

GUIDELINES FOR SETTING AND MANAGING SPEED LIMITS IN IRELAND (2015)

Presentation to Galway City Council

Transport SPC

23rd February 2021

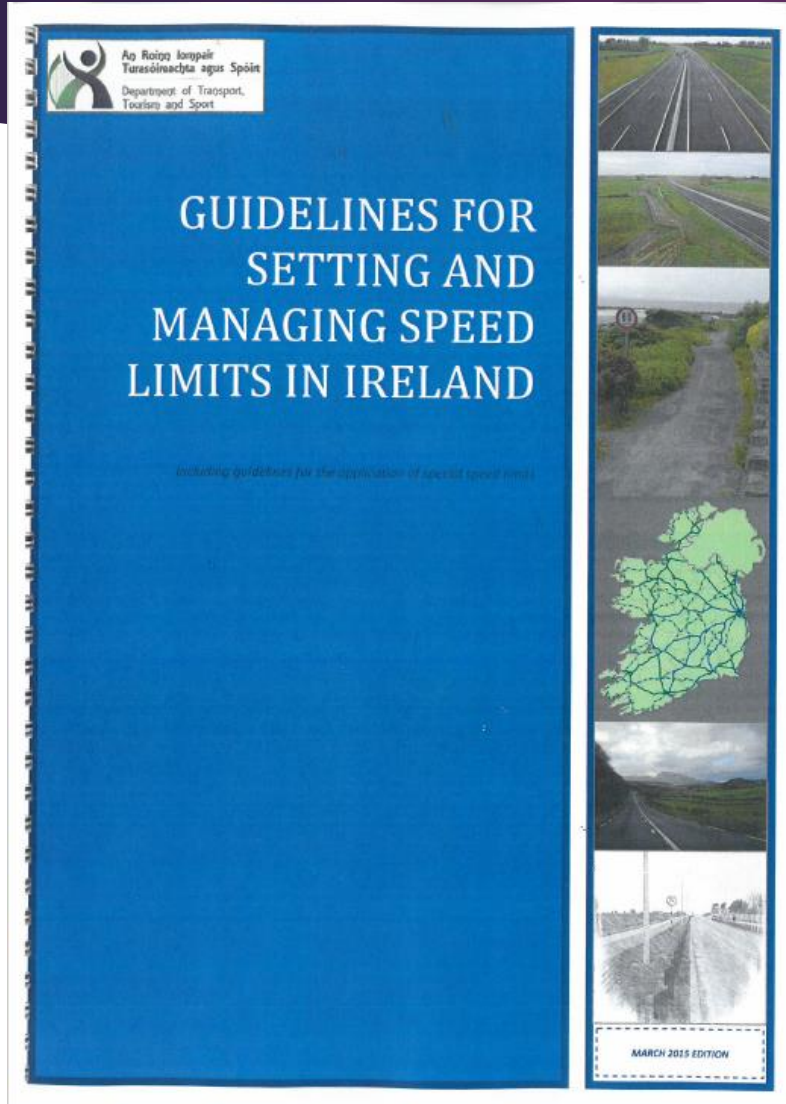
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Background



Guidelines for Setting and Managing Speed Limits in Ireland (2015).
Incorporating Guidelines for the Application of Special Speed Limits.



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Background

- ▶ 2015 Guidelines follow publication of Speed Limit Review Report in Nov. 2013 by Minister for Transport, Tourism and Sport. Lead Action No. 8 – Update and Strengthen Guidelines and Circulars
- ▶ Circular RSD 01/2015 dated 23rd April 2015 issued to each City and County Chief Executive from DTTAS
- ▶ Circular together with the Guidelines constitute a Direction given by the Minister
- ▶ Guidelines were effective from date of Circular and replaced 2010 Guidelines



Contents of Guidelines

The Guidelines are structured as follows;

1. Introduction
2. Structure of Speed Limits
3. Managing Speed Limits
4. The Making of Speed Limit Bye-Laws
5. The Context for Speed Limits



Contents of Guidelines

The Guidelines are structured as follows;

6. The Setting of Speed Limits – General Guidance
 7. The Setting of Speed Limits – Detailed Guidance
 8. Roadworks Speed Limits
- Appendices A - F; includes information about speed limit signs and their positioning, legislative provisions etc.



