

## **ITEM 1**

**From:** WHELAN Jason  
**Sent:** 13 June 2016 11:38  
**To:** HAYES Nicola  
**Subject:** FW: Cyclist Traffic Signals  
**Importance:** High

Nicola,

As discussed, please see email string below re: cyclist traffic signals. The attached email refers to Regulations previously submitted by Roads in relation to same (at that time) which Ann Cody examined. Ann was distinctly 'lukewarm' on implementing these Regulations and believed, given previous her experience with Regulations previously submitted from the same quarter, that the scope of these Regulations would change subsequently. She later proved to be right.

Jason

**From:** HAYES Nicola  
**Sent:** Monday 13 June 2016 12:55  
**To:** O'REILLY Helen  
**Subject:** FW: Cyclist Traffic Signals  
**Importance:** High

Helen,  
don't need to do anything at this stage – just for info and filing - we'll discuss at next weekly meeting..... Some of this will (eventually) fall to our side given the Traffic and Parking Regulations angle.

Nicola

## **ITEM 2**

### **Updated Regulations concerning Traffic Lights for Pedal Cyclists**

#### **Decision Sought:**

The Minister's approval is sought for the making of Regulations concerning revised provisions regarding traffic lights for pedal cyclists.

In that regard, the following Statutory Instruments have been prepared in conjunction with the Office of the Parliamentary Counsel:-

- 1) Road Traffic (Signs) (Amendment) Regulations 2015  
*(Revised provisions for traffic lights for pedal cyclists)*

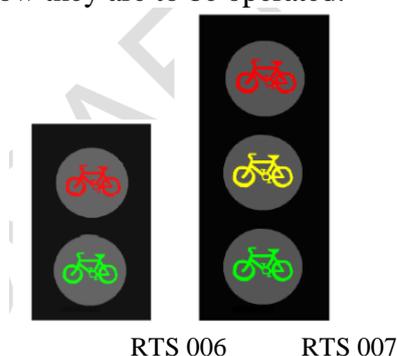
And

- 2) Road Traffic (Traffic and Parking) (Amendment) Regulations 2015.  
*(Revised instructions for pedal cyclists on how to use cycle traffic lights)*

#### **Background**

##### *Current Legislation*

The current regulations for pedal cycle traffic signals are described in article 23 of the Road Traffic (Signs) (Amendment) Regulations 2012 (S.I. No. 331 of 2012). These regulations describe the appearance, size and location of pedal cycle control signals, RTS 006 and RTS 007, and how they are to be operated.



These regulations state that a symbol of a pedal cycle in green/red or green/amber/red on a black background is to be used to indicate permitted crossing for a cyclist.

The regulations for pedal cyclists behaviour at these signals is described separately in Part III, article 16 (s) of the Road Traffic (Traffic and Parking) (Amendment)(No. 2) Regulations 2012 (S.I. No. 332 of 2012).

##### *Implementation in Ireland*

Cycle signals are already in use in Ireland but do not currently provide the option to control different cycle movements in different directions. There is no legislative

provision to facilitate use of directional arrows for pedal cycle signals nor is there provision for incorporation of a constantly lit cycle symbol to distinguish pedal cycle signals from general traffic signals to mitigate signal confusion.

Where cyclists are not segregated from mainline traffic, cycle movements are currently controlled via the normal primary traffic signal heads at signalised junctions. This can give rise to potential conflicts especially where cyclists wishing to –

- proceed straight ahead encounter left turning vehicular traffic.
- turn right need to move across vehicular lanes to adopt their position in the carriageway for turning right. This can be particularly challenging where there are multiple traffic lanes for the cyclist to move across coupled with the absence of a dedicated right turning vehicular traffic lane.

### Cycle Directional Signals

Appropriately designed cycle-specific traffic signals have clear benefits for cycling, especially when used systematically. Different cycle streams can be controlled separately. They offer greater flexibility in formulating signal phasing stages, particularly at more complex junctions, and allow for opposing vehicle/cycle movements to be accommodated within the staging.

There are a number of different configurations for such signal heads on the market, but the configurations illustrated below (RTS 014 and RTS 015) are considered the most appropriate for implementation in Ireland:-



They are provided for in the proposed Road Traffic (Signs) (Amendment) Regulations 2015 and maintain the Red, Amber and Green cycle symbol lenses currently used in Ireland for cycle signals.

These signal heads, which provide for directional arrows that apply to cyclists only, have two safeguards; firstly they will always have the permanently lit white symbol on blue background at the top of the vertical set of signals and secondly the smaller diameter (80 to 110 mm) signal heads only are used. This is required to distinguish the directional arrows for cyclists only from those that apply to general traffic.

Those regulations also provide for variations to RTS 006 and RTS 007 as follows:-



The Road Traffic (Traffic and Parking) (Amendment) Regulations 2015 contain information on how pedal cyclists should interact with such traffic signals.

### **Traffic Signs Manual Update**

Introduction of the proposed regulations at 1) and 2) above will need to be accompanied by updates to the Traffic Signs Manual 2010. Subject to the Minister's approval for the proposed regulations, the required updates will be progressed and will be the subject of a further submission to the Minister in the coming weeks.

### **Cycling Policy**

The Government, together with various State Agencies and bodies, are committed to ensuring that the cycling mode is supported and enhanced. The overall objective is to encourage many more people to choose and use the bicycle in Irish towns and cities. The proposed regulations will support that policy.

**ITEM 3**

STATUTORY INSTRUMENTS

**S.I. No. XX of 2015**

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ROAD TRAFFIC (SIGNS) (AMENDMENT) REGULATIONS 2015

S.I. No. XX of 2015

ROAD TRAFFIC (SIGNS) (AMENDMENT) REGULATIONS 2015

I, PASCHAL DONOHOE, Minister for Transport, Tourism and Sport, in exercise of the powers conferred on me by section 86 and section 95 (as amended by section 78 of the Road Traffic Act 2010 (No. 25 of 2010)) of the Road Traffic Act 1961 (No. 24 of 1961), the National Roads and Road Traffic (Transfer of Departmental Administration and Ministerial Functions) Order 2002 (S.I. No. 298 of 2002) [as adapted by the Transport (Alteration of Name of Department and Title of Minister) Order 2011 (S.I. No. 141 of 2011)], hereby make the following regulations:

1. (1) These Regulations may be cited as the Road Traffic (Signs) (Amendment) Regulations 2015.

(2) The Road Traffic (Signs) Regulations 1997 to 2014 and these Regulations may be cited together as the Road Traffic (Signs) Regulations 1997 to 2015.

*Interpretation*

2. In these Regulations-

“Principal Regulations” means Road Traffic (Signs) Regulations 1997 (S.I. No. 181 of 1997);

“Regulations of 2012” means Road Traffic (Signs) (Amendment) Regulations 2012 (S.I. No. 331 of 2012).

3. The following is substituted for section 36A of the Principal Regulations as inserted by section 23 of the Regulations of 2012:

*“Traffic lights for pedal cyclists*

36A. (1) Traffic sign numbers RTS 006 and RTS 007 shall, by mechanical means, control the crossing of a road by pedal cyclists.

*Two aspect traffic light for pedal cyclists*

(2) Traffic sign number RTS 006 shall consist of a set of 2 lamps and comply with the following conditions:

- (a) it shall face the pedal cyclists whose movements it is intended to control;
- (b) one lamp shall show, when lit, a symbol of a pedal cycle in green on a black background, indicating that pedal cyclists may cross the road;
- (c) the lamp referred to in paragraph (b) may be illuminated on an intermittent basis indicating that pedal cyclists already in the course of crossing the road may continue to do so but otherwise pedal cyclists shall not cross the road;
- (d) the other lamp shall show, when lit, a symbol of a pedal cycle in red on a black background indicating that pedal cyclists shall not cross the road;
- (e) the lamps shall be arranged vertically, the lamp referred to in paragraph (d) being arranged above the other;

- (f) each lamp shall be separately illuminated and the diameter of the lens of each shall be between 200 millimetres and 215 millimetres or between 80 millimetres and 110 millimetres;
- (g) the centres of the lenses of lamps with a diameter between 200 millimetres and 215 millimetres shall not be more than 380 millimetres apart and the centres of the lenses of lamps with a diameter between 80 millimetres and 110 millimetres shall not be more than 150 millimetres apart;
- (h) each lamp shall be lighted and extinguished in turn at intervals determined by an automatic or manually-operated device;
- (i) subject to paragraph (j), when the lenses of the lamps have a diameter that is between 200 millimetres and 215 millimetres, the lower edge of the lower lamp shall not be not less than 2.1 metres and not more than 3.05 metres above the surface of the ground in the immediate vicinity and, when the lenses have diameter that is between 80 millimetres and 110 millimetres, the lower edge of the lower lamp shall be between 1.5 metres and 1.7 metres and not more than 3.05 metres above the ground in the immediate vicinity;
- (j) when traffic sign number RTS 006 is provided at a place where roadworks are being carried out or is provided for other temporary traffic management purposes, the lower edge of the lower lamp shall not be less than 1.1 metres and not more than 3.05 metres above the surface of the ground in the immediate vicinity;
- (k) where the lenses of the lamps have a diameter between 80 millimetres and 110 millimetres an additional lamp, with the same diameter, to be lit at all times, showing a symbol of a pedal cycle in white on a blue background, may be erected above the lamp referred to in paragraph (d).
- (l) where the lenses of the lamps have a diameter between 200 millimetres and 215 millimetres and where pedal cyclist waiting times are high, the additional lamp referred to in (k) may be erected together with one further lamp, that shall show, when lit, numerals on a black background counting down the time period to when the next green or red lamps are lighted, both additional lamps having a lens diameter between 200 millimetres and 215 millimetres with the latter lamp being erected directly below the lamp referred to in (d). The mounting heights specified in (j) shall apply.

