

KILDARE COUNTY COUNCIL
TAKING IN CHARGE POLICY & SPECIFICATIONS

Appendix 13
Specification for Street Nameplates

Q2 2023

Estate Names

A planning compliance submission is required in respect of the naming of the estate and estate roads, as per the conditions of planning. This policy can be superseded by any specific planning condition requirements.

Material

The material for street nameplates must be suitable for fixing to road boundary walls at a high and low level or to a suitable free-standing frame. The nameplate is to be tough, durable, non-brittle, non-corrosive, vandal resistant, cast aluminum alloy, complying with LM4 (EN 1706 AC-45200) - Aluminum Casting Alloy. Where signs are to be free standing, the frame shall be made up to 3mm gauge 40mm square steel hollow section with welded joints.

Pattern

Street nameplates shall be rectangular in shape and 250mm in height.

Length

Street nameplates shall range in length from a minimum of 500mm. Standard lengths are 800/1000/1200/1500mm. The total length of the sign shall be determined by the street name in either English or Irish, whichever is longer.

The inclusion of district names and postal codes would require the use of larger signs and are not to be included on street nameplates in the Kildare County Council.

Sign Face

The street nameplate background is to be RAL Reference No. 6005 (moss green) with a raised border and lettering in brilliant white. All paint is to be stove enameled. Colours shall have a high degree of durability, non-fade quality and resistance to weather and hard usage.

Font

The form of alphabet and lettering size in use on street nameplates in the Kildare County Council administrative area is 'Arial Medium' with an upper-case letter height of 63.5mm. Condensing allows street nameplates to be of a practicable size while accommodating both.

Irish and English Text

The condensing factor should be the same for both Irish and English text i.e., the spacing between the letters in both languages should be the same.

Colour Variations

Colour variations are not permitted. The 'Recommendations for the Design of Street Nameplates' (Department of Transport UK Circular 3/93) recommends that text on

nameplates should provide a high contrast ratio with their background. 'The use of colour combinations with low contrast, for example bronze or brown lettering on green backgrounds, will result in poor legibility, especially under street lighting'. Street nameplates are commonly viewed at an angle due to their location and it is therefore important that the lettering contrasts with the background in order that it is legible.

Language

Under the Official Languages Act 2003 (S.I. No. 391 of 2008), nameplates are signs under the Regulations, and they must be in Irish or bilingual (Irish and English) in accordance with the provisions of the Regulations. Each sign shall provide the same information in both the Irish Language and the English Language. Lettering style, colour and text height should be the same for both the Irish and English text. Both the Irish and version of the street name is to be in uppercase. Capital letters in Irish and English are to be the same height.

Exception to the Capital Letter Rule in Irish

If for grammatical reasons it is necessary for an eclipse or urú to go in front of an Irish word than this eclipse or urú must be in lower case. (Please refer to Drawing number SP/01/A) This information will be included as an element of the translation obtained off Logainm.ie

Only one line of text is to be used per language in normal circumstances. The street name in Irish should appear above the street name in English.

Mounting

Mounting holes are to be countersunk and located at a maximum spacing of 300mm horizontally along the top and bottom borders of the nameplate. All mounting holes are to be used for affixing the nameplate in place.

Where signs are to be free standing, the frame shall be made of 3mm gauge 40mm square steel hollow section with welded joints. Plastic closing caps are to be provided on any part of the frame which is open. Frames and legs to be hot dipped galvanised to I.S. EN ISO 1461. The nameplate is to be screwed or riveted and capped to the frame.

The legs must be of sufficient length to provide bearing within the foundation and to prevent overturning/vandalism. Bearing length is to be a minimum of 300mm when installed in a concrete footpath, and 450-600mm when surrounded by a concrete base and installed in a grass verge.

Prior to excavation of the foundation, a Cable Avoidance Tool (CAT) and/or Ground Penetrating Radar (GPR) must be used to establish the locations of any underground services in the area of the installation.

Where the street nameplate is to be mounted to a wall, suitable rawl plugs and 5mm diameter masonry screws are to be used. The length of the screw shall be dependent

on the surface roughness of the mounting surface but should not be less than 60mm. Screws of differing lengths are to be used as follows:

1. Signs <1000mm in length – masonry screws of 60mm length used.
2. Signs >1000mm in length – masonry screws of 80mm length used.
3. Signs which are mounted on walls with a high degree of surface roughness (e.g., pebble dash etc.) – masonry screws of 100mm length used.

