TUS

Estates Department

# Traffic Management Plan

Version 0

# Estates Dept. (Athlone) Procedure/Plan Document

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# 1.0 Introduction

The TUS Athlone campus has a high volume of pedestrian and vehicle movements every day. Pedestrian safety is the top priority. Vehicle access, movement and parking is subject to controls and management to minimise risks to pedestrians, drivers and cyclists. The activities involving vehicles at the campus include:

- Student drivers accessing the campus and parking vehicles
- Staff drivers accessing the campus and parking vehicles
- Visitors accessing the campus in cars and parking their vehicles
- Mail delivery vehicles i.e. An Post and commercial couriers
- Deliveries of materials and equipment to departments and functional units
- Deliveries of products and perishable goods to the campus catering facilities
- Deliveries of materials and equipment for departments and events
- Service vehicles accessing campus e.g. recycling and waste trucks, fuel delivery vehicles, process gas bottle deliveries and the like.
- Event organizers/participants and attendees e.g. open days, careers fairs, graduation ceremonies, sports events etc.
- Construction and maintenance activity vehicles
- Emergency vehicles

# 2.0 Purpose

The purpose of this Traffic Management Plan (TMP) is to describe the control measures in place to ensure vehicle movements and logistics around the Athlone Campus do not adversely affect the health and safety of students, staff or visitors. The TMP is relevant to all drivers, cyclists, service, trade and construction contractors, and other delivery drivers accessing, parking and using the campus roadway and parking infrastructure.

Failure to comply with the TMP may result in campus access restrictions. The plan is managed, implemented and enforced by the TUS Estates Dept.

The intent of this document should be borne in mind when interpreting it for a given situation and it should be interpreted reasonably.

# 3.0 Objective

The primary objectives of this Traffic Management Plan are to:

- Provide protection to staff, students, visitors, workers and the general public from traffic hazards that may arise as a result of entering the campus
- Manage potential adverse impacts on traffic flows and pedestrian movements to ensure road and pedestrian network performance is maintained at an acceptable level.
- To minimise adverse impacts on users of the road, reserve, adjacent properties and facilities.

# 4.0 Scope

The scope of this document covers the Midlands campuses of TUS, including both the Athlone Main Campus and Athlone Campus East. Any use of the singular word campus, means both Main and East Campuses. Where specificity is required, each individual campus will be referenced as necessary.

This document does not directly include within its scope the other cross regional campuses of TUS, although the primary principles of this document may apply to other TUS campuses and premises.

# 5.0 Responsibilities

## 5.1 General

The success or otherwise of this TMP relies heavily on individual responsibility of each person accessing and navigating the campus, on foot, or using a vehicle. There are thousands of persons and vehicles navigating the campus on a daily basis. Any action, failure to act, lack of consideration of the physical environment, failure to consider the safety of other campus users or any poor driving behaviour, poor pedestrian behaviour, or failure to adhere to the guidance and direction provided in this TMP may result in an incident or accident. Each person must take responsibility for their own actions; by doing so, it increases the likelihood of a safe campus environment for pedestrians and drivers alike.

## 5.2 Estates Manager

The Estates Manager shall:

- Exercise due diligence in ensuring health and safety in relation to traffic management is effectively implemented in area of control.
- Undertake a detailed traffic risk assessment, implement control measures arising; monitor, review and update the risk assessment as required. Note this risk assessment complements Risk Assessment 18 – Vehicle Traffic as set out in the campus Parent Safety Statement. The risk assessments are not mutually exclusive.
- Provide clear direction to all levels of management on traffic management.
- Ensure the Parking Management Service provider, Security Services provider and Estates Dept. Staff are aware of responsibilities in relation to traffic management.
- Report ongoing traffic related health and safety risks to executive management
- Ensure works contractors, maintenance and service contractors/providers under Estates Dept. management control are aware of this TMP; and they prepare site/task specific traffic risk assessments and develop and implement local Traffic Management Plans
- Ensure a facility/mechanism is available to campus users to report traffic related matter for attention
- Provide guidance and direction to event organisers in relation to traffic management and at Estates management discretion, provide direct support for event traffic management activities.