*Three aspect traffic light for pedal cyclists*

(3) Traffic sign number RTS 007 shall consist of a set of 3 lamps and comply with the conditions set out in paragraphs (a), (f), (g) and (h) of sub-article (2) and with the following conditions:

- (a) one lamp, when lit, shall show a symbol of a pedal cycle in green on a black background, indicating that pedal cyclists may cross the road;
- (b) a second lamp, when lit, shall show a symbol of a pedal cycle in amber on a black background indicating that pedal cyclists may not cross the road unless they have already begun to do so while the lamp described in paragraph (a) was lit;
- (c) when the second lamp described in paragraph (b) is lit on an intermittent basis, it indicates that pedal cyclists may only proceed past the cycle traffic lights provided that right of way is yielded to other traffic and any pedestrian who has already begun to cross the roadway or cycle track;

- (d) a third lamp, when lit, shall show a symbol of a pedal cycle in red on a black background, indicating that pedal cyclists shall not cross the road;
- (e) the lamps referred to in paragraphs (a), (b) and (d) shall be arranged vertically, the lamp showing a display in red, when lit, being uppermost and the lamp showing a display in green, when lit, being lowermost;
- (f) subject to paragraph (g), when the lenses of the lamps have a diameter that is between 200 millimetres and 215 millimetres, the lower edge of the lowermost lamp shall be not less than 2.1 metres and not more than 3.05 metres above the surface of the ground in the immediate vicinity and, when the lenses of the lamps have a diameter that is between 80 millimetres and 110 millimetres, the lower edge of the lowermost lamp shall be between 1.5 metres and 1.7 metres and not more than 3.05 metres above the ground in the immediate vicinity;
- (g) where traffic sign RTS 007 is provided at a place where roadworks are being carried out or is provided for other temporary traffic management purposes, the lower edge of the lowermost lamp shall not be less than 1.1 metres and not more than 3.05 metres above the surface of the ground in the immediate vicinity.
- (h) where the lenses of the lamps have a diameter between 80 millimetres and 110 millimetres an additional lamp, with the same diameter, to be lit at all times, showing a symbol of a pedal cycle in white on a blue background, may be erected above the lamp referred to in (d).

*Four aspect traffic light with directional arrows for pedal cyclists*

- (4) Traffic sign number RTS 014 shall consist of a set of 4 lamps and comply with the conditions set out in paragraphs (a) and (h) of sub-article (2) and with the following conditions:
  - (a) one lamp, to be lit at all times, shall show a symbol of a pedal cycle in white on a blue background;
  - (b) a second lamp, when lit, shall show a green directional arrow on a black background, indicating that pedal cyclists may proceed past the lights;
  - (c) a third lamp, when lit, shall show an amber directional arrow on a black background indicating that pedal cyclists may not proceed past the lights unless they have already begun to do so while the lamp described in paragraph (b) was lit;
  - (d) a fourth lamp, when lit, shall show a red directional arrow on a black background, indicating that pedal cyclists shall not proceed past the lights;
  - (e) the lamps showing directional arrows referred to in paragraphs (b), (c) and (d) shall, respectively, when lit, control the stream of cyclists facing the traffic sign that wishes to proceed in the direction indicated by the arrows displayed.
  - (f) the lamps referred to in paragraphs (a), (b), (c) and (d) shall be arranged vertically, the lamp described in paragraph (a) being uppermost, followed by the lamp described in paragraph (d), then the lamp described (c) with the lamp described in (b), being lowermost;
  - (g) subject to paragraph (h), the lenses of the lamps shall have a diameter that is between 80 millimetres and 110 millimetres, with the lower edge of the lowermost lamp shall be between 1.5 metres and 1.7 metres and not more than 3.05 metres above the ground in the immediate vicinity;

- (h) where traffic sign RTS 014 is provided at a place where roadworks are being carried out or is provided for other temporary traffic management purposes, the lower edge of the lowermost lamp shall not be less than 1.1 metres and not more than 3.05 metres above the surface of the ground in the immediate vicinity.

*Four aspect traffic light with directional arrows and flashing amber for pedal cyclists*

(5) Traffic sign number RTS 015 shall consist of a set of 4 lamps which shall comply with the conditions set out in (a) and (h) of sub article (2) as well as (a), (g) and (h) of sub article (4) and with the following conditions:

- (a) a second lamp, when lit, shall show a red directional arrow on a black background, indicating that pedal cyclists shall not proceed past the lights;
- (b) a third lamp, when lit, shall show an amber directional arrow on a black background indicating that pedal cyclists should not proceed past the cycle traffic lights unless they cannot safely stop in time;
- (c) fourth lamp, when lit, shall show a flashing directional arrow in amber on a black background, indicating that pedal cyclists may only proceed past the cycle traffic lights provided that right of way is yielded to other traffic and any pedestrian who has already begun to cross the roadway or cycle track;
- (d) the lamps showing directional arrows referred to in paragraphs (a), (b) and (c), shall, respectively, when lit, control the stream of cyclists facing the traffic sign that wish to proceed in the direction indicated by the arrows displayed;
- (e) the lamps shall be arranged vertically, the lamp described in (a) of sub article (4) being uppermost, followed by the lamp described in (a), then the lamp described in (b) with the lamp described in (c), being lowermost;

GIVEN under my Official Seal,  
2015.

\_\_\_\_\_,  
Minister for Transport, Tourism and Sport.

## **EXPLANATORY NOTE**

The purpose of these Regulations is to introduce revised provisions for traffic lights for pedal cyclists. They replace and update provisions previously introduced under section 23 of the Road Traffic (Signs) (Amendment) Regulations 2012 (S.I. No. 331 of 2012).

**ITEM 4**

STATUTORY INSTRUMENTS

**S.I. No. XX of 2015**

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ROAD TRAFFIC (TRAFFIC AND PARKING) (AMENDMENT) REGULATIONS  
2015

S.I. No. XX of 2015

ROAD TRAFFIC (TRAFFIC AND PARKING) (AMENDMENT) REGULATIONS  
2015

I, PASCHAL DONOHOE, Minister for Transport, Tourism and Sport, in exercise of the powers conferred on me by section 35 of the Road Traffic Act 1994 (No. 7 of 1994) and the National Roads and Road Traffic (Transfer of Departmental Administration and Ministerial Functions) Order 2002 (S.I. No. 298 of 2002) [as adapted by the Transport (Alteration of Name of Department and Title of Minister) Order 2011 (S.I. No. 141 of 2011)], hereby make the following regulations:

1. (1) These Regulations may be cited as the Road Traffic (Traffic and Parking) (Amendment) Regulations 2015.

(2) The Road Traffic (Traffic and Parking) Regulations 1997 to 2012 and these Regulations may be cited together as the Road Traffic (Traffic and Parking) Regulations 1997 to 2015.

*Interpretation*

2. In these Regulations-

“Principal Regulations” means Road Traffic (Traffic and Parking) Regulations 1997 (S.I. No. 182 of 1997);

“Regulations of 2012” means Road Traffic (Traffic and Parking) (Amendment) (No. 2) Regulations 2012 (S.I. No. 332 of 2012).

3. The following is substituted for section 47 of the Principal Regulations as inserted by Part III, article 16 (s) of the Regulations of 2012:

“(s) by substituting the following for article 47:

*Pedal cyclists*

47. (1) A pedal cyclist shall not drive a pedal cycle on a roadway in such a manner as to result in more than 2 pedal cyclists driving abreast, save when overtaking other pedal cyclists, and then only if to do so will not endanger, inconvenience or obstruct other traffic or pedestrians.

(2) Pedal cyclists on a roadway shall cycle in single file when overtaking other traffic.

(3) A pedal cyclist facing traffic sign number RTS 006, RTS 007, RTS 014 or RTS 015 (cycle traffic lights) in which one lamp is lit and which shows a symbol of a pedal cycle in green or two lamps are lit which show a symbol of a pedal cycle in white with a blue background and a green directional arrow, may proceed beyond that traffic sign provided no other road user is endangered.

(4) Where traffic sign number RTS 006, RTS 007, RTS 014 or RTS 015 (cycle traffic lights) is provided, and a lamp in that traffic sign is lit and shows a symbol of a pedal cycle in red or a red directional arrow, a person shall not drive a pedal cycle past the traffic sign.

(5) Where traffic sign number—

(i) RTS 006 is provided and a lamp in the traffic sign is lit on an intermittent basis showing a symbol of a pedal cycle in green or RTS 007 is provided and a lamp in the traffic sign is lit showing a symbol of a pedal cyclist in amber, a pedal cyclist may not cross the road unless he or she has begun to do so while a lamp showing a symbol of a pedal cycle in green is lit on a constant basis,

(ii) RTS 014 or RTS 015 is provided and a lamp in the traffic sign is lit showing an amber directional arrow, a pedal cyclist may not cross the road unless he or she has begun to do so while a lamp showing a symbol of a green directional arrow is lit on a constant basis.

(6) Where an amber lamp in traffic sign number RTS 007, RTS 014 or RTS 015 is lit on an intermittent basis, a person driving a pedal cycle may only proceed past the cycle traffic light where right of way is yielded to any pedestrian who has begun to cross the roadway or the cycle track at the traffic lights.”.

GIVEN under my Official Seal,  
2015.

\_\_\_\_\_,  
Minister for Transport, Tourism and Sport.

### **EXPLANATORY NOTE**

The purpose of these Regulations is to introduce revised instructions for pedal cyclists on how to use cycle traffic lights. They replace and update provisions previously introduced under section 16 of the Road Traffic (Traffic and Parking) (Amendment) Regulations 2012 (S.I. No. 332 of 2012).

**ITEM 5**

## **ITEM 6**

**From:** WHELAN Jason  
**Sent:** 13 October 2015 15:28  
**To:** HAYES Declan  
**Subject:** FW: Cycle Signal Heads Legislation

Declan, as discussed and for direction please.  
Jason

**From:** HAYES Declan  
**Sent:** 14 October 2015 14:51  
**To:** MCCARTHY John; [NoelSingleton@dpe.ie](mailto:NoelSingleton@dpe.ie)  
**Cc:** MULLANEY Dominic; WHELAN Jason; O'LEARY Ray  
**Subject:** RE: Cycle Signal Heads Legislation  
**Importance:** High

John/Noel

I regret to inform you that we are not in a position to deal with these proposed Regs at this time.