Introduction



















- ▶ Road Traffic Act 2004 provides the legislative basis for speed limits
- ▶ Use of Guidelines, a statutory document, is mandatory when setting and managing speed limits
- ▶ Default speed limits can only be changed by making Special Speed Limit Bye-Laws – Power to do so is vested in the Elected Members
- ▶ An Garda Síochána must be consulted regarding any proposed Special Speed Limit Bye-Law
- ▶ TII must consent in writing to a Special speed Limit on a National Road
- ▶ Section 5 of Road Traffic Act 2004 sets a default speed limit of 50km/h for “built-up areas”



Introduction

- ▶ Introduction of Speed Limit should not be immediate response to road safety issue at particular location – consider engineering measures initially
- ▶ Provisions of Road Traffic Act relation to speed limits only apply in respect of public roads
- ▶ Local Authorities shall conduct a review of speed limits at least on a 5-yearly basis
- ▶ Roads Authorities are required to map and maintain a register of all speed limits on the MapRoad Road Management System.

Structure of Permitted Speed Limits

Statutory	Default Speed Limits	Motorway (M) – 120 km/h	
		National Roads (N, NP, NS) – 100 km/h	
		Regional (R) – 80 km/h	
		Local Roads (L) – 80 km/h <ul style="list-style-type: none"> - Local Primary (LP) - Local Secondary (LS) - Local Tertiary (LT) 	 
		Built-up area	
Statutory	Special Speed Limits	      	
	Variable or Periodic Special Speed Limits	Any <i>Special Speed Limit</i> but normally lower than the speed limit in effect at the time of variable or periodic change	
	Road works Speed Limits	Any of the above but normally:     	
Non-Statutory	Cautionary Speeds at Road Works	Rectangular plates with black text on a white background displaying either 75 km/h, 65 km/h, 55 km/h, 45 km/h, 35 km/h, 25 km/h,	

The Making of Speed Limit Bye-Laws

- ▶ Chapter 4 of Guidelines gives advice to members and officials of Local Authorities in relation to the making of Special Speed Limit Bye-Laws
- ▶ Also relevant to An Garda Síochána, TII and general public
- ▶ Process of making Special Speed Limit Bye-Laws is outlined
- ▶ Examples of text for Bye-Law Schedules
- ▶ Illustrations of map based Bye-Laws
- ▶ Appendix E of Guidelines includes Extract of Road Traffic Act 2004



The Making of Speed Limit Bye-Laws

Road Traffic Act 2004

- ▶ **9.—(1)** A county council or a city council may make bye-laws (“**special speed limit bye-laws**”) **specifying in respect of any specified public road** or specified part of a public road or specified carriageway or lane of a public road within its administrative area **the speed limit (“special speed limit”)** which shall be the speed limit on that road or those roads for mechanically propelled vehicles.



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General Guidance

- ▶ Immediate response to road safety issues at particular locations or isolated hazards should not be the introduction of a lower speed limit
- ▶ Investigate engineering measures initially
- ▶ Careful consideration should be given to the function of the road within the network.
- ▶ Differentiate between strategic function and local access function

General Guidance

- ▶ Establishment of the mean speed and 85th percentile speed provides a good reference point for establishing speed limit
- ▶ Setting of Special Speed Limit must not be used as mechanism for facilitating additional development and/or access onto road and/or to satisfy certain planning criteria

Detailed Guidance

Presents circumstances where Local Authorities may consider the introduction of Special Speed Limits with regard to types of road in both urban and rural settings

Investigate engineering measures initially e.g.

- ▶ Signage – warning & information
- ▶ Road Markings
- ▶ Footways/Cycleways and Public Lighting
- ▶ Vehicle Activated Signs



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Rural Roads

Rural Single Carriageways – Stage 1 Assessment

SPEED LIMIT (km/h)	PAVED ROAD WIDTH
80	Less than or equal to 7.0 m
100	Greater than 7.0 m



Rural Roads



▶ **Rural Single Carriageways – Stage 2 Assessment – Other Criteria**

- ▶ Geometry
- ▶ Level of Development
- ▶ Forgiving nature of roadside
- ▶ Collision history
- ▶ Level of use by vulnerable road users
- ▶ AADT
- ▶ Mean speed and 85th percentile speed