- Shall appraise projects of all scales and levels of complexity that will enhance and improve the traffic and pedestrian physical infrastructure on the campus, promote and advocate for the funding/resourcing and implementation of same.

## 5.3 Management Staff

All management staff shall:

- Ensure that Unit reporting staff, students, and visitors who perform activities under their management direction and/or in areas under their management control, fully understand and observe the requirements of this TMP, and related procedures.
- Ensure locally organised contractors, service providers and visitors (i.e. arranged, contracted, invited by the individual Faculty, Department, Functional Area or by a person(s) working or acting within the Faculty, Department, Functional Area) are fully informed of the requirements of this TMP and adequate supervision is provided where required.
- Ensure that the behaviour of contractors and visitors to the Campus complies with traffic management requirements of this TMP
- Ensure all traffic incidents, hazards and near misses reported by contractors are logged and reported to the Estates Dept. helpdesk as soon as possible after they are notified.

## 5.4 Event Organisers

Persons with responsibility for organising events, must:

- Organise and runs their event in adherence to the campus Event Management policy, procedures and guidance.
- Identify the traffic arrangements for small, medium and large events
- For large events, a specific Traffic Management Plan may be required to be developed to supplement the event management plan. The Evert Organiser is responsible for developing the TMP, with support and assistance from the Estates Dept where required.
- For large events, engage with stakeholders such as other campus users, local authorities, An Garda Síochána, Emergency Services and others.

## 5.5 All Campus Users

Campus users (including visitors) shall comply with and note the following:

- All drivers have a legal responsibility to adhere to the rules of the road.
- All campus users shall maintain their speed at or below (preferably) the campus speed limit of 15km/h.
- Take reasonable care of their own safety and the safety of others while driving, walking, moving, cycling, or otherwise navigating the campus
- Adhere to parking regulations applicable on the campus – a failure to do so by any person will create a hazard for other campus users and increase the risk of an incident/accident.
- Not interfere or misuse any traffic infrastructure
- Report any traffic incident, dangerous occurrence, or potential safety hazard to their line Manager/Supervisor in the first instance, and to log the matter on the Estates Dept. Helpdesk.
- Familiarise themselves with this TMP, associated documents and resources.
- Familiarise themselves with, and adhere to the requirements of the TMP (and associated documents and resources) and ensure no behaviour/activity is undertaken that will endanger the safety of themselves or other campus users.
- Follow all University policies, procedures and any safe work procedures in relation to traffic management.
- Follow all traffic related directions as provided by the Estates Dept.
- Report all traffic related incidents, hazards and near misses to the Estates Dept.
- Enter and leave the Campus by approved gateways and routes and in accordance with this TMP

## 5.6 Contractors, Delivery Vehicles and Visitors

Contractors, delivery vehicle drivers must:

- Cooperate and actively contribute to the health and safety of themselves and others within the Campus that may be affected by their acts or omissions.
- Follow all University policies, procedures and any safe work procedures in relation to traffic management.

- Comply with the requirements of the TMP and ensure no activity is undertaken that will endanger the safety of other campus users.
- Works and maintenance/service contractors/providers must risk assess traffic safety and implement local Traffic Management Plans to minimise the risk created by their activities.

## 5.7 Bus Drivers

Bus drivers accessing and departing the campus, must:

- Adhere strictly to all the requirements of the Bus Drivers Procedure applicable to the campus
- Only enter the campus via Gateway 01 and depart the campus via Gateway 02
- Do not enter the East Campus
- Do not park your bus on campus
- Do not attempt the turn, reverse, or undertake any awkward vehicle movement on the campus

# 6.0 Particulars

## 6.1 Campus Opening Hours

The campus opening hours relates to the times the various access/egress gates are fully closed up and locked. The exact times may vary slightly to allow for security and/or University personnel traverse the site and lock up the various gates. These hours are not to be conflated with building opening hours; which operate to a separate, but related timetable. The hours are subject to adjustment from time to time to meet specific needs e.g. events, construction works, etc. The campus opening hours are set out in Table 01.