In the first instance and from an overall road safety perspective, I am unsure as to whether or not these Regulations are in a position to be submitted to AGO without first having had detailed consultations with AGS and the RSA regarding their application. What is the policy being addressed with such measures? Is it just to meet the needs of a local project being undertaken by Dun Laoghaire Rathdown County Council and Aecom Consultants? As you are aware, such Regs have national application and we would not consider providing such a legislative change for an individual and localised project alone. If it is intended that the proposed Regs will have national application, we would need to understand what the demand is and will be for such a change to the existing provisions. More importantly, such a proposed legislative change will impact on the Road Traffic (Traffic & Parking) Regulations, the Road Traffic (Signs) Regulations, the Traffic Signs Manual and the Fixed Charge Regulations, not to mention the Rules of the Road, RSA Educational Programmes, Driver Theory Test etc. When dealing with the PDO (most likely Jack Hazlett), this Division has to be in a position to explain, manage and defend the policy being implemented through the proposed Regs.

In any event, due to a high level of 'priority projects' being worked on in the Division at this time, all requiring completion before year end (including a Road Traffic Bill), along with vacancies within the Division, I do not have the necessary resources available at present to deal with your request.

Regards

Declan

**Declan Hayes**  
**Principal Officer**  
**Road Safety Division**  
**Department of Transport, Tourism**  
**& Sport**  
**Leeson Lane Dublin D02 TR60**

## **ITEM 7**

**From:** CODY Ann  
**Sent:** 12 October 2015 17:43  
**To:** WHELAN Jason  
**Subject:** RE: Cycle Signal Heads Legislation

Jason

2 sets of Draft regulations herewith as discussed. I worked off the original drafts prepared by Roads Div.

Clarification is required regarding the conflict in the texts regarding the regulation requiring cyclists to yield on a flashing amber.

Roads Div text had added ' traffic' to the existing text of ...'any pedestrian...' in the draft Traffic signs regulations but omitted this addition in their draft of the Traffic and Parking Regs – there must not be a conflict in the text so Roads need to clarify what is intended . The regulation (i.e. law) being imposed must be set out in the Traffic and Parking Regs not in the traffic signs regs. How safe is it is to expand this rule of the road to include 'traffic'???

The drafts consist of substituting the existing provisions in the currents regs as expanded to include the proposed new functionalities of cyclist traffic lights. I have highlighted the new text (the majority of the text is being restated from the existing regs and is non-highlighted) - if these drafts ever go to OPC it would be helpful to point this out to OPC.

**Ann Cody**  
**Public Transport Regulation Division**  
**Department of Transport, Tourism and Sport**  
**Leeson Lane**  
**Dublin 2**  
**D02 TR60**

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## ITEM 8

**From:** WHELAN Jason  
**Sent:** 10 September 2015 16:58  
**To:** CODY Ann  
**Subject:** FW: Cycle Signal Heads Legislation

Hi Ann,

By way of background, I was informed that these Regulations arose out of a request from the NTA, Dun Laoghaire Rathdown County Council as well as Aecom Consultants in relation to a need for additional signal facilities to allow for proper implementation of a project nearing construction at present.

Regards,

Jason Whelan  
Road Safety Division,  
Department of Transport, Tourism and Sport,  
Leeson Lane,  
Dublin 2.  
DDI 01-6041409

## ITEM 9

**From:** SINGLETON Noel  
**Sent:** 08 September 2015 16:34  
**To:** TOWEY Fintan; Campbell Paddy  
**Cc:** MULLANEY Dominic; MCCARTHY John  
**Subject:** Cycle Signal Heads Legislation

Fintan/Paddy

To help to progress the requirement for additional cycle signal head options, the following draft documents have been prepared:

1. Submission for the Minister.
2. Road Traffic (Signs) (Amendment) Regulations 2015.
3. Road Traffic (Traffic and Parking) (Amendment) Regulations 2015.

The draft regulations will now need to be progressed with the OPC prior to submission to the Minister. From a safety perspective, it is desirable that this work be advanced as quickly as possible and your assistance in that regard would be appreciated.

Regards

Noel

Noel Singleton  
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## ITEM 10

**From:** MCCARTHY John  
**Sent:** Tuesday 5 July 2016 16:18  
**To:** O'LEARY Ray; HAYES Declan  
**Cc:** MULLANEY Dominic; SINGLETON Noel  
**Subject:** RE: Cyclist Traffic Signals

Ray,

My response to both yourself and Declan on this....

I accept your point below on 'conformity to legislation', however I have no sense that this project is not 'conforming to legislation', nor that was it designed as such. I do believe however that there are other factors here. This is despite the email below. In addition I also believe that this aspect is not critical to the implementation of the project and as such we should not feel either obliged or committed to go with the 'Cyclist Traffic Signals' proposal for this reason and we should only do so if it is considered a worthy proposal in its own right – which I do for a range of reasons. We are thus not under any time commitment or constraint with this proposal. It is also worth pointing out that this project was funded and overseen by the NTA.

Generally I also know that this type of issue/request is not unusual in the road traffic area as there are many similar type of requests received from time to time in relation to all sorts of matters such as this. Some of these do however result in changes and updates such as to the TSM. In overall terms this is quite a minor item as there are a number of other more significant items that will need approval in the Autumn 2016 / Q1 2017 and as such I would be concerned that these are able to progress when needed.

Ultimately my email below was meant to be helpful and to make progress. Given this and if it is desired to proceed, it is best we await to hear from Declan as to when or how. Our offer to assist remains.

Regards,

John McCarthy

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Web: - [www.dttas.ie](http://www.dttas.ie)

## ITEM 11

**From:** O'LEARY Ray  
**Sent:** 10 June 2016 17:45  
**To:** MCCARTHY John; HAYES Declan  
**Cc:** MULLANEY Dominic; SINGLETON Noel  
**Subject:** RE: Cyclist Traffic Signals

Declan/John

Notwithstanding any work to date, I am loath to facilitate a local authority which procured a project which was not in conformity with the legislation as it stood. While certain cases (e.g. variable speed limits on M50) are of such a scale in terms of national/economic impact and so sensitive to time factors that a case can be made for such an approach, as a general rule and a point of principle, it should be discouraged.

I am therefore, regardless of the resource pressures for far more important measures in terms of safety/economic benefit, very reluctant for DTTAS to go to much effort on this as any level.

My tuppence worth....

Ray

## ITEM 12

**From:** MCCARTHY John  
**Sent:** 10 June 2016 17:00  
**To:** HAYES Declan  
**Cc:** O'LEARY Ray; MULLANEY Dominic; SINGLETON Noel  
**Subject:** Cyclist Traffic Signals

Declan,

By way of background this has been in development for nearly 2 years at this stage and involved the NTA, DLRCoCo and Aecom. There have also been discussions with DCC. As I said previously it's benefit would be quite wide, as much of what is currently provided for in relation to cycle signals at junctions are quite inefficient timing wise. In addition as part of the consideration the NTA commissioned a report to look at options and practice elsewhere. Having considered this and worked through the options presented a recommendation was agreed by all. As a result this was developed up by us to a point suitable for advancing through an approval process.

At this stage there have since been a number of emails and meetings seeking to progress this. I also fully appreciate matters relating to the level of work pressures, insufficient staff and other work priorities, however we also have similar difficulties. Nonetheless we have offered to assist and to progress this fully through the approvals process under your direction and guidance in order to get the matter dealt with. This offer remains.

In addition to the above and by way of assurance we can organise a meeting whereby the issues and proposed solutions can be set out for.

John McCarthy

## **ITEM 13**

**From:** HAYES Declan  
**Sent:** 03 June 2016 15:28  
**To:** 'Broderick John'  
**Cc:** MCCARTHY John; O'LEARY Ray; WHELAN Jason  
**Subject:** RE: Cyclist Traffic Signals

Dear John

I am aware of the issues surrounding this project and, indeed, have been approached by John McCarthy, Senior Advisor, in our Roads Division with proposals to amend the existing legislation to deal with those issues. However, as this is not just a matter of providing yet a further amendment to the Road Traffic (Signs) Regulations 1997, but will entail amending the Road Traffic (Traffic and Parking) Regulations 1997, various Fixed Charge Regulations, the Driver Theory Test, Rules of the Road etc. etc., I regret that I have had to postpone dealing with matter at this time. This is mainly due to resource constraints within my Division and having to give priority to other work demands, in particular bringing a Road Traffic Bill through the Houses of the Oireachtas. I expect to engage with Mr. McCarthy later in the year with regard to his proposals to amend the various Regulations, at which time I would expect that he will provide you with an update.

Yours sincerely

***Declan Hayes  
Principal Officer  
Road Safety Division  
Department of Transport, Tourism  
& Sport  
Leeson Lane  
Dublin D02 TR60  
IRELAND***

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Web: [www.dttas.ie](http://www.dttas.ie)***

## ITEM 14

**From:** Broderick John [<mailto:jbroderick@DLRCOCO.IE>]  
**Sent:** 03 June 2016 15:15  
**To:** HAYES Declan  
**Subject:** Cyclist Traffic Signals

Declan,

A new pedestrian and cycle route improvement scheme has recently been completed in the Blackrock / Monkstown area of Dun Laoghaire Rathdown Co. Council. This scheme involved the provision of new pedestrian and cycle facilities along the Frascati / Temple Hill / Stradbroke Road route and the upgrade of traffic signal junctions.

The final phasing of one of the signalised junctions in relation to cycle signals is still outstanding and I understand from our Consultants that this cannot be completed until some outstanding issues in relation to the required Legislation are resolved.

I would be obliged if you could provide me with an update on the current situation as there have been queries from members of the public and Dun Laoghaire Councillors regarding this.

Regards

John Broderick  
Acting Senior Engineer  
Traffic and Road Safety Section  
Dun Laoghaire Rathdown Co Council

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## ITEM 15

**From:** HAYES Declan  
**Sent:** 13 June 2016 10:39  
**To:** O'LEARY Ray; MCCARTHY John; MULLANEY Dominic  
**Cc:** WHELAN Jason; SINGLETON Noel  
**Subject:** FW: Cyclist Traffic Signals  
**Importance:** High

Ray/John

Notwithstanding the issues set out below – it has just been brought to my attention that (as the proposed changes to the existing regulations will have an impact on the current list of related offences under the RTAs and in particular, fixed charge offences) there will **NOT** be any further AGS PULSE updates in 2016 in relation to road traffic offences due to priority being given at the highest level in AGS to other urgent PULSE updates.