Locating Street Nameplates

Bilingual nameplates shall be erected at:

- Each side of the entrance to the estate from the existing Public Road.
- At each end of all internal estate roads and at the beginning of each cul-de-sac.
- At Tee junctions on access roads an additional nameplate shall be provided as required by the Development Control Section, Kildare County Council.

Street nameplates should be fixed as near as practicable to street corners, so as to be legible by drivers and pedestrians. The nameplate should be positioned to ensure that vehicles and pedestrians that are entering a street for the first time can read the nameplate.

Street nameplates should be mounted so that the upper edge of the plate is approximately 750mm-900mm above the ground at locations where they are unlikely to be obscured by pedestrians or vehicles. Street nameplates should be wall mounted at approximately 2.5m above the ground at locations where visibility of the nameplate is impaired. Nameplates should never be lower than 600mm or higher than 3.6m.

Whenever practical and where the wall/building is not in private ownership, street name plates should be mounted on walls, buildings, or other boundary structures at the back edge of the footway. Frame mounting should be used where normal mounting does not make the plate conspicuous e.g., where an important side road has a narrow entrance or in exceptional circumstances where the nameplate is likely to be frequently obscured by pedestrian or vehicle movement and cannot be mounted at the 2.5 metre height or where the wall/building is in private ownership.

Where possible, name plates should be fixed so that they will be illuminated by light from street lighting, especially at important junctions, provided they remain visible to vehicles on the main carriageway.

The nameplates should be so fixed that there is a clear space of at least 300mm in every direction between them and any notices, advertisements or other printed or written matter. Where possible greater clearance should be provided. Street nameplates should not be incorporated in other directional sign assemblies but should be kept distinct and mounted in as standardised a manner as possible. Locations for street nameplates should consider future maintenance including keeping the view of name plates free from obstruction by trees and other vegetation growth. Frame

mounted street nameplates should be installed to the front of any existing or future planting areas.

Supplementary Information

Where the street name changes at a point other than at a junction both names should be displayed at the point of change on separate nameplates which are adjacent to each other. An arrow should be included to indicate to which part of the street the names refer.

House numbers and directional arrows should be included on street nameplates within housing estates in cases where the same name is to be used for estate roads with more than one spur.

No other supplementary information is to be provided on street nameplates. The only information that should be included on the nameplate is the name of the street/road in Irish and in English.



EXAMPLE 2



Section AA Through example name plate

DIMENSIONS OF FADA



DETAIL SHOWING DEPTH OF BORDERS AND LETTERS



MEPLATE DETAIL

Date

Feb. 2020

Revisions

Org. No.

SP/01/A

SCALE

N.T.S.

Criteria for the Implementation of Statutory Signing and Lining Measures in Co. Kildare.



Comhairle Contae Chill Dara

Kildare County Council

Áras Chill Dara (Level 4),

Devoy Park,

Naas,

Co.Kildare

1. Introduction

This document sets out the guidelines that are applied by the Kildare County Council - Transport Department when investigating requests received for statutory signing and lining measures.

2. Legal Framework

The provision of statutory signing and lining measures is an executive function. The legal framework for traffic signage (including signs, devices, notices and markings) is contained in the Road Traffic Acts (1961, 1968, 1994) and the Road Traffic (Traffic and Parking) Regulations, 1997 (S.I. 182/1997). The Road Traffic (Signs) Regulations, 1997 (S.I. 181/1997), which are made under Section 95 of the Road Traffic Act 1961 (as amended by Section 6 of the Road Traffic Act, 1968), Section 96 of Road Traffic Act 1961 (as amended by Section 6 of the Road Traffic Act, 1968) and by Section 37 of the Road Traffic Act, 1994, defines the signs and road markings and the significance attached to them.

Copies of these acts and regulations can be found on: www.irishstatutebook.ie.

3. Definitions

Statutory signing and lining measures are defined in the Road Traffic (Signs) Regulations, 1997

(S.I. 181/1997) as follows: -

STOP - indicates the point beyond which traffic shall not proceed when stopping in compliance with a road regulation.

YIELD - indicates the point beyond which traffic shall not proceed, where required, in compliance with a road regulation.

NO ENTRY - indicates that traffic is prohibited from entering the roadway at the entrance to which it is provided.

YELLOW BOX - indicates an area of roadway which traffic shall not enter except in compliance with a road regulation.

HATCHING - indicates an area of roadway into which traffic shall not enter, except in the case of emergency.

MANDATORY SIGNS – indicates the direction or route in which traffic must proceed.

PROHIBITORY SIGNS - indicates that a vehicle shall not proceed in the direction indicated in the arrow depicted on the sign.

SINGLE YELLOW LINE - indicates that parking of vehicles is restricted at certain times on that side of the roadway.

DOUBLE YELLOW LINE - indicates that parking of vehicles is prohibited at any time on that side of the roadway.

LOADING BAY - indicates a loading bay with specified hours of operation.

SCHOOL ENTRANCE - indicates a school entrance at which part of the roadway, the stopping or parking of a vehicle is prohibited and consists of the words "SCHOOL KEEP CLEAR", painted on the roadway, on either side of which shall be yellow lines.

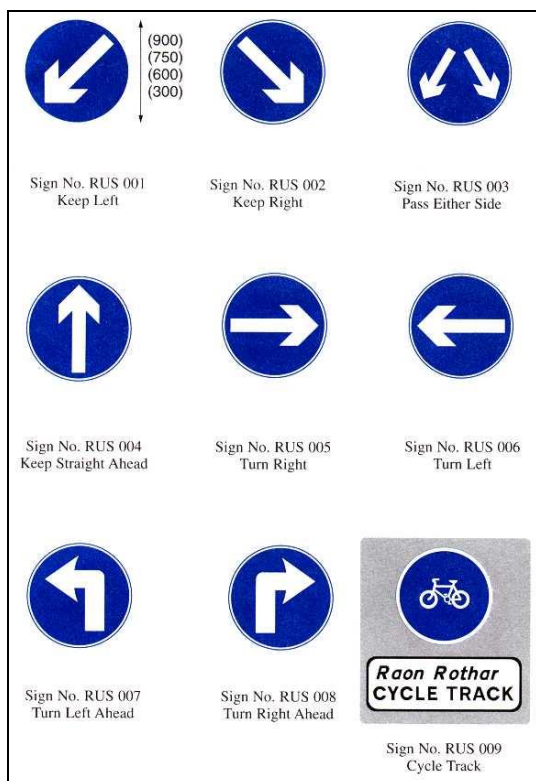
DISABLED PERSONS PARKING BAY - indicates a parking bay suitable for disabled person displaying a disabled person parking permit.

CONTINUOUS WHITE LINE – prohibits traffic from crossing the line and restricts parking opposite the line.

CLEARWAY – prohibits traffic from stopping or parking at any time during the period of operation.

Weight Restriction Ban (e.g., 3 Tonne Limit) – indicates that any vehicle the unladen weight of which exceeds the weight specified on the sign is prohibited from entering (except for access).

No U-Turn – prohibits vehicles from making a u-turn.



Examples of Mandatory Signs



Examples of Prohibitory Signs

4. Statutory Signing and Lining Policy

A number of signing and lining measures have been omitted from this document. These measures require additional consultation and must be referred to the appropriate section of the Directorate of Roads and Transport. Examples of these measures are as follows:

Speed Limits (refer to Traffic Section) – The provision of Speed Limits is dealt with under Road Traffic Acts. The Traffic Section installs speed limits in consultation with the Gardaí and the public. As speed limits are controlled by Bye-Laws they require the approval of the full Council (Reserved Function).

Bus Lanes (refer to Roads Planning) – Quality bus network schemes are installed by the Traffic Section in partnership with the Quality Bus Network Project office.

Cycle Tracks (refer to Traffic Section or the appropriate Project Team) – Although cycle tracks can be installed as a stand-alone feature they are generally installed as part of a larger scheme. These types of schemes go through public consultation.

Traffic Calming Schemes (refer to Traffic Section) – Traffic Calming Schemes are subject to a public consultation in accordance with Section 38 of the Road Traffic Act, 1994.

Warning Signs – Warning signs have been omitted from this document as they are installed by the Traffic Section upon completion of a site assessment. They have no statutory status. Requests for warning signs, e.g., concealed entrance signs, can be made in writing to the Transportation Section.

Pay and Display – Pay and Display schemes are controlled and installed by the Parking Section. They are required to consult with local residents where applicable. As Pay and Display parking schemes are under the control of Bye-Laws they require the approval of the full Council. Generally speaking, Pay and Display schemes are appropriate in areas where:

- High levels of non regulated parking is creating an unsafe situation.
- No parking is available to local residents because of all day commuter parking.
- All day parking near commercial centers is reducing the turnover of vehicles.