| Day | Status | Main Campus | East Campus |
|---|---|---|---|
| Monday | Open | 06.30 | 06.30 |
| | Close | 00.00 | 00.00 |
| Tuesday | Open | 06.30 | 06.30 |
| | Close | 00.00 | 00.00 |
| Wednesday | Open | 06.30 | 06.30 |
| | Close | 00.00 | 00.00 |
| Thursday | Open | 06.30 | 06.30 |
| | Close | 00.00 | 00.00 |
| Friday | Open | 06.30 | 06.30 |
| | Close | 00.00 | 00.00 |
| Saturday | Open | 08.00 | 08.00 |
| | Close | 21.00 | 21.00 |
| Sunday | Open | 08.00 | - |
| | Close | 19.00 | - |
| Public Holidays | Open | Variable | Variable |
| | Close | Variable | Variable |

**Table 01: Campus Opening Hours**

## 6.2 Gateways

The Main Campus is served by 2 x primary dual vehicle and pedestrian gates. It also contains 2 x vehicle gates that may be used for temporary access needs e.g. construction vehicles, event

traffic or other special circumstances where additional vehicular access/egress is required. The Main Campus is also served by 3 x pedestrian only gates.

The East Campus is served by 2 x dual vehicle and pedestrian gates. It is also served by 2 x pedestrian only access gates.

All vehicular gates are also intended for use by cyclists and other road users (motorbikes, motorized scooters and the like)

See further details regarding access/egress gates in Table 01 below.

| Ref | Campus | Pedestrian | Vehicle | Road Serving | Coordinates |
|---|---|---|---|---|---|
| 01 | Main | ✓ | ✓ | Dublin Road (R446) | 53.417045, -7.903551 |
| 02 | Main | ✓ | ✓ | University Road (R916) | 53.418088, -7.901063 |
| 03 | Main | ✓ | | Dublin Road (R446) | 53.417459, -7.906063 |
| 04 | Main | ✓ | | Dublin Road (R446) | 53.417159, -7.904710 |
| 05 | Main | ✓ | | University Road (R916) | 53.416790, -7.900831 |
| 06 | Main | | ✓ | Dublin Road (R446) | 53.417497, -7.906247 |
| 07 | Main | | ✓ | Auburn Road | 53.419643, -7.908712 |
| 08 | East | ✓ | ✓ | Dublin Road (R446) | 53.415708, -7.899332 |
| 09 | East | ✓ | ✓ | University Road (R916) | 53.417296, -7.900568 |
| 10 | East | ✓ | | Dublin Road (R446) | 53.415842, -7.899757 |
| 11 | East | ✓ | | University Road (R916) | 53.416757, -7.900605 |

**Table 02: Access/Egress Gates Details**

## 6.3 Campus Roadways

There are approximately 5km of roadway infrastructure within the campus. Roadways are generally dual lane and subject to normal rules of the road. The campus speed limit is 15km/h and there are speed bumps in place in various locations to minimise risk associated with excessive speed in a campus environment, along with other traffic management infrastructure.

## 6.4 Car Parks

The campus currently contains 1,045 x car parking spaces, distributed across 15 x car parks or parking zones.

The following is a schedule of current car parks and parking zones; their map reference, current capacity, location and relative notes:

| Map Ref. | Location | Spaces | Notes |
|---|---|---|---|
| A | Adjacent to B Block (Reserved Car Park) | 19 | Reserved car park w/access control |
| B | South of HTL Building | 51 | Staff car park |
| C | East of HTL Building | 146 | Staff car park |
| D | Adjacent Gateway 2 | 89 | Student car park |
| E | West and north side of John Count McCormack Centre | 50 | Student car park |
| F | Parallel parking on campus road between Main Building and Arena | 20 | Shared parking zone |
| G | Semi basement car park under Arena | 150 | Paid parking & incl. UA spaces |
| H | West of Main Building Block E (adjacent to prefab) | 5 | Reserved parking zone |
| I | South side of Main Building | 10 | Universally Accessible (wheelchair accessible) parking spaces |
| J | West of Main Building | 88 | Shared spaces; car park to be decommissioned to facilitate STEM Building development in Q4 2022 or Q1 2023 (TBC) |
| K | Parallel parking on campus roadway to south and west of car park J | 18 | Shared spaces |
| L | West of Engineering and Informatics Building | 77 | Shared spaces. Capacity temporarily reduced to facilitate APT Extension and Retrofit building project; project due to complete Q3 2023 and increased capacity to be reinstated |
| M | East of Nursing & Health Sciences Building | 16 | Shared spaces and UA spaces |
| N | Between Nursing & Health Sciences building and Trades Building | 75 | Shared spaces |
| O | North of Trades Building and Research Hub | 231 | Shared spaces. Capacity temporarily reduced to facilitate the extension to the MIRC Building. Capacity will increased on project completion, due Q2 2023. |
| | **Grand Total** | **1,045** | |