This in effect means that the commencement of any proposed new regulations to deal with 'Cycle Traffic Signals' cannot not be accommodated on PULSE before early 2017 (and I understand that to mean later in Qtr 1 rather than Jan/Feb !!) .

Kind regards

Declan

## ITEM 16

**From:** MCCARTHY John  
**Sent:** Friday 3 June 2016 16:09  
**To:** MULLANEY Dominic  
**Cc:** O'LEARY Ray; SINGLETON Noel  
**Subject:** FW: Cyclist Traffic Signals

FYI. DLR seem to have approached Road Safety Division directly.

Regards,

John McCarthy

Sent from my Windows Phone

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## ITEM 17

**From:** HAYES Declan

**Sent:** Tuesday 31 May 2016 10:15

**To:** MULLANEY Dominic

**Cc:** WHELAN Jason; MCCARTHY John; SINGLETON Noel; O'LEARY Ray; TOWEY Fintan; CARRAHER Colette

**Subject:** FW: Cycle Signal Heads Legislation

**Importance:** High

Dominic

Firstly, let me apologise for not reverting sooner - as you are most likely aware by now, we are inundated with work demands without the matching resources to deal with such demands. In that regard, it is with regret that I must inform you that we will not be in a position to deal with your request below at this time in the absence of a HEO/AO on Jason's side and in particular, as our priority for the present must be on getting the RTB 2016 through the Dáil (which will necessitate the preparation of Committee Stage amendments – with those dealing with written off vehicles falling to Jason to prepare – a priority of our new Minister). You may recall that I previously stated that your proposal re Cycle Signal Heads involves much more than just the attached draft Regulations.

Consequently, all I can do for now is to give you an undertaking that I will revert to you after the Bill has been passed.

Kind regards

Declan

## **ITEM 18**

**From:** MULLANEY Dominic  
**Sent:** 23 May 2016 12:40  
**To:** WHELAN Jason  
**Cc:** MCCARTHY John; HAYES Declan; SINGLETON Noel  
**Subject:** FW: Cycle Signal Heads Legislation

Jason,

I know you are not touting for extra work but I believe it would be worthwhile to advance these proposed amendments to regulations which govern the use of traffic signals for cyclists and would provide increased flexibility to optimise such signals and reduce delays for all road users. I have discussed the matter with Declan and he suggested that I forward the proposal to you for consideration.

Ann Cody previously had a look at the proposed regulations and we are happy to discuss with you how her comments can be best taken on board. If that were done then hopefully they would be ready to be sent to the OPC.

Regards  
Dominic

## ITEM 19

**From:** MCCARTHY John  
**Sent:** 19 May 2016 13:42  
**To:** MULLANEY Dominic  
**Cc:** SINGLETON Noel  
**Subject:** Cycle Signal Heads Legislation

Dominic,

As discussed and based on the discussion you had with Declan see attached the documents that were originally send to Road Safety Division. These you can send on to Road Safety Division.

As mentioned previously the proposal has arisen over a number of years, particularly whereby mini heads were introduced for cyclists a number of years ago. However such heads for cyclists are multi directional and as such can lead to inefficiencies in junction operation and thus difficult to implement without additional signalling options. Hence the conclusion that the attached proposals need to be advanced nationally. More recently this issue has arisen in Dun Laoghaire – Rathdown.

Noting Declan's email below, we would have been aware of the matters he referred to. Additionally we have not amended the proposals arising out of Ann's comments however nonetheless we are willing to provide any assistance or support where possible.

Regards,

John McCarthy

## ITEM 20

**From:** MCCARTHY John

**Sent:** 14 October 2015 15:12

**To:** HAYES Declan

**Cc:** MULLANEY Dominic; WHELAN Jason; O'LEARY Ray; SINGLETON Noel

**Subject:** RE: Cycle Signal Heads Legislation

Declan,

With regard to your email I am sorry to hear that. We will need to revert to the NTA on this, however I would be grateful if we discuss first as we would also need to have a discussion on progressing work relating to Speed Limits and the Traffic Signs Manual. I will ask Noel/Mary to organise this.

Much appreciated.

Regards,

John McCarthy

## ITEM 21

**From:** HAYES Declan  
**Sent:** 14 October 2015 14:51  
**To:** MCCARTHY John; [NoelSingleton@dpe.ie](mailto:NoelSingleton@dpe.ie)  
**Cc:** MULLANEY Dominic; WHELAN Jason; O'LEARY Ray  
**Subject:** RE: Cycle Signal Heads Legislation  
**Importance:** High

John/Noel

I regret to inform you that we are not in a position to deal with these proposed Regs at this time.

In the first instance and from an overall road safety perspective, I am unsure as to whether or not these Regulations are in a position to be submitted to AGO without first having had detailed consultations with AGS and the RSA regarding their application. What is the policy being addressed with such measures? Is it just to meet the needs of a local project being undertaken by Dun Laoghaire Rathdown County Council and Aecom Consultants? As you are aware, such Regs have national application and we would not consider providing such a legislative change for an individual and localised project alone. If it is intended that the proposed Regs will have national application, we would need to understand what the demand is and will be for such a change to the existing provisions. More importantly, such a proposed legislative change will impact on the Road Traffic (Traffic & Parking) Regulations, the Road Traffic (Signs) Regulations, the Traffic Signs Manual and the Fixed Charge Regulations, not to mention the Rules of the Road, RSA Educational Programmes, Driver Theory Test etc. When dealing with the PDO (most likely Jack Hazlett), this Division has to be in a position to explain, manage and defend the policy being implemented through the proposed Regs.

In any event, due to a high level of 'priority projects' being worked on in the Division at this time, all requiring completion before year end (including a Road Traffic Bill), along with vacancies within the Division, I do not have the necessary resources available at present to deal with your request.

Regards

Declan

**Declan Hayes**  
**Principal Officer**  
**Road Safety Division**  
**Department of Transport, Tourism**  
**& Sport**  
**Leeson Lane**  
**Dublin D02 TR60**  
**IRELAND**

**Tel:** +353 (0)1 604 1420  
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**E-mail:** [declanhayes@dtas.ie](mailto:declanhayes@dtas.ie)  
**Web:** [www.dttas.ie](http://www.dttas.ie)

## ITEM 22

**From:** MCCARTHY John  
**Sent:** Thursday 14 January 2016 13:17  
**To:** Seymour, Joseph  
**Cc:** Broderick John; SINGLETON Noel  
**Subject:** Cycle signal heads

Joe,

We have completed our work on this and the matter is now with Declan Hayes ([declanhayes@dttas.ie](mailto:declanhayes@dttas.ie)) since September last. He has indicated that he will progress the work during 2016 but you might wish to check with him directly.

Regards,  
John McCarthy

---

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Email: - johnmccarthy@dttas.ie  
Web: - www.dttas.ie

---

## ITEM 23

-----Original Message-----

From: Seymour, Joseph [mailto:Joseph.Seymour@aecom.com]

Sent: 14 January 2016 12:05

To: MCCARTHY John

Cc: Broderick John

Subject: Cycle signal heads

John

Any movement on the legalities of the signals.....want to make changes soon to the signals and would be good to make the changes at one time.

Thanks

Joe

Sent from my iPhone

## ITEM 24

**From:** Carroll, Elaine [mailto:elaine.carroll@aecom.com]

**Sent:** Tuesday 1 September 2015 09:52

**To:** SINGLETON Noel

**Cc:** Seymour, Joseph; Kelly, Robert J. (Dublin); michael.aherne@nationaltransport.ie; Robert.Parkinson@nationaltransport.ie; MULLANEY Dominic; MCCARTHY John

**Subject:** RE: Cycle Signal Heads

Hi Noel,

I have attached the requested arrangement.

Kind regards,

Elaine Carroll

**From:** SINGLETON Noel [mailto:NoelSingleton@dttas.ie]

**Sent:** 01 September 2015 09:34

**To:** Carroll, Elaine

**Subject:** RE: Cycle Signal Heads

Elaine

Thanks for that. Could you also amend the image below as follows: -

Blue Bicycle

Red Bicycle

Green Bicycle



Regards

Noel

Noel Singleton  
Roads Division  
Department of Transport, Tourism and Sport  
Room 5.04, Floor 5  
44 Kildare Street  
Dublin 2.  
D02 DR60

## ITEM 25

**From:** Carroll, Elaine [<mailto:elaine.carroll@aecom.com>]  
**Sent:** 31 August 2015 16:48  
**To:** MCCARTHY John  
**Cc:** Seymour, Joseph; Kelly, Robert J. (Dublin); [michael.aherne@nationaltransport.ie](mailto:michael.aherne@nationaltransport.ie); [Robert.Parkinson@nationaltransport.ie](mailto:Robert.Parkinson@nationaltransport.ie); MULLANEY Dominic; SINGLETON Noel  
**Subject:** RE: Cycle Signal Heads

Hi John,

I've attached the requested arrangement.

Kind regards,  
Elaine Carroll

**From:** MCCARTHY John [<mailto:JohnMcCarthy@dttas.ie>]  
**Sent:** 31 August 2015 16:39  
**To:** Carroll, Elaine  
**Cc:** Seymour, Joseph; Kelly, Robert J. (Dublin); [michael.aherne@nationaltransport.ie](mailto:michael.aherne@nationaltransport.ie); [Robert.Parkinson@nationaltransport.ie](mailto:Robert.Parkinson@nationaltransport.ie); MULLANEY Dominic; SINGLETON Noel  
**Subject:** RE: Cycle Signal Heads

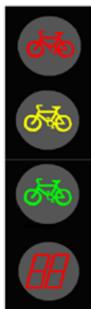
Elaine,  
Further to previous email - could you amend the image below to be a three aspect as follows: -

Blue Bicycle  
Red Bicycle  
Countdown  
Green Bicycle

This would be in a similar manner to that for pedestrians per photo also below. Much appreciated.

Regards,

John McCarthy



## ITEM 26

**From:** Carroll, Elaine [<mailto:elaine.carroll@aecom.com>]

**Sent:** 04 August 2015 15:12

**To:** MCCARTHY John

**Cc:** Seymour, Joseph; Kelly, Robert J. (Dublin); [michael.aherne@nationaltransport.ie](mailto:michael.aherne@nationaltransport.ie); [Robert.Parkinson@nationaltransport.ie](mailto:Robert.Parkinson@nationaltransport.ie); MULLANEY Dominic; SINGLETON Noel

**Subject:** RE: Cycle Signal Heads

Good afternoon John,

I have attached the requested signal head illustrations. Please let me know if you need anything else.

