

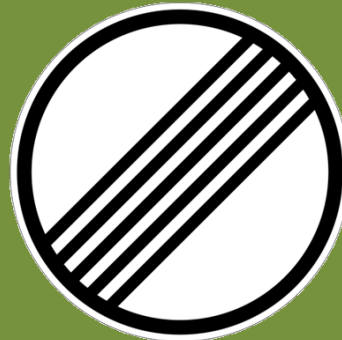


An Roinn Iompair
Turasóireachta agus Spóirt

Department of Transport,
Tourism and Sport

THE RURAL SPEED LIMIT SIGN

RUS 041A



TRAFFIC SIGNS
ADVICE NOTE

Traffic Signs Advice Note: The Rural Speed Limit Sign

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EXECUTIVE SUMMARY

PURPOSE

The purpose of this advice note is to provide guidance to Local Authority staff in the use/employment of the **Rural Speed Limit Sign**. This advice note also provides photographic illustrations of the appropriate use of this sign.

WHAT IS THE RURAL SPEED LIMIT SIGN?

The Rural Speed Limit Sign is a sign to be used as an alternative to the 80 km/h sign face (RUS 041) on *specific* single lane rural roads (principally 'boreens').

WHY WAS THIS SIGN INTRODUCED?

As part of the metrication of speed limits, different default speed limits were introduced for National and Non-National roads, in turn creating many interface points that required speed limit signage. This created situations where a speed limit of 80 km/h was displayed on many roads where it wasn't safe to drive at that speed. This sign seeks to remove the visual 'target'

WHAT DOES THE RURAL SPEED LIMIT SIGN LOOK LIKE?

See pages 2 and 3.

WHERE CAN THIS SIGN BE USED?

This sign can only be used on Local Tertiary roads and selected Local Secondary roads, often referred to as 'boreens' and **not** on Local Primary Roads, Regional Roads or National Roads (Primary or Secondary)

EXAMPLES OF ITS USE

See page 4 of this advice Note

SIGN SPECIFICATIONS

See page 6 of this Advice Note

PURPOSE

The purpose of this advice note is to provide guidance to Local Authority staff on the use/employment of the Rural Speed Limit sign. This advice note also provides mock-up photographic illustrations of the appropriate use of this sign.

WHAT IS THE RURAL SPEED LIMIT SIGN?

The Rural Speed Limit Sign, introduced in the Guidelines for Setting and Managing Speed Limits in Ireland (March 2015 Edition), and launched by the Minister for Transport, Tourism and Sport on 19th March 2015 is a sign to be used as an alternative to the 80 km/h sign face (RUS041) on *specific* single lane rural roads.

WHY WAS THIS SIGN INTRODUCED?

As part of the metrication of speed limits, different default speed limits were introduced for National and Non-National roads (making up approximately 94% of the network). As a result, any interface between roads of differing classifications (where there are differing speed limits) required the legal erection of a speed limit sign informing the road user of the change in speed limit.

This in turn created a situation where all regional and Local roads that interfaced with a road carrying a speed limit other than 80 km/h were required to carry a numerical sign displaying the 80 km/h speed limit. Regional and Local Roads, while strictly two different classifications, make up 4 different road types; Regional Roads, Local Primary Roads, Local Secondary Roads and Local Tertiary Roads.

The widespread deployment of the 80 km/h speed limit sign on these roads gave rise to many roads that are extremely narrow tracks (mainly Local Tertiary roads) displaying a speed limit of 80 km/h where, in a vast number of cases, it is not possible to drive safely at that speed. This Rural Speed Limit sign was introduced as an alternative to the 80 km/h sign (RUS041) to not display a number or visual 'target' on these roads.

WHAT DOES THE RURAL SPEED LIMIT SIGN LOOK LIKE?

The Rural Speed Limit Sign (RUS 041A) consists of a 450mm diameter white disk with a black border and oblique parallel black bars as indicated below.



RUS 041A

Sign RUS 041A shall only be used in conjunction with supplementary Plate P 080 and erected as shown opposite.



WHERE CAN THIS SIGN BE USED?

This sign can **only** be used on single lane Local Tertiary roads and **selected** single lane Local Secondary roads, often referred to as ‘boreens’. While the term ‘boreen’ is not officially assigned to a specific road type or classification the following should be noted;

- By their very nature single lane Local Tertiary roads or boreens’ mainly make up this category.
- Certain single lane Local Secondary roads may also be considered ‘boreens’ if of a similar characteristic to a Local Tertiary road where the posted default speed limit of 80km/h is inappropriate.
- It is the responsibility of Local Authorities to identify these roads in their areas
- Consistency in the assessment of roads and the subsequent deployment of the Rural Speed Limit Sign is paramount to preserve the integrity of this sign and the speed limit system as a whole. It is unacceptable to present the road user with conflicting information and signage for two roads of similar characteristics regardless of their classification.