**Table 03: Car Park/Parking Zone Schedule**

Car parks are designated and categorised as follows:

- Student Only Parking
- Staff Only Parking
- Shared Parking
- Disabled Parking (Universally Accessible spaces)

- Reserved Parking
- Paid Parking
- Electric Vehicle Charging

## 6.5 Other Traffic Particulars

### 6.5.1 Buses

There is one dedicated bus stop on the campus, located to the north east of the HTL Building, in close proximity to the Gateway 02. The bus stop does not have dedicated layby and bus drivers are required to park temporarily on the standard traffic lane. Passengers can board and disembark directly off or onto the footpath. Buses accessing the campus are subject to a one-way system; buses **must** enter via Gateway 01 off the Dublin Road, traverse the roadway to the bus stop, and exit the campus onto University Road via Gateway 02. This system eliminates the risk created by roads being blocked up for traffic in both directions and ensure passengers can embark or disembark onto the footpath.

Bus Éireann operate bus routes to the campus and utilise two bus stops located on the Dublin Road at the front of the East Campus. Live information on bus (and rail) timetables is available via a digital display in the Reception in the Main Building.

Refer to the Bus Drivers Procedure (Appendix B) for further information for buses accessing the campus; contact the Estates Dept. to request a copy.

### 6.5.2 Loading/Unloading Areas

The campus is served by a wide variety of delivery vehicles, including mail delivery vehicles, couriers, material and equipment deliveries, food and perishable goods deliveries, cash transit armoured vehicles, and so forth. There are a number of set down areas serving various facilities on site to accommodate delivery vehicles:

- Goods-Inwards
- Hospitability, Tourism & Leisure building
- Service Roadway to main canteen facility
- Various compounds across the campus

### 6.5.3 Traffic Management Various

The following infrastructure, features and activities are in place to assist with traffic management on campus.

- Traffic and pedestrian signage
- Speed control ramps/bumps
- Road markings (or line markings)
- Parking management services; with primary objective of minimising risks associated with bad parking practices by campus users
- Winter services – salting and gritting of roadways and pedestrian walkways in freezing, icy and snowy
- Routine inspections and maintenance to repair defective infrastructure on roadways and pathways

### 6.5.4 Bicycle Parking

There are currently seven dedicated areas where cycle stands are provided for campus users to park their bicycles. The majority of these are covered and the stands also include CCTV coverage for security. There is approximately 180 bicycle parking space serving the campus.

# 7.0 Traffic Rules

## 7.1 Vehicles

Entry of vehicles to University premises is restricted to the following:

- Vehicles driven or occupied by Staff, Students or Visitors with a valid reason to park on the Campus.
- Vehicles of other campus users who have businesses or are attending meetings, functions, authorised sporting activities and other sanctioned activities on the campus.
- Vehicles delivering goods ordered by the University
- Vehicles operated by contractors and service providers to the University.
- Vehicles picking up or setting down passengers who are Staff, Students of or Visitors to the University.
- Emergency services vehicles
- Mobility enabling equipment such as wheelchairs and motorised scooters are permitted where they are used by people with a mobility impairment.

## 7.2 Bicycles

Under Irish law, bicycles are considered a type of vehicle. Cyclists have rights and responsibilities like all other road users. Cyclists must obey general road rules as well as the specific road rules for bicycle riders. In the interest of safety, it’s important that cyclists obey the rules of the road. As a cyclist, you are particularly vulnerable.