Kind regards,

Elaine Carroll

## ITEM 27

**From:** Seymour, Joseph  
**Sent:** 04 August 2015 13:53  
**To:** Kelly, Robert J. (Dublin); Carroll, Elaine  
**Subject:** Fwd: Cycle Signal Heads

Elaine

Can you go back with these?

Joe

Sent from my iPhone

Begin forwarded message:

**From:** "MCCARTHY John" <[JohnMcCarthy@dttas.ie](mailto:JohnMcCarthy@dttas.ie)>  
**To:** "Seymour, Joseph" <[Joseph.Seymour@aecom.com](mailto:Joseph.Seymour@aecom.com)>  
**Cc:** "Michael Aherne" <[michael.aherne@nationaltransport.ie](mailto:michael.aherne@nationaltransport.ie)>, "Robert Parkinson" <[Robert.Parkinson@nationaltransport.ie](mailto:Robert.Parkinson@nationaltransport.ie)>, "MULLANEY Dominic" <[DominicMullaney@dttas.ie](mailto:DominicMullaney@dttas.ie)>, "SINGLETON Noel" <[NoelSingleton@dttas.ie](mailto:NoelSingleton@dttas.ie)>  
**Subject:** Cycle Signal Heads

Joe,

A draft of the amending text for regs have been completed. Over the next few weeks these will be further developed including approval from the OPC (Office of Parliamentary Counsel) and the Minister.

All going well I would expect them to be effective from mid-September (possibly a bit later).

A critical aspect to this process is the submission to the Minister. Given the complexity my feeling is that we will need some illustration as to what these new signals will look like - however the attached report did not quite include for what we are now considering. At the meeting referred to below you tabled a version (in A1 or A0 print) of what is proposed – could you send on images of those signals for inclusion in the submission. I am also regulating for flashing amber arrows for cyclists, similar to flashing amber arrows for other traffic. Could images be included for this also.

On the TSM we can all meet to discuss.

Regards,

John McCarthy

---

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Web: - [www.dttas.ie](http://www.dttas.ie)

## **ITEM 28**

From: MCCARTHY John

Sent: 13 July 2015 16:17

To: 'Seymour, Joseph'

Cc: Michael Aherne; Robert Parkinson; MULLANEY Dominic; SINGLETON Noel

Subject: RE: Cycle Signal Heads

Joe,

Many thanks for the meeting with yourself, Robert and Michael on Friday. It was quite good. My responses are below: -

### 1. Directional Traffic Signals for Cyclists

- It was agreed that the most appropriate signal for controlling individual direction of cycle movements is to use a signal head that includes filter arrow aspects for direction beneath a (lit / reflective) cycle logo on blue background.

- This also implies that the existing cycle emblem signals are equivalent to full greens signal aspects at junctions, i.e. all movements are permitted, but there may be conflicts.

- In addition it was agreed, in order to avoid potential for confusion for drivers, that these cycle filter aspects should be solely of the smaller aspect size (80-110mm) heads located (1.5/1.7m above ground level) i.e. at cyclists eye level.

- While not required it was also suggested that placing the cycle logo on blue background above the (existing full) cycle emblem signals could be considered as an option, for consistency of signalling and legibility)

- A count down timer could be used on these signal without change in legislation.

JMC – Agreed. We will proceed with drafting and revert with progress next week.

### 2. Signalling of “Box Turns” (turn left to turn right) in advance of (side road) stop lines was considered

- There is no distinction in law between primary and secondary heads – any signal governing the movement is acceptable, regardless of location.

- There is no requirement for separate signals for this movement, so long as a particular signal governs it.

- If the cyclist is moving with general traffic, then DTTAS consider that the traffic signals on the far side of the road (as we would call them “secondary”) are adequate and no extra signals are required.

- However, where no “secondary” signal heads are available, a separate cycle signal head shall be required to face the cyclists in the advanced cycle area.

- It is noted that this must be carefully position so as no other cycle, or traffic, movements is given a conflicting signal.

JMC – We generally agree with this. However care needs to be taken to ensure consistency of signal type (cycle signal versus standard signal). On the ‘box turn’ lining we do not think there is direct provision for that in regulations and may need to provide for – I see section 4.6.3 in the cycle manual. This wasn’t discussed on Friday – we will have to check this out. We will seek to set this out more clearly in the TSM.

### 3. Left Hand Turn Flashing Amber Filter Signal (replacing continuous green filter)

- Where left turn conflicts arise at junctions where a heavy left turn is evident in a separate lane and a cycle lane is on the kerb side of the road (e.g. Stillorgan Road/ Fosters Avenue) there is a risk of significant conflict between left turning traffic and the straight ahead cycle movement.

The conflict is exacerbated by the use of solid green left hand filters for traffic movement, which can be misunderstood by drivers as indicating there are no conflicts to that left-hand movement (the principal conflict being the cyclist on the inside travelling straight ahead)

- DTTAS are of the view that the flashing amber left-hand filter signals (replacing a solid green left-hand filter) is permissible in this circumstance under current legislation. There is no requirement for a separate yield sign or an island.

- The NTA, in association with DLRCC, have trialled advanced warning signs to highlight the conflict at present – however, the use of these signs is redundant under the flashing amber arrangement above.

JMC – We agreed with the above points. We will seek to set this out more clearly in the TSM.

We will revert hopefully by next week at the latest with further responses. Also happy to discuss further if you wish.

Regards,

John McCarthy

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Web: - [www.dttas.ie](http://www.dttas.ie)<<http://www.dttas.ie>>

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From: Seymour, Joseph [<mailto:Joseph.Seymour@aecom.com>]

Sent: 13 July 2015 15:21

To: MCCARTHY John

Cc: Michael Aherne; Robert Parkinson

Subject: Cycle Signal Heads

John

Following on from our meeting last Friday in relation to various signal controls for cyclists I have outlined my understanding of what was discussed and agreed below. I would appreciate if you could confirm this to the NTA.

#### 1. Directional Traffic Signals for Cyclists

- It was agreed that the most appropriate signal for controlling individual direction of cycle movements is to use a signal head that includes filter arrow aspects for direction beneath a (lit / reflective) cycle logo on blue background.

- This also implies that the existing cycle emblem signals are equivalent to full greens signal aspects at junctions, i.e. all movements are permitted, but there may be conflicts.

- In addition it was agreed, in order to avoid potential for confusion for drivers, that these cycle filter aspects should be solely of the smaller aspect size (80-110mm) heads located (1.5/1.7m above ground level) i.e. at cyclists eye level.

- While not required it was also suggested that placing the cycle logo on blue background above the (existing full) cycle emblem signals could be considered as an option, for consistency of signalling and legibility)

- A count down timer could be used on these signal without change in legislation.

#### 2. Signalling of “Box Turns” (turn left to turn right) in advance of (side road) stop lines was considered

- There is no distinction in law between primary and secondary heads – any signal governing the movement is acceptable, regardless of location.

- There is no requirement for separate signals for this movement, so long as a particular signal governs it.

- If the cyclist is moving with general traffic, then DTTAS consider that the traffic signals on the far side of the road (as we would call them “secondary”) are adequate and no extra signals are required.

- However, where no “secondary” signal heads are available, a separate cycle signal head shall be required to face the cyclists in the advanced cycle area.

- It is noted that this must be carefully position so as no other cycle, or traffic, movements is given a conflicting signal.

### 3. Left Hand Turn Flashing Amber Filter Signal (replacing continuous green filter)

- Where left turn conflicts arise at junctions where a heavy left turn is evident in a separate lane and a cycle lane is on the kerb side of the road (e.g. Stillorgan Road/ Fosters Avenue) there is a risk of significant conflict between left turning traffic and the straight ahead cycle movement.

The conflict is exacerbated by the use of solid green left hand filters for traffic movement, which can be misunderstood by drivers as indicating there are no conflicts to that left-hand movement (the principal conflict being the cyclist on the inside travelling straight ahead)

- DTTAS are of the view that the flashing amber left-hand filter signals (replacing a solid green left-hand filter) is permissible in this circumstance under current legislation. There is no requirement for a separate yield sign or an island.

- The NTA, in association with DLRCC, have trialled advanced warning signs to highlight the conflict at present – however, the use of these signs is redundant under the flashing amber arrangement above.

If you have any queries on this matter please do not hesitate in contacting us.

Regards

Joe

Joe Seymour, BEng MEngSc CEng FIEI FCIHT  
Director, Network Operations and Traffic  
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Note New address from Monday 25 May 2015

## **ITEM 29**

**See PDF Attached – Cycle Control At Junctions.**

## **ITEM 30**

**From:** SINGLETON Noel  
**Sent:** Thursday 30 April 2015 12:10  
**To:** 'michael.aherne@nationaltransport.ie'  
**Cc:** MCCARTHY John; MULLANEY Dominic; Campbell Paddy; 'Joseph.Seymour@aecom.com'; Hugh.Creegan@nationaltransport.ie  
**Subject:** FW: Regs for Traffic signal heads

Michael,

I am just following up on previous correspondence (see messages hereunder) for which we are still awaiting a response.

Could you advise us as to the situation regarding this and as to whether you wish to progress this or not? If 'no' we are happy to leave it for the moment and to consider the matter closed if we haven't heard from you by close of business on Friday 8th May 2015. If 'yes' can you let us know your availability over the next few weeks to come in to discuss?

Regards

Noel

Noel Singleton  
Roads Division  
Department of Transport, Tourism and Sport  
Room 5.04, Floor 5  
44 Kildare Street  
Dublin 2.  
Tel: + 353 1 6041644  
E-mail: noelsingleton@dtas.ie

Hugh Creegan, Joe Seymour, Dominic, Paddy and myself

## **ITEM 31**

**From:** SINGLETON Noel  
**Sent:** 15 April 2015 10:46  
**To:** 'michael.aherne@nationaltransport.ie'  
**Cc:** MCCARTHY John; HANLEY Mary  
**Subject:** Regs for Traffic signal heads

Michael

John McCarthy was in touch with you regarding concerns/queries around cycle movement control at signalised junctions. The attached refers.

