



An Roinn Iompair,
Turasóireachta agus Spóirt
Department of Transport,
Tourism and Sport

MINIMUM PASSING DISTANCE - SUPPLEMENTARY PLATES

(P 071 & P 071a)

**TRAFFIC SIGNS
ADVICE NOTE**

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Traffic Signs Advice Note: Minimum Passing Distance Supplementary Plates

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EXECUTIVE SUMMARY

PURPOSE

The purpose of this advice note is to provide guidance to practitioners in the use/deployment of the Minimum Passing Distance (MPD) Supplementary Plate.

WHAT IS THE MINIMUM PASSING DISTANCE SUPPLEMENTARY PLATE?

It is a Supplementary Plate advising road users of the advised minimum passing distance to be observed when overtaking or passing a cyclist on a public road.

WHY WAS THIS INTRODUCED?

It has been introduced to raise awareness of the need to provide a safe distance when overtaking cyclists and to assist in reducing cyclist discomfort and reducing the probability of a collision occurring.

SPECIFICATION / WHAT DOES IT LOOK LIKE?

See page 4 of this Advice Note

WHERE SHOULD THIS SUPPLEMENTARY PLATE BE USED?

See page 4 of this advice note.

PLACEMENT / MOUNTING HEIGHT

See Appendix 1.

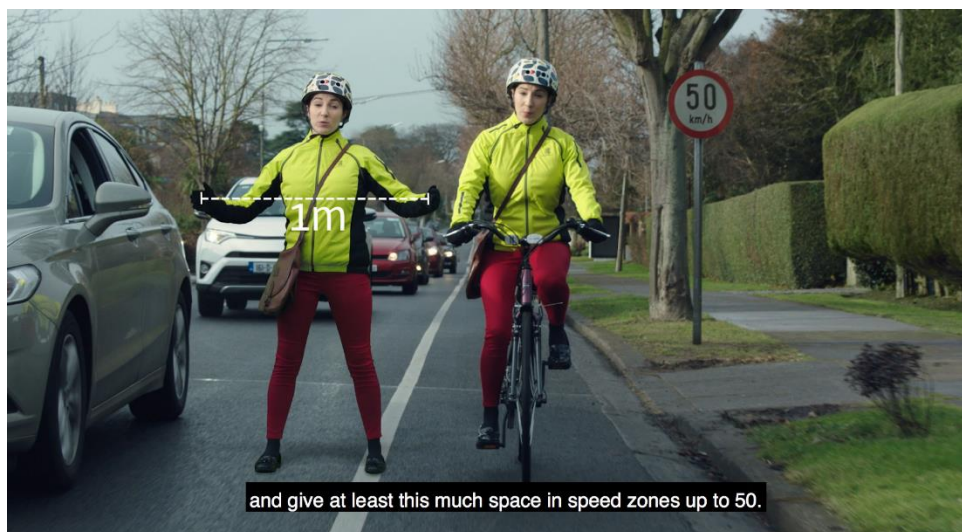
WHAT IS THE MINIMUM PASSING DISTANCE SUPPLEMENTARY PLATE?

It is a supplementary plate produced to advise road users of the advised minimum passing distance that should be observed to safely pass or overtake a cyclist on public roads. Two versions of the supplementary plate have been produced, with different minimum passing distances; one for high-speed roads where the speed limit is greater than 50 km/h and one for low-speed roads where the speed limit is 50 km/h or less. This advice note provides guidance for practitioners in the use or deployment of these supplementary plates.

WHY WAS THIS SUPPLEMENTARY PLATE INTRODUCED?

The supplementary plate was introduced to reinforce the recent advertisement campaign undertaken by the Road Safety Authority (RSA) that aimed to raise awareness of advised minimum safe passing distances to be observed by motorists when overtaking cyclists on the road. This campaign recommended minimum passing distances as follows:

‘Give at least 1m clearance when over taking a cyclist in speed zones up to 50km/h and 1.5 metres in zones over 50km/h’



The RSA report recommended that “An education and awareness campaign recommending an advisory MPD of 1m on roads with a $\leq 50\text{km/h}$ speed limit, and 1.5m on roads with a $> 50\text{km/h}$ speed limit, be implemented in the Republic of Ireland”. In March of 2019, an RSA advertisement campaign commenced supported by radio, online and social media advertising, and on television by means of a 30 second advert which provided visual cues to demonstrate a safe passing distance (see previous page). This MPD supplementary plate sign has been introduced to reinforce this recent RSA advertising campaign.

SPECIFICATION / WHAT DOES IT LOOK LIKE?