## 7.3 Mechanically Powered Vehicles (MPVs)

The following information is sourced from the Road Safety Authority of Ireland.

- An electric bicycle, e-bike or booster bike is one with an electric motor. There are many types of e-bikes from those that only have a small motor to assist the rider's pedal-power e.g., Pedelecs to more powerful e-bikes that do not need to be pedalled at all i.e. power on demand unless the rider wishes.
- An electric scooter is a small platform with two or more wheels that is propelled by an electric motor. Besides the motor, the rider can also propel the electric scooter forward by pushing off the ground.

- If it can be powered by mechanical or electrical power alone (i.e., it can continue without you pedalling or scooting it) then it is considered to be a 'mechanically propelled vehicle' (MPV).
- Under road traffic law, if an MPV is used in a public place, it is subject to all of the regulatory controls that apply to other vehicles i.e., it must be roadworthy, registered, taxed and insured.
- The driver of the vehicle must hold the appropriate driving licence and is obliged to wear a crash helmet.
- A Mechanically Propelled Vehicle (MPV) is defined as;
    - Under the Road Traffic Act 1961 at Section 3(1) (a) and (b) it is defined as 'a vehicle intended or adapted for propulsion by mechanical means, including.
        a) a bicycle or tricycle with an attachment for propelling it by mechanical power, whether or not the attachment is being used,
        b) a vehicle the means of propulsion of which is electrical or partly electrical and partly mechanical, but not including a tramcar or other vehicle running on permanent rails.

TUS discourages the use of MPVs on campus and on public roads and note that the use of an e-scooter in a public place is an offence for which An Garda Siochána have the power to seize the vehicle under Section 41 of the Road Traffic Act.

If a student uses an MPV as transport on public roads (a practice TUS discourages) TUS requests the user disembark the MPV at the campus gates and walk/push the MPV to the destination on campus.

TUS acknowledges that legislation governing the use of MPVs such as e-bikes, electric scooters, pedelecs and the like is currently under development and may soon become law. The TUS policy towards these types of MPVs will be adjusted at the appropriate time.

## 7.4 Plant and Equipment

All plant and equipment being operated on campus shall meet statutory requirements and have the required registration, licenses, tickets, or certification where required. All mobile equipment shall be fitted with suitable reversing alarms and flashing yellow hazard lamps. All

third party contractors undertaking works or services on the TUS campus will be required to have risk assessed their works/services and to have implemented necessary control measures to minimise risk. The specific hazards associated with plant and equipment will be controlled and where required work/task specific traffic and pedestrian management plans will be developed and implemented.

# 8.0 Traffic and Pedestrian Arrangements

## 8.1 General

The following is a description of the typical arrangements available and active on the campus for vehicular and pedestrian users.

## 8.2 Vehicle Routes

Vehicle routes are those roads which act as a major thorough fare for vehicles and access/egress to and from campus facilities, buildings and amenities. Primary vehicle routes can be defined as follows:

- carry high volumes of traffic travelling at or below the campus speed limit
- comprise a mixture of vehicle types and sizes
- consist of more significant infrastructure i.e. wider roads, footpath provision and formalised pedestrian crossings
- by their nature create a higher-level risk of conflict with other University users

## 8.3 Pedestrian Routes

Pedestrian routes are those footpaths and routes which act as a major method for pedestrians to access campus facilities, buildings and amenities. Pedestrian routes can be defined as follows:

- generally carry higher volumes of pedestrians
- provide a connection between buildings and external facilities/amenities
- consist of concrete footpaths, marked walkways, unmarked vehicles free paved areas and formalised pedestrian crossings
- by their nature create a higher-level risk of conflict with other University users.

## 8.4 Parking

Car park spaces are a finite resource serving the needs of campus users and activities. TUS operate a managed parking system to minimise the risk to campus users that may arise as a result of bad parking practices and to maximise the utilisation of available spaces. Parking on campus is subject to defined rules and regulations. Refer to the following documents for information and details regarding parking on the campus:

- 2022.Pro.PARKING REGULATIONS ATHLONE
- TUS Athlone Car Park Map
- EV Charging App Registration and User Guide
- Parking Infringement Appeal Form

Failure of campus users to adhere to the parking regulations will create a hazard for other campus users and increase the risk of an incident/accident.