It would be appreciated if you could

- a) Advise us of the current status of this proposal,
- b) Outline your views on a meeting to discuss concerns arising, and
- c) Indicate your availability over the next couple of weeks.

We look forward to hearing from you in the matter.

Regards

Noel

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Tel: + 353 1 6041644  
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## **ITEM 32**

**From:** MCCARTHY John  
**Sent:** 30 March 2015 15:38  
**To:** 'Michael Aherne'  
**Cc:** 'Robert Parkinson'; SINGLETON Noel; 'Seymour, Joseph'  
**Subject:** Regs for Traffic signal heads

All,

I am just wondering where this is at. I was sent the attached document by Joe, which give rise to a number of fundamentals concerns/queries, which we would like to discuss. There is no doubt that this is quite challenging both from a technical and legal point of view. We also feel that earlier engagement would have helped.

Could someone advise us as to the status?

Regards,

John McCarthy

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---

## **ITEM 33**

**From:** MCCARTHY John  
**Sent:** 08 October 2014 16:31  
**To:** 'Michael Aherne'  
**Cc:** Robert Parkinson; Seymour, Joseph; SINGLETON Noel  
**Subject:** Regs for Traffic signal heads

All,

Just wondering if there has been progress?

Regards,

John McCarthy

---

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---

## **ITEM 34**

**From:** Michael Aherne [<mailto:michael.aherne@nationaltransport.ie>]

**Sent:** 05 September 2014 14:14

**To:** Seymour, Joseph

**Cc:** MCCARTHY John; Robert Parkinson

**Subject:** RE: Regs for Traffic signal heads

Hi Joe, John.

All that sounds fine Joe.

- Agree that peer review should not be UK – however, with common border to UK, national signalling solutions should be clear to anyone / everyone.
- I would suggest that we might include a small bit of market research on checking the draft final proposals with the public in a sample – I am of the view that the our road users are far more open to intuitive and legible signal solutions than perhaps we give them credit for.
- I think the real issue will arise if we have to re-define current standard provisions within signalling (hence the barrister...)

Regards,

Michael

## **ITEM 35**

**From:** Seymour, Joseph [<mailto:Joseph.Seymour@aecom.com>]

**Sent:** 05 September 2014 09:40

**To:** Michael Aherne

**Subject:** Regs for Traffic signal heads

Michael

I sat down with John McCarthy yesterday on required information for the cycle signals with arrows; the following is what they will require from us:

- Comprehensive research into how these signals are used elsewhere, with particular emphasis on identifying safety issues that have arisen (drivers misreading these signals and driving on in error). Identifying off the shelf systems that can be used in Ireland rather than coming up with a system that will require development and will be expensive to purchase.  
Recommendation on what system to use and how it would operate.
- Peer review of the above document by someone familiar with these signals (preferably someone from Holland or elsewhere, not UK).
- On acceptance of the way forward the following needs to be prepared:
  - Draft section for the Traffic Signs Manual, this must also include cycle mini-heads as they are currently not in the document.
  - Draft Regulations.
- The draft regulations would be issued to the Department for final drafting; however John recommended that involving a Barrister at this stage would increase the speed significantly (he can provide contacts if we want to follow this process).

Everything going well he felt that the Regs could be in place by February.

In addition to the above you requested a technical note/ explanation document for inclusion in the Cycle Manual. This would be a summary of the documents above and would be short and concise, something similar to the Technical Advisor notes from the UK.

If you are happy with this brief we will prepare a cost estimate and issue this to you ASAP.

Regards

Joe

Joe Seymour, BEng MEngSc CEng FIEI FCIHT

Regional Director, Transportation

Mobile/ Cel +353 (0) 87 7910012

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## **ITEM 36**

**From:** MCCARTHY John  
**Sent:** Monday 8 September 2014 12:52  
**To:** 'Seymour, Joseph'; Michael Aherne  
**Cc:** Robert Parkinson; SINGLETON Noel  
**Subject:** Regs for Traffic signal heads

Joe, Michael,

Good to see this happening as I think it should be able to convey good benefits to cyclists in urban areas.

On the Regs and Barrister piece this is where there are potential delays as it is somewhat out of our hands. So the more we can manage and contain this the less risk.

Will wait to hear from you when you have arrangements in place.

Regards,

John McCarthy

---

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Web: - [www.dttas.ie](http://www.dttas.ie)

---

## **ITEM 37**

**From:** MCCARTHY John  
**Sent:** Tuesday 19 August 2014 17:08  
**To:** 'Seymour, Joseph'  
**Cc:** MULLANEY Dominic; SINGLETON Noel  
**Subject:** RE: signals on Frascati Road

Joe,

I am not long back at work and am only just getting to this. I will talk to Dominic about advancing it. However as before to progress the following would need to happen:-

- Research/note on practice elsewhere (agree a solution)
- Draft amendment to Ch 9 of TSM
- Draft of Regs

I will respond further next week.

Regards,

John McCarthy

---

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---

## **ITEM 38**

**From:** Seymour, Joseph [<mailto:Joseph.Seymour@aecom.com>]  
**Sent:** 17 July 2014 20:12  
**To:** MCCARTHY John  
**Subject:** signals on Frascati Road

John

Could you give me an update on when the legislation will be in place for the cycle signal heads that we will need on Frascati Road. Works are to get underway in August and are to be completed early next year. Will we be in a position to use these signals from early next year?

Thanks

Joe

Joe Seymour, BEng MEngSc CEng FIEI FCIHT  
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## **ITEM 39**

**From:** Doug Corrie [<mailto:DCorrie@sportireland.ie>]  
**Sent:** 09 February 2016 16:24  
**To:** O'Neill Derek  
**Cc:** Humphrey Murphy (ILC); 'Robert Parkinson'; Cormac Macdonnell; Una May; Ricky Harris; Michael Kelly  
**Subject:** Soft Infrastructure Guidelines/ Greenway Brand Guidelines/ Traffic Signs Manual

Hi Derek,

There are a number of issues which need to be resolved/ agreed to progress the 'Soft Infrastructure Guidelines' document being produced by ILC (Humphrey Murphy) and the 'Greenways Brand Guidelines' document being produced by Big O Media (Ricky Harris). I think you received the latest version of both of these by email and I'm not sure if you have had a chance to read them yet but, as discussed, I believe your input is needed to progress this work.

I have attached here a copy of the *Soft Infrastructure Guidelines* and the *Brand Guidelines* documents with my comments included. Chapter 4 of the *Traffic Signs Manual* is also relevant to this discussion and can be seen at the link below:

<http://www.dttas.ie/sites/default/files/publications/roads/english/traffic-signs-manual-2010/traffic-signs-manual-2010-chapter-4-other-information-signs.pdf>

1. Firstly there is a general comment about the scope of the *Soft Infrastructure Guidelines*. (I have also outlined this on the cover page in the attachment). I understand that the document that Humphrey was commissioned to do was about 'greenways'. However, it would make a lot of sense to broaden the scope of the document so that it applies more generally to cycle routes. Looking at Sustrans documentation they deal with cycle routes in general and don't deal separately with Greenways and other routes. I'm not suggesting we have to copy Sustrans but there is merit in this approach as it avoids the need for similar documents covering the same general area for non 'greenway' cycle routes. So much of this document applies to cycle routes in general and I believe with some extra effort it would be possible to ensure that the document is more comprehensive and still satisfy the original purpose. Fáilte Ireland and Waterways Ireland commissioned the document. I have already spoken to Mary Stack about this and she would not have an issue with this change.

**ISSUE:** Is this something that DTTAS can intervene on and fund the extra piece of work to have the document scope broadened so that it can be a valuable national guideline for all recreational focused cycling infrastructure.

The following issues are primarily to do with a conflict between the requirements/guidelines outlined in the 3 different documents *Soft Infrastructure Guidelines*, *Brand Guidelines* and *Traffic Signs Manual*

2. There are a number of signage related questions/ issues

- a. The **Traffic Signs Manual (TSM)** includes a brown sign for use on public roads to provide directions to “Tourist Attractions and Facilities” – see below:



Figure 4.12.9:  
Combined Cycle and Pedestrian  
Advance Direction Sign



Figure 4.12.10:  
Combined Cycle and Pedestrian  
Direction Sign

The **TSM** states in paragraph 4.11.7 “**Tourist sign designs shall conform to the normal rules for directional sign design as set out in Chapter 2. They shall have white legend, symbols, borders, arrows and chevrons on a brown background. The „x“-height of text, the height of symbols and the clear visibility of the signs should be in accordance with the requirements of Table 4.1.2.**”

The *Soft Infrastructure Guidelines* specify the brown signs as the one to be used to direct users **to** a greenway. This type of signage is already in use for the Athlone – Mullingar Greenway – see photo:



On the other hand the *Greenway Brand Guidelines* refer to a new greenways branded sign to be used on public roads to direct users **to** the greenway. See below:



**ISSUE:** Is the use of this branded sign acceptable to DTTAS and is it acceptable to deviate from the TSM or should the TSM be updated to reflect the option to use different signage?

If this sign is to be used it should also be referred to in the *Soft Infrastructure Guidelines*

- b. The TSM includes the following information on cycle route directional signage

**4.12 Cycle Network Signs**

- 4.12.1 Cycle network signs are direction signs used to direct cyclists along networks of cycle routes – either local routes or longer distance routes.
- 4.12.2 Cycle network signs have a white background with blue symbols and text. All the signs shall display the Cycle Network symbol, Symbol C 01. They also include one or more Numeral Tiles, Symbol C 02, which contain green or red numerals within borders of the same colour to denote the route numbers of local (green) and longer distance (red) cycle routes.
- 4.12.3 Where the longer distance route numbers have not yet been allocated, a tile space shall be left to allow a number to be added.



