road to traffic by way of a road closure at a particular point with continued through access for pedestrians and cyclists. A network level analysis should be considered to ensure that problems do not arise elsewhere.
- Entry treatment
- Build outs and/or increased on-street parking
- Pinch points
- Chicanes
- Ramps or speed cushions
- Speed tables

The various signage options are illustrated below.



30 km/h sign



Combination of 30 km/h sign Slow Zone sign.