Urban Roads

Part 1 Assessment – Speed Limit Matrix

- ▶ Link between place, movement and speed
- ▶ Linked to DMURS

		 Pedestrian Priority	 Vehicle Priority	
		Urban Centers / Commercial Centers	Suburban and Housing Areas	Out of Town Business / Industrial Areas
Function	Arterial	40* - 50	40* - 50	50 - 60
	Link	30 - 40*	30 - 50	50 - 60
	Local	30	30	30 - 50
		Context		

Urban Roads

Part 2 Assessment – Other Factors

- ▶ Link between place, movement and speed
- ▶ Geometry
- ▶ Sense of enclosure created by built form and/or tree canopy
- ▶ Presence of on street parking
- ▶ Surface materials
- ▶ Collision history
- ▶ Level of use by vulnerable road users
- ▶ AADT
- ▶ Mean speed and 85th percentile speed

Special Speed Limit 30 km/hr

- ▶ Central point is that success should not be dependent on unreasonable level of enforcement
- ▶ Concentration of Vulnerable Road Users
- ▶ Normally applied to zone but sometimes single roads
- ▶ Housing estate roads and local residential roads with no strategic or distributor function
- ▶ Only applied to national roads in exceptional circumstances with written consent of TII



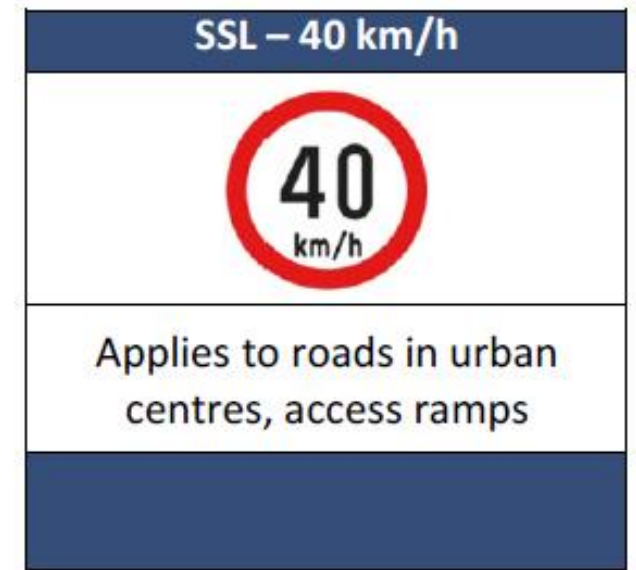
Residential/Housing Estate Roads and 'Slow Zones'

- ▶ Housing estate is considered to be self-contained grouping of houses with single or multiple entry points
- ▶ Zone should be self-enforcing utilising traffic calming measures as required
- ▶ Implemented in areas with low traffic volumes and minimal through traffic
- ▶ Road Traffic (Special Speed Limits) Galway City Bye-Laws, No. 1 - 2017- (Housing Estates Slow Zones) - implements 30km/h slow zones in 120 no. housing estates



Special Speed Limit of 40km/h

- ▶ Central point is that success should not be dependent on unreasonable level of enforcement
- ▶ Default of 50km/h is deemed to be unsuitable
- ▶ High Concentration of Vulnerable Road Users and their safety is deemed to be compromised
- ▶ Existing mean speed of vehicles should not exceed 50km/h
- ▶ Normally applied to single road but sometimes to an area
- ▶ Roads normally have a distributor function
- ▶ Only applied to national roads in exceptional circumstances with written consent of TII



National Roads - TII Speed Limit Review

- ▶ TII carried out speed limit review for the national road network following Ministerial direction dated 23rd April 2015 (Circular RSD 01/2015)
- ▶ TII Report with formal recommendations prepared for national roads in Galway City (N6, N83, N84 & N59)
- ▶ Recommendations were incorporated into Draft Galway City Council Special Speed Limit Bye-Laws No. 1, 2020 and checked by TII
- ▶ Written consent was obtained by GCC from TII for proposed Special Speed Limits changes on national roads in accordance with Section 9(7) of Road Traffic Act 2004



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Draft Galway City Council Special Speed Limit Bye-Laws No. 1 , 2020



THANK YOU