Symbol C 01: Cycle Network



Symbol C 02: Numeral Tile

CYCLE ROUTE DIRECTION SIGNS

- 4.12.4 Cycle Route Direction signs shall either display the route numbers alone (see Figure 4.12.1) or the route numbers and destinations (see Figure 4.12.2). The Cycle Network symbol shall be nearest to the chevron and the green number(s) the furthest away.
- 4.12.5 A single destination may be included on the sign, as shown in Figure 4.12.2. The distance in kilometres should also be shown. The abbreviation "km" shall be shown in lower case English tiles at 6 stroke widths (s/w) – 75% of the text size. The place name and distance shall be arranged above the route numbers and cycle symbol. Text may be condensed to 70% if required.
- 4.12.6 The 'x'-height of the text should be 30mm on routes free of other vehicular traffic and 40mm on public roads. The layout of the sign shall be in accordance with Table 4.12.1. Examples of sign design are illustrated in Figures 4.12.3 and 4.12.4.

Permitted Variants:	<ol style="list-style-type: none"> <li>1. Numeral may be varied – 1 or 2 digits.</li> <li>2. Digit and border to be green for local routes and red for longer distance routes.</li> </ol>
---------------------	---



Figure 4.12.1: Cycle Route Direction Sign



Figure 4.12.2: Cycle Route Direction Sign (With Destination)

CYCLE ROUTE AHEAD SIGNS

- 4.12.7 Signs to denote a cycle route straight ahead should be of the style shown in Figure 4.12.5. These signs shall display the Cycle Network symbol and Numeral Tiles, but no destinations. The Cycle Network symbol shall be nearest to the vertical arrow and the green number(s) the furthest away.
- 4.12.8 The 'x'-height of the text should be 30mm on routes free of other vehicular traffic and 40mm on public roads. The layout of the sign shall be in accordance with Table 4.12.2. An example of sign design is illustrated in Figure 4.12.7.



Figure 4.12.5:  
Cycle Route Ahead Sign

CYCLE NETWORK ROUTE CONFIRMATORY SIGNS

- 4.12.9 Cycle Network Route Confirmatory signs may be erected at intervals along cycle routes to reassure cyclists that they are on the correct route. These signs should be of the style shown in Figure 4.12.6. They shall display the Cycle Network symbol and Numeral Tiles alone.
- 4.12.10 The Cycle Network symbol shall be placed at the top of the sign with Numeral Tiles below.
- 4.12.11 The 'x'-height of the text should be 30mm on routes free of other vehicular traffic and 40mm on public roads. The layout of the sign shall be in accordance with Table 4.12.2. An example of sign design is illustrated in Figure 4.12.8.
- 4.12.12 Supplementary Plate P 042, Cycle Network Arrow, may be mounted below a Cycle Network Route Confirmatory sign to advise cyclists to turn left or right at a junction ahead. The sign would thereby act as an advance direction sign.



Figure 4.12.6:  
Cycle Network Route Confirmatory Sign



Supplementary Plate P 042:  
Cycle Network Arrow

Permitted Variant:	Arrow may point to left or right.
--------------------	-----------------------------------

The *Soft Infrastructure Guidelines* states in section 3.4 “Signs on the Greenway” that these are the signs to be used on a greenway as follows:

**“Greenway direction signs must be consistent with the on-road direction signage used as part of the National Cycle Network. Greenway directional signs must therefore adhere to the Cycle Route Direction Sign designs as indicated in the Traffic Signs Manual and use blue writing on a white background with a bike icon beside the directional chevron”**



Figure 4.12.2:  
Cycle Route Direction Sign  
(With Destination)



Figure 4.12.1:  
Cycle Route Direction Sign

The *Greenway Brand Guidelines* propose the following:



**ISSUE:** While these signs follow the general principles outlined in the *TSM* and the *Soft Infrastructure Guidelines* the use of the Greenway brand logo and the EuroVelo logo is not catered for in the TSM. We need to have the TSM updated to reflect the use of logos on this signage.

Note the bicycle image on these signs is not the same as the one in the TSM - Symbol C01. This needs to be corrected by Big O media.

- c. In addition to the above signage the *Greenway Brand Guidelines* also specify the use of other branded signage on the greenway as follows:

## Greenway wayfinding signage

On-trail signage



**ISSUE:** It was my understanding that the aim of the DTTAS/TSM and the Soft Infrastructure Guidelines that there is consistency in the approach across the cycle network and the TSM provides for all the necessary directional signage on a greenway or cycle route. With a revision of the TSM to allow for the use of logos on the signage the issue of branding would also be catered for. The approach outlined in the TSM is consistent with other European countries where standard signage is used throughout the network and on sign branding is used. See examples below. If the use of additional branded signage as outlined above in the **branding guidelines** is to be agreed – clarification/ examples are required of why/where these signs would be used rather than the standard white signs with blue text.

In addition to allowing key brand logos to be placed on the sign it is suggested that provision should be made in the TSM for the use of tabs on the bottom of signs to cater for local branding requirements.





- d. Humphrey has also made the following point – “*do the branding guidelines include the sign uprights etc. The Sustrans conventions allow for weird and wonderful poles and display holders so long as the content is consistent to the brand guideline, I presume that we are being similarly flexible?*”

**ISSUE: Is this something to be addressed in the branding guidelines or in the Soft Infrastructure Guidelines or/and in the TSM?**

There are probably other issues I have not covered in this email. If any of you spot something else that needs to be addressed as part of the discussion with DTTAS/ TSM people please highlight them.

Regards  
Doug

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## **ITEM 40**

**From:** O'Neill Derek

**Sent:** 10 February 2016 15:00

**To:** MCCARTHY John; SINGLETON Noel; HARRINGTON Paul

**Cc:** HYLAND Denise

**Subject:** FW: Soft Infrastructure Guidelines/ Greenway Brand Guidelines/ Traffic Signs Manual

John/Noel/Paul,

Please see below the quite detailed (necessarily so) email from Dough Corrie of the National Trails Office (NTO).

To put this in context, there is some work being carried out by Humphrey Murphy on soft infrastructure guidelines for Failte Ireland and Waterways Ireland, there is also branding work being

Carried out on behalf of the NTO at the same time.

Essentially the main query for you is whether the TSM needs to be amended to allow for the inclusion of the Eurovelo symbol and the Greenways Branding?

If it does, how do we go about that?

Can we prepare the changes and send them to you for action or do you need to do it yourselves?

Where do you stand on the query about "Tags" being attached to the signage as shown in other European countries?

Given the number of Greenways that are likely to open in the coming months we'd like to get the signage finalised as soon as possible.

Appreciate any comments or observations.

Regards,

Derek

## **ITEM 41**

**From:** O'Neill Derek

**Sent:** 23 February 2016 14:08

**To:** MCCARTHY John; SINGLETON Noel; HARRINGTON Paul

**Cc:** HYLAND Denise

**Subject:** RE: Soft Infrastructure Guidelines/ Greenway Brand Guidelines/ Traffic Signs Manual

Colleagues,

Could do with a decision on this as soon as possible.

Regards,

Derek

## **ITEM 42**

**From:** MCCARTHY John

**Sent:** 23 February 2016 17:55

**To:** MULLANEY Dominic

**Cc:** SINGLETON Noel; HARRINGTON Paul

**Subject:** FW: Soft Infrastructure Guidelines/ Greenway Brand Guidelines/ Traffic Signs Manual

Dominic,

Your perspective on this would be important.

Regards,

John McCarthy

## **ITEM 43**

**From:** MULLANEY Dominic  
**Sent:** Friday 26 February 2016 15:21  
**To:** MCCARTHY John  
**Cc:** SINGLETON Noel; HARRINGTON Paul  
**Subject:** RE: Soft Infrastructure Guidelines/ Greenway Brand Guidelines/ Traffic Signs Manual

John,

As referred to below the TSM does make provision for cycle signs on public roads. These are “blue on white” signs & are set out on pages 84 to 88 of chapter 4. The simple option would be to use the Eurovelo symbol (where appropriate) and a Greenways Brand symbol on those signs & they could be tweaked in other ways if required. The TSM could then be updated in due course.

I am not sure that it would be beneficial to allow a completely new “white on green” sign on public roads just to indicate access points to the greenway. It should be possible to incorporate the branding into the existing signs. The type of sign used along any greenway (assuming that it is completely away from the public road) is outside the scope of the TSM but there would be merit in using the standardised sign with greenway branding in these situations also.

Regards  
Dominic

## **ITEM 44**

**From:** MCCARTHY John  
**Sent:** Friday 26 February 2016 15:56  
**To:** O'Neill Derek  
**Cc:** SINGLETON Noel; HARRINGTON Paul; MULLANEY Dominic  
**Subject:** Soft Infrastructure Guidelines/ Greenway Brand Guidelines/ Traffic Signs Manual

Derek,

I referred the matter to Dominic.

The question is as to where the TSM is deficient regarding signs for cycling. Have the people proposing this worked through this issue. For example the TSM does make provision for cycle signs on public roads. These are “blue on white” signs & are set out on pages 84 to 88 of chapter 4.

It may not be best to allow a completely new “white on green” sign on public roads just to indicate access points to the greenway. It should be possible to incorporate the appropriate branding into the existing signs, if necessary. The type of sign used along any greenway (assuming that it is completely away from the public road) is outside the scope of the TSM but there would be merit in using the standardised sign with greenway branding in these situations also.

We would be happy meet whoever is involved to discuss and work through solutions.

Regards,

John McCarthy

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---

## **ITEM 45**

**From:** MCCARTHY John  
**Sent:** Thursday 28 April 2016 15:47  
**To:** MULLANEY Dominic  
**Cc:** SINGLETON Noel  
**Subject:** RE: Greenway Brand Guidelines - changes

Best that I hold off sending anything on this to the people in Naas until you let me know this is all ok.

**From:** MULLANEY Dominic  
**Sent:** 28 April 2016 10:25  
**To:** O'Neill Derek  
**Cc:** MCCARTHY John  
**Subject:** RE: Greenway Brand Guidelines - changes

Derek,

The TSM signs appear to be on pages 24 to 26 and they seem fine. I think they have done so but you might check that they have used the Transport Heavy font (as per TSM) for the signs on those pages.

I note that on the signs with a brown background (pages 24 & 25) the colour of the Greenway trademark/symbol has been changed to match the brown sign. I would have no objection if you wish to keep the green coloured symbol for those signs also. It might help the Brand to stand out more.

Regards  
Dominic

**From:** O'Neill Derek  
**Sent:** 22 April 2016 12:07  
**To:** MULLANEY Dominic; MCCARTHY John  
**Subject:** FW: Greenway Brand Guidelines - changes

Dominic/John,

Please see revised branding and signage for greenways. I think they've done a great job here.