Parking related documents including the campus Parking Regulations may be accessed on the Estates Dept. section on the TUS website at: https://www.ait.ie/life-at-ait/campus-facilities/estates/parking

## 8.5 Carpooling

To alleviate the demands on campus parking capacity and roadway traffic, the Traffic Management Plan supports campus users who are willing to carpool or car share. The benefits include;

- A guaranteed dedicated space to the Carpool group during core business hours
- Reduced car journeys to the campus
- Savings on fuel and vehicle maintenance costs
- Reduced CO2 emissions
- Enhanced safety for all campus users
- The use of the Guaranteed Lift Home (GLH) scheme during the academic year

To avail of carpooling options, contact the Estates Dept. directly (staff) or the Students Union (students). Further information on carpooling is available at Appendix C.

## 8.6 Cycle to Campus

The TMP advocates and encourages campus users to cycle to campus whenever possible. Cycling is an ideal method of physical activity that provides an array health benefits, and other benefits including environmental, financial, and societal benefits. Here are just a few of the benefits associated with cycling to the campus:

- Reduced carbon footprint
- Reduced costs associated with travelling by car – you can save on both fuel and parking costs

- Improved health benefits
- Lower stress levels
- More productivity at work or campus and
- Opportunity to increase social engagement
- A wide variety of health benefits as a result of cycling

The Estates Dept. will assist any person cycling to the campus in terms of secure bike parking, accessing washroom facilities (showers/toilets) and locker storage. Contact the Estates Dept. as required. Further information in Cycling to Campus is available at Appendix

## 8.7 Set Down Areas

The location of set down areas for each campus provide a facility for delivery vehicles and others to temporarily park/pull and to unload/load their products. These areas are noted with road marking, physical signage and are marked on the TUS Athlone_TMP_2022_Ver0 map, available at Appendix A.

## 8.8 Reporting Issues

Staff members at TUS may log or report specific traffic or pedestrian safety issues, potential improvements, concepts for consideration or any other matter for attention on the Estates Dept. online helpdesk.

Students, or visitors to the campus can request a staff member to log or report a matter to the helpdesk on their behalf e.g. a student or visitor could request a staff member at the Main Reception, an event organiser, or their lecturer to log/report a matter onto the helpdesk.

The Estates Dept. Helpdesk can be accessed at the following link: https://www.ait.ie/life-at-ait/campus-facilities/estates/estates-helpdesk-for-staff

# 9.0 Traffic Management Principles

In order to address potential conflicts between vehicles and other campus users, the TMP identified potential conflict areas or zones, then ranked the conflicts zones in terms of the risk they presented to campus users as either high risk, medium risk or low risk. Control measures for each zone were then developed and are presented in the following sections.

## 9.1 Driver Rules

The following rules must be adhered to when driving a car, motorbike, MEWP or any other vehicle on the campus:

- Do not break the campus speed limit of 15km/h. Reducing your speed is the most important action a driver can take to minimise the risk of an accident
- Observe and adhere to traffic infrastructure information e.g. road markings, signage, speed reducing ramps/bumps and so forth.
- Pay close attention to pedestrians and cyclists – they are the more vulnerable to injury as a result of a collision with a vehicles that the driver. Observe and become aware of pedestrian crossings, but be aware that a pedestrian may attempt to cross a road at non marked locations.
- Park only in designated car parks or car park zones. Adhere to the parking regulations applicable on the campus; refer to *2022.Pol.PARKING REGULATIONS ATHLONE* (available on the TUS website) for further information on parking.
- Pay close attention to parked buses or other vehicles on campus roadways; visibility of pedestrians may be obscured increasing risk of pedestrian stepping onto road.
- Follow any instructions or information provided by traffic wardens from time to time, or during an event on campus.
- Pay close attention and adhere to advisory notes and information shared with campus users from the TUS Athlone Estates Dept.
- Pay close attention and observe for any construction vehicles on campus, likely to be in close proximity or accessing/egressing live construction site on the campus.
- Pay close attention and note any warning signage or strobe hazard lighting in operation.
- Only drive your vehicle is designated traffic routes and roadways; driving elsewhere on campus increases risks to pedestrians and cyclists.