ROAD TYPE	DESIGNATOR	NUMBER RANGE	RSL PERMITTED
Motorway	M	Selected of 1 – 50	NO
National Primary	N	1 – 33, 40 and 50	NO
National Secondary	N	51 – 87	NO
Regional	R	100 – 999	NO
Local Primary	L or LP	1000 – 4999	NO
Local Secondary	L or LS	5000 – 9999	YES (selected single lane roads only)
Local Tertiary	L or LT	10000 – 99999	YES (single lane roads only)



The Rural Speed Limit sign, RUS 041A, in conjunction with supplementary plate P 080, may ONLY be erected on single lane Local Tertiary and selected single lane Local Secondary Roads. They must NOT be used on Local Primary roads, Regional Roads or National Primary and National Secondary Roads.

EXAMPLES OF ITS USE

The first example (fig. 1) is a Local Secondary road that does not have a special speed limit applied, therefore the default speed limit is 80 km/h. The 80km/h sign face has been replaced with Rural Speed Limit sign. This sign is accompanied by the 'Go Mall SLOW' supplementary plate. The sign must be placed on the left hand side of the road only.



Fig. 1 – RUS 041 replaced by RUS 041 A (450mm) and P 080 Supplementary plate.

The second example (fig.2) is a Local Tertiary road that does not have a special speed limit applied, therefore the default speed limit is 80 km/h. The initial view of this road from the junction (with a National Primary road) suggests a road of sufficient standard for 80km/h to be displayed. In this case however the Rural Speed Limit sign has been erected as the road narrows to a single lane width and therefore becomes suitable for the erection of the Rural Speed Limit sign.



Fig. 2 – RUS 041 replaced by RUS 041 A (450mm) and P 080 Supplementary plate.

It is crucial to the deployment of these signs that the stretch of road immediately following the junction is assessed for suitability, not only the view from the major road. *Further examples* of the use of the Rural Speed Limit sign are contained in the *Guidelines for Setting and Managing Speed Limits in Ireland* (available at www.speedlimits.ie)

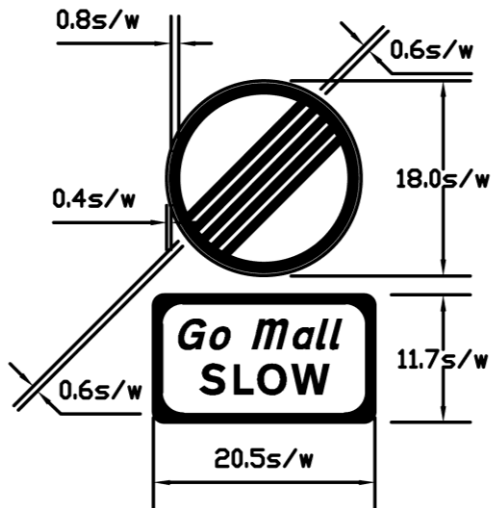
It is likely that there will be a Local Primary or Secondary road in close proximity to Local Tertiaries where the 80km/h sign does not need to be replaced with the Rural Speed Limit sign.

Notwithstanding education and publicity initiatives by the Department of Transport Tourism and Sport and the Road Safety Authority, to preserve the confidence of the public in the speed limit system as a whole and to avoid widespread confusion, Local Authorities should publicise and explain the use of the rural speed limit sign in their areas in local papers, their websites, leaflet drops in schools, community centres etc.

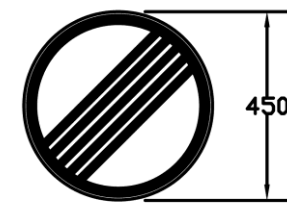
Use of the Rural Speed Limit sign should be in accordance with the published Guidelines and this Advice Note. The Guidelines also provide advice regarding measures to be adopted where there is a perceived safety issue. The Rural Speed Limit sign should not be used generally in response to perceived road safety issues.

This advice note is also available on www.speedlimits.ie and www.trafficsigns.ie

SIGN SPECIFICATIONS



450mm diameter Standard roundel dimensioned in stroke widths



Panel Detail	
Text	Black
Background	White
Border	White
'x' Height	50mm
Width	510mm
Height	295mm
Area	0.15sq.m

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