The sections that I'd like your approval for are pages 25-27, they seem to have conformed to the TSM.

Regards,

Derek

**From:** Doug Corrie [mailto:DCorrie@sportireland.ie]  
**Sent:** 21 April 2016 14:24  
**To:** O'Neill Derek; humphrey@ilc.ie; Richie Walsh; John Brunnock; Michael Kelly  
**Cc:** Cormac Macdonnell; Una May  
**Subject:** RE: Greenway Brand Guidelines - changes

Hi All,

At last the updated version of the Greenway Brand Guidelines from BigO attached. I'd appreciate if you could review and give me your feedback by COB Tuesday at the latest so that we can progress this.

**Derek – do you want to send the signage section to Dominic Mullaney in Traffic Signs Unit for agreement/approval or do you want me to deal directly with him on this.**

Please see below some notes from Ricky at Big O related to this update.

Notes from Big O

### **Map board**

- in lieu of actual text being supplied we have put placeholder and example text, this also applies to the sections

### **Signage**

- we have removed the green directional signs with the exception of the 'Off-road on-trail' signs. We feel there were too many signs for the user and would cause confusion. There are now three types:

1. advance directional sign (brown)
2. on-road on-trail directional signage (blue & white)
3. off-road on-trail directional signage (green) NB you may recommend also changing these to blue and white?

We looked at displaying these on a map but it was too difficult to display both simply and in a meaningful way. The updated signage titles and image mock-ups will hopefully suffice. If not we'll need to look at doing additional design work which is another project that will take more time.

There is certainly more scope for Greenway branded signage on-trail (similar to the branded wooden posts in previous guideline versions) but again, we'd treat this as a separate project and we'd like to collaborate and examine options with wider team of yourselves and Humphrey.

**Doug Corrie** – National Trails office

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**From:** Eleonora Bigi [mailto:eleonora@bigomedia.com]  
**Sent:** 21 April 2016 12:20  
**To:** Doug Corrie  
**Cc:** Ricky Harris; O'Neill Derek; humphrey@ilc.ie; Cormac Macdonnell  
**Subject:** Re: Greenway Brand Guidelines - changes

Hi Doug

Please see attached pdf.  
Let me know if you need anything else

Have a good day

el  
Eleonora Bigi

20 Fitzwilliam Street Upper,  
Dublin 2, Ireland  
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[www.bigOmedia.com](http://www.bigOmedia.com)  
Check out our [videos](#)

Save a tree. Don't hit print.

On Thu, Apr 21, 2016 at 11:51 AM, Eleonora Bigi <[eleonora@bigomedia.com](mailto:eleonora@bigomedia.com)> wrote:

Hi Doug  
Working on it. I will send you the pdf in the next hour

Best  
el

On 21 Apr 2016, at 11:49, Doug Corrie <[DCorrie@sportireland.ie](mailto:DCorrie@sportireland.ie)> wrote:

Ok Ricky.

Elenora – will you be able to get us something today?

Regards  
Doug

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**From:** Ricky Harris [<mailto:ricky@bigomedia.com>]  
**Sent:** 20 April 2016 21:53  
**To:** Doug Corrie  
**Cc:** O'Neill Derek; [humphrey@ilc.ie](mailto:humphrey@ilc.ie); Cormac Macdonnell; [eleonora@bigomedia.com](mailto:eleonora@bigomedia.com)  
**Subject:** Re: Greenway Brand Guidelines - changes

Hi Doug,

Sorry we didn't get completed guidelines through before COB today. We were doing a brand installation that was supposed to be an hour long and took the whole day and evening.

I'm on holiday tomorrow until 2nd May so EI is available to work directly with you for any changes to guidelines which will be sent tomorrow.

Couple of things to note:

### **Map board**

- in lieu of actual text being supplied we have put placeholder and example text, this also applies to the sections

### **Signage**

- we have removed the green directional signs with the exception of the 'Off-road on-trail' signs. We feel there were too many signs for the user and would cause confusion. There are now three types:

1. advance directional sign (brown)
2. on-road on-trail directional signage (blue & white)
3. off-road on-trail directional signage (green) NB you may recommend also changing these to blue and white?

We looked at displaying these on a map but it was too difficult to display both simply and in a meaningful way. The updated signage titles and image mock-ups will hopefully suffice. If not we'll need to look at doing additional design work which is another project that will take more time.

There is certainly more scope for Greenway branded signage on-trail (similar to the branded wooden posts in previous guideline versions) but again, we'd treat this as a separate project and we'd like to collaborate and examine options with wider team of yourselves and Humphrey.

Hopefully this latest set of guidelines is what the Greenways need to get started.

Thanks,  
Ricky

Ricky Harris  
20 Fitzwilliam Street Upper,  
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m: [+353 \(0\)86 8339858](tel:+3530868339858)  
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[www.bigOmedia.com](http://www.bigOmedia.com)

On 19 April 2016 at 09:33, Doug Corrie <[DCorrie@sportireland.ie](mailto:DCorrie@sportireland.ie)> wrote:  
OK Ricky – as soon as you can. There are a few actual greenway's at a point where they need these guidelines so we need to get this finalised now. If you can send brown sign today we can progress that.

Regards  
Doug

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**From:** Ricky Harris [<mailto:ricky@bigomedia.com>]  
**Sent:** 18 April 2016 20:14

**To:** Doug Corrie  
**Cc:** O'Neill Derek; [humphrey@ilc.ie](mailto:humphrey@ilc.ie); Cormac Macdonnell; [eleonora@bigomedia.com](mailto:eleonora@bigomedia.com)  
**Subject:** Re: Greenway Brand Guidelines - changes

Hi Doug,

Apologies for the delay. We haven't finished the map yet and the signage section (showing location to and on the trail and in situ) is taking longer than anticipated. Is it ok to have this through on Wednesday COB?

We can send the section for DTTAS (brown signs) tomorrow if that helps?

Thanks,  
Ricky

Ricky Harris

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Dublin 2, Ireland  
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Save a tree. Don't hit print.

On 15 April 2016 at 12:21, Doug Corrie <[DCorrie@sportireland.ie](mailto:DCorrie@sportireland.ie)> wrote:  
Hi Ricky,

Have you been able to make any progress on this work during the week and when do you think you might have something back to us? As per the voicemail I left you earlier we are keen to get this nailed down now and of course we still need to ensure the Traffic Signs office in DTTAS are happy with the signage that will be on the public road sections before the guidelines can be signed off.

Regards  
Doug

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**From:** Ricky Harris [mailto:[ricky@bigomedia.com](mailto:ricky@bigomedia.com)]  
**Sent:** 08 April 2016 15:31  
**To:** Doug Corrie  
**Cc:** O'Neill Derek; [humphrey@ilc.ie](mailto:humphrey@ilc.ie); Cormac Macdonnell; [eleonora@bigomedia.com](mailto:eleonora@bigomedia.com)  
**Subject:** Re: Greenway Brand Guidelines - changes

Thanks Doug for the clarification. All makes sense.

Regarding point 5, we may use images of example signs in situ instead of a map to be more visually explicit. Or a combination of both. We'll have a look at best approach.

Chat next week.

Thanks,  
Ricky

Ricky Harris

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On 8 April 2016 at 09:32, Doug Corrie <[DCorrie@sportireland.ie](mailto:DCorrie@sportireland.ie)> wrote:  
OK Ricky – that’s great I got your email below. So just to be clear – I have outlined below the work to be finished out.

Derek and Humphrey – please add anything else you think I have missed . I have added a note in item 5 below – and I’d appreciate if you could read that to be sure you agree.

1. Change/ correct the bicycle icon on the signs on the Directional Signs page shown below with the one I sent you from the Department of Transport also shown below:

<image001.jpg>

<image002.jpg>

2. Based on the note below from my previous email – develop a brown sign – the standard for directions to attractions and historic sites – using the greenway brand logo. When this it is done it has to be presented to the Traffic Signs Manual people for approval – so this is one that can’t be fully closed out until after that. The green signs shown below can still be used but only at the point where the trail head or access point actually is. In otherwords the TSM people want to retain the use of the standard brown sign for advance directional signage to get you from a public road to the greenway access point or trail head.

*There is some concern at the proposal for the use of the signs below on public roads The standard sign to direct people to a facility or attraction is the brown sign with white text. As a compromise possibility, Dominic has asked that we create a mock up based on the current brown signs for walking and cycling facilities (Figure 4.12.9 and Figure 4.12.10 in the TSM) shown bellow and insert the greenway logo in green to the right of the walking figure on the signs below. Depending on how this looks that might be a possible option for this sign.*

<image003.jpg><image004.jpg>

3. Redo the mapboard page using the new greenway map and also taking in to account the comments provided in the feedback included in the last draft of the brand guidelines document – copy attached.

4. Consider any other changes/ corrections/ clarifications referred to in the comments of the brand guidelines attached.

5. Derek, Humphrey and myself discussed the suggestion that these guidelines could be more explicit on describing where each type of sign should be used and I think this it would be worth including a page on this. This could be done by doing a small mock up map of a section of greenway showing where each type of sign would be located. This would include:

- the advance brown directional sign with greenway logo (yet to be approved by TSM people at DTTAS)
- the green trail head and access point signs
- the white with blue text directional signs

- the on route green greenway branded signs

Can you please have a look at this also Ricky.

Please give me a call if necessary if any of this is not clear or if you need to discuss. I'm at [086 8571008](tel:0868571008).

Regards  
Doug

**Doug Corrie** – National Trails office  
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**From:** Ricky Harris [mailto:[ricky@bigomedia.com](mailto:ricky@bigomedia.com)]  
**Sent:** 07 April 2016 18:32  
**To:** Doug Corrie  
**Cc:** O'Neill Derek; [humphrey@ilc.ie](mailto:humphrey@ilc.ie)  
**Subject:** Re: FW: Attached vector file format of symbol C 01 bicycle symbol

Hi Doug,

Thanks for that. I'll get EI to check vector is ok. If so, we're good to go.

EI will also check Greenway map and let Barry know if anything additional is needed.

We'll pull together all the remaining elements for the brand book and design a sample map next week.

Thanks,  
Ricky

Ricky Harris

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