- Do not use your mobile phone while driving on campus or off campus
- Do not be distracted from driving on campus by any other activity e.g. eating while driving, or adjusting your radio etc. While it is not illegal to eat while driving, it is an offence if it could cause you to drive without due care and attention. These type of actions while driving are an increased risk to you and others on campus; the campus environment is equivalent to a busy urban environment with increased traffic, pedestrians, cyclists and other activities – be aware of this as you drive on campus.
- Do not drive on campus or off campus while under the influence of alcohol or drugs
- If you are tired while driving on campus, it is recommended to park your car, take a short nap, and consume some coffee or sugar before you recommence your journey.
- Slow down
- If you drive an electric vehicle or a hybrid vehicle, your vehicle may create an added risk to pedestrians as a result of the lower noise levels generated by your vehicle in comparison to a traditional combustion engine. The noise levels generated by typical combustion engines provide an audio warning to pedestrians of the presence of moving vehicles in close proximity, even when such vehicles are not in a pedestrians field of vision (e.g. behind them). The campus speed limit of 15km/h required to minimise on-campus speed has a negative side effect for EV vehicles of also minimising the sound that is created between the friction of tyres on the asphalt or other hard surface on which the vehicle is moving, thereby further reducing the audio warnings typically generated by a vehicle driving on the campus. TUS requires drivers of electric vehicles to be aware of this hazard (i.e. the risk the low sounds emitted by the electric vehicle present for pedestrians and other campus users) and to exercise additional caution when driving around the campus.

## 9.2 Pedestrian Rules

### 9.2.1 General

- Do not look excessively at your smart phone when walking; keeping your head up and watching where you are walking might be the simplest and most effective practice a pedestrian can take to keep themselves and/or other campus users safe from serious risks.
- If there is a footpath, you must use it.

- If there is no footpath, you must walk as near as possible to the right-hand side of the road, facing oncoming traffic.

- If the road is narrow or carries heavy traffic, you should walk in single file and never more than two abreast.
- You should always wear bright, high-visibility clothing when walking during the day and reflective clothing when walking at night.
- You should always carry a torch when walking at night.
- You should always be aware of other road users.
- If you are walking as a group of more than 20 people, you should walk on the left-hand side of the road, in the direction of traffic flow.
- You should never walk on the road after consuming alcohol as this is very dangerous at any time of day or night.
- The following Do's and Dont's should be applied when crossing a road on campus (or off campus)

| Do's | Dont's |
|---|---|
| Do look for a safe place to cross | Don't cross at a corner or bend in the road |
| Do stop and wait near the edge of the path, or edge of the road if there is no path | Don't cross near the brow of a hill |
| Do look right and left and listen for traffic | Don't cross near parked vehicles |
| Do let any traffic coming in either direction pass, then look right and left again | Don't cross where there are guard rails along a footpath |
| Do walk briskly straight across the road when it is clear | Don't hold or climb onto moving vehicles |
| Do continue to watch and listen for traffic while you cross. | Don't run across the road. |

**Table 04: Pedestrian crossing roads – Do's and Don't's**

### 9.2.2 Pedestrian Crossings

Before you use a pedestrian crossing, note the following:

- You do not have right-of-way over traffic until you step onto a crossing. However, you must never step onto a crossing in such a way as to cause a driver to brake or swerve suddenly.
- Drivers should stop to let you cross by slowing down as they approach the crossing, and then stop behind the stop line if there is one.
- You must not cross within the area either side of the crossing marked by zig-zag white lines. If these lines are not provided, you must not cross within an area 15m either side of the crossing.

To cross safely at a pedestrian crossing:

- You must always watch carefully for approaching traffic.
- You must place one foot on the crossing to indicate that you wish to cross.
- You must wait until traffic has stopped before you start crossing.
- Where there is a central island, you must treat each side as a separate crossing.

### 9.2.3 Uncontrolled crossing places

- Generally, uncontrolled crossing places or courtesy crossings are designated shared areas of road. They are usually coloured, slightly