In order for the Council to consider implementing the Pay & Display Parking Control Scheme in a residential area, representations should be made by either the local Residents Association with an accompanying petition, or a petition from a representative number of residents requesting the implementation of Pay & Display. This should be forwarded to Senior Executive Officer, Parking Section, Transportation Department.

The area will then be examined, and a decision made if a scheme is warranted. Local Residents will be surveyed, and implementation of the scheme is subject to approval by the Elected Members.

Statutory Signing and Lining Policy

Traffic Measure	Objective	Criteria and conditions for application	Comments
Stop	To control the movement of traffic at a junction	<ul style="list-style-type: none"> Not used within estates. In cases of proven significant accident history, may be considered. Installed in conjunction with table 5.1 of the 	At an intersection, traffic on the minor road is expected to yield to traffic on the major road. Intersections within estate roads generally do not have STOP/YIELD markings applied to them. If a genuine need can be demonstrated at a junction based on accident history that
Yield	To designate priority at junctions where priority is unclear	<ul style="list-style-type: none"> Not used within estates Installed in conjunction with table 5.1 of the Traffic Signs Manual 	demonstrates a need, then the Traffic Section may consider the installation of a STOP Signs where visibility is less than that recommended for YIELD signs in Table 5.1 of the Traffic Signs Manual
No Entry (One Way Streets)	To improve traffic flows and road safety	<ul style="list-style-type: none"> Traffic Analysis required (using Visim/Visum analysis (if available) and only considered as part of considered general re-arrangement of traffic. Availability of an alternative routes to minimise delay Must not lead to the possibility of speed in excess of the legal speed limit on the one-way street. Can two-way cycle access still be accommodated. (if yes proceed; if no then must have alternative desire line to minimize cycles moving against traffic) 	Used to indicate that a street is one way. Before a one-way street is installed consideration will be given to what alternative routes are available close by to reduce the delay and inconvenience to motorists. Consideration will also be given as to whether or not the one-way street would encourage speeding. Consider the implications of increased traffic on alternative routes in terms of safety, capacity and road alignment (including width and pavement structural strength)

Traffic Measure	Objective	Criteria and conditions for application	Comments
Yellow Box	To prevent traffic from blocking a junction	<ul style="list-style-type: none"> • Requires evidence of all day blocking and significant queues (greater than 3 vehicles at any time) persisting in the Off-peak period. • Not permitted for private entrances. 	Yellow box road markings are provided to aid traffic flows at a cross junction where static traffic in the junction is affecting efficient cross flow of traffic. The application of a Yellow Box is also appropriate where traffic that is blocking a junction is causing a traffic hazard. A Yellow Box may also be warranted at junctions where there is evidence of all day blocking, not just at peak times. The side road traffic flows should be significant to warrant the application of the Yellow Box in this way. A Yellow Box is not appropriate for an individual entrance and are only considered at the intersection of two public roads.
Single Yellow Lines	To ensure the smooth flow of traffic on main arteries, heavily trafficked roads and commercial areas during specified hours	<ul style="list-style-type: none"> • Assess parking during problem times. Is it causing a hazard or restricting the smooth flow of traffic? • Not recommended to control commuter / commuter parking. • Allows for Loading/Unloading (max 30mins) 	Single yellow lines can be installed on routes where parking would cause congestion during business hours but outside of these hours parking can be made available. The Traffic Section will not install single yellow lines as a means to control commuter parking within estates. The Councils policy on controlling commuter parking is to install a Pay and Display Parking scheme in conjunction with Double Yellow Lines. Only in exceptional circumstances will single yellow lines be considered.

Traffic Measure	Objective	Criteria and conditions for application	Comments
Double Yellow Lines	To remove parking that is causing a traffic hazard or preventing free flow of traffic at junctions, bends etc.	<ul style="list-style-type: none"> • Assess parking during problem times. Is it causing a safety hazard or restricting the smooth flow of traffic? (If no then not required) • Not used to control commuter parking. • Allows for Loading/Unloading (max 30mins) 	Double yellow lines are used to prohibit parking where it may be causing a traffic hazard. The Traffic Section will not install double yellow lines to control commuter parking but may install them as part of a Pay and Display scheme.
Loading Bay	To provide an area for loading and unloading facilities for businesses (commercial vehicles only)	<ul style="list-style-type: none"> • Is the parking of private vehicles prohibiting the loading and unloading of goods? (If no then do not proceed). • If appropriate should be positioned to facilitate more than one business • Should not interfere with traffic or pedestrians 	Loading bays may be installed in areas where the parking of private vehicles interferes with the loading/unloading of commercial goods. These loading bays operate during the hours specified on the time plates. Outside these hours the bays revert to parking bays, or they may also be shared with, for example a Taxi Rank or Pay and Display Parking.
School Entrance Keep Clear	To restrict parking or stopping in the vicinity of a school entrance	<ul style="list-style-type: none"> • Are cars parking or stopping at the entrance to the school causing a traffic hazard or VRU Safety Hazard? • (If yes then proceed to next criterion) • Where traffic flows on the public road exceed 250 pcu in the hour of drop off and collection 	The School Keep clear markings should only be installed outside all schools where the parking of cars at the entrance is causing a hazard for school children. These restrictions operate 24/7.