P 071

P 071a

Panel Detail			
Text	Black	Text	Black
Background	White	Background	White
Border	Black	Border	Black
'x' Height	40mm	'x' Height	50mm
Width	445mm	Width	655mm
Height	167mm	Height	245mm
Area	0.1m ²	Area	0.16m ²

WHERE SHOULD THIS SUPPLEMENTARY PLATE BE USED?

The supplementary plate may only be used in conjunction with sign W 143 – Cyclists. Where that sign is warranted, the use of the supplementary plate is then permitted – such areas include areas where there is likely to be a significant number of cyclists along a route; the start/end of cycle routes where cyclists are merging onto the public road, locations of high cycle volumes such as colleges, schools and tourist areas with significant cycle counts.

The supplementary plate should only be used where it is legally possible to comply with; that is, where the width of road allows **safe and legal** overtaking where overtaking is not prohibited by a solid continuous white centre line. Care should also be taken in deciding on locations of maximum impact and with an awareness of keeping signs and posts, which are themselves hazards, to a minimum.



APPENDIX 1

PLACEMENT

1.3.15 The placement of a sign is its position on the cross-section of the road. A sign should be placed so as to maintain a clearance between itself and the traffic on the carriageway.

1.3.16 A horizontal clearance between the edge of the sign and the edge of the pavement (including any hard strip or hard shoulder) of 1200mm is recommended. However, where space is limited, or there are other obstructions or constraints, the clearance may be reduced to 450mm in urban areas and 600mm in rural areas.

1.3.17 In urban areas the obstruction caused by posts located in narrow pedestrian footways should be minimised. Every effort should be made to ensure that the poles do not impede the free movement of vision or mobility impaired people, the elderly, people with pushchairs or small children, or wheelchair users. The following guidelines apply:

- Street furniture should be carefully and consistently located so as not to impede the walking area. Supports should be at the back of the footway or as close to the kerb as practicable (see Figure 1.20);
- Street furniture should be kept to a minimum;
- Street furniture should have rounded edges;
- When at low level street furniture should be detectable to assist long cane users;
- Where difficulties in placement arise, the local authority should liaise with affected local parties.

1.3.20 When designing and locating signage for cycle facilities, the designer should refer to any guidelines for cycling facilities issued by the Department of Transport, Tourism and Sport.

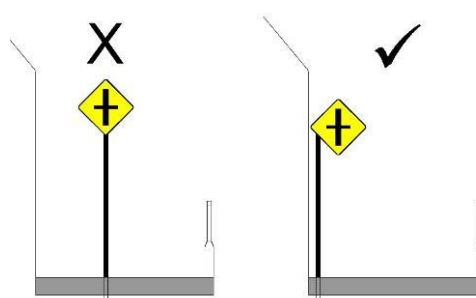


Figure 1.20: Footway to be Kept Clear

MOUNTING HEIGHT

1.3.21 Signs in rural areas should normally be erected with the lower edge of the sign or supplementary plate at the greater of 1500mm above the level of the adjacent paved surface and 1000mm above ground level below the sign. Signs should be mounted clear of any vegetation.

1.3.22 In urban areas or locations where pedestrians are likely to walk under the sign, the desirable mounting height is 2300mm. Where cyclists are likely to pass under the sign, the desirable mounting height is 2500mm. See Figure 1.22.

1.3.23 Low-level direction signs at roundabouts and junctions may be mounted at lower heights, but not less than 750mm above ground level. However, care must be taken to ensure that the signs do not obstruct sight lines.

1.3.24 In city centres where congested conditions prevail, higher mounting heights may be required if standing vehicles consistently prevent signs from being seen. Alternatively cantilever signs or gantries may need to be considered.

1.3.25 If signs are erected on structures, mounting heights less than 2300mm may be used, provided that the signs can still be seen, do not obstruct pedestrians and are out of the range of spray thrown up by passing vehicles.

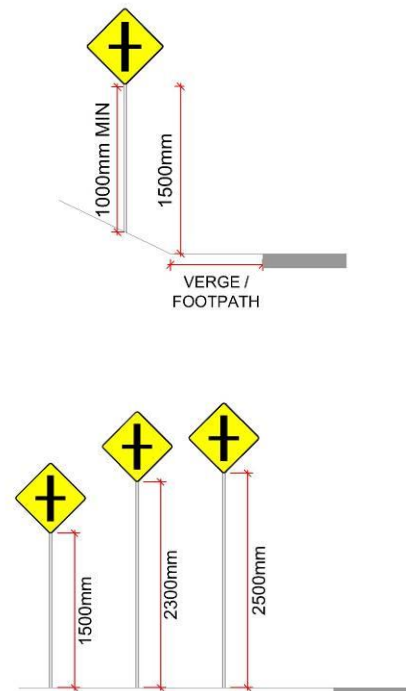


Figure 1.22: General Mounting Heights for Signs

NOTES

A series of horizontal dashed lines for taking notes.

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