Traffic Measure	Objective	Criteria and conditions for application	Comments
Disabled Bay	To provide a designated parking space for persons with a disabled parking permit	<ul style="list-style-type: none"> • Evidence of disabled parking permit required. • When suitable parking area is available nearby. • When Off street parking available the Disabled Parking should be located within the carpark • Dropped kerbs must be provided for VRU access to a consistent footway network. 	Disabled Bays are installed in areas where there is a lack of off-street parking or where no parking is available close to the person's residence because of parked cars. Persons seeking to have a disabled person parking bay installed outside their house should fill out the application form on the Transportation Department – Traffic Section of the Councils website. These disabled bays can be used by anyone with a valid permit. They are not for the sole use of the applicant.
Continuous White Line	To prohibit overtaking or parking (where there is no designated parking bays)	<ul style="list-style-type: none"> • Is overtaking causing a hazard? (If yes then warranted) • Is parking causing a hazard? (If yes then warranted) 	Continuous white lines may be installed on bends or other hazardous areas where overtaking would create a hazard. Continuous white lines also prohibit cars from parking on either side of it. It is permitted to cross a continuous white line to gain access to a private residence.
Clearway	To ensure smooth flows of traffic during the specified times	<ul style="list-style-type: none"> • Is parking causing a safety hazard? (If yes then warranted) • Is parking, stopping, loading/unloading restricting the safe or efficient flow of traffic during certain periods? (If yes then warranted) • Generally used on main roads and is not suitable for use in housing estates other than where a road acts as a link road or distributor road. 	A clearway can be installed in areas where the stopping or parking of vehicles during a specified time would create a hazard. The hours of operation of the clearway are indicated on the accompanying time plates.

Traffic Measure	Objective	Criteria and conditions for application	Comments
<p>Weight Restriction <i>(3 Tonne Limit)</i></p>	<p>To prohibit vehicles above a certain weight for using a section of road or to prevent inappropriate use of residential areas by heavy goods vehicles.</p>	<ul style="list-style-type: none"> • A weight restriction may be introduced where a section of the public road contains a deficient structure which is not capable of bearing the axle weights of that type of vehicle. • Where the above is not the case then the analysis (preceding the introduction of a weight restriction) must include evidence of a history of accidents involving heavy vehicles and vulnerable road users. • Do vehicles over a certain weight create a safety hazard by driving on this road? (If yes proceed to next criterion) • Does a suitable alternative route exist for heavy vehicles? • (If no then cannot be introduced) 	<p>The weight restriction ban on certain vehicles e.g., 3 Tonne limit may be installed in locations where vehicles of that size would create a hazard when maneuvering through the area. The ban does not apply to vehicles that enter / exit the area for access e.g., deliveries.</p>
<p>No U-Turn</p>	<p>To prohibit vehicles from making a u-turn at a specific location</p>	<ul style="list-style-type: none"> • Where cars making a u-turn at a specific location create a safety hazard 	<p>This restriction is most commonly used on dual carriageways or other roads that have a central reservation where a safety risk has been identified.</p>

Traffic Measure	Objective	Criteria and conditions for application	Comments
<p>Turning Restrictions (<i>No Right / Left turns</i>)</p>	<p>To improve traffic flows and road safety. Often used as a traffic management tool.</p>	<ul style="list-style-type: none"> • Traffic Analysis required (using Visim/Visum analysis (if available) and only considered as part of considered general re-arrangement of traffic. • Are specific turning movements causing excessive delays (greater than five minutes per turning vehicle? (If yes then warranted) • Are hazardous turning movements giving rise to accidents (accident history required) (If yes then warranted) 	<p>In general, left turn bans are difficult to enforce. The ban can be put in place permanently or during the hours specified in the time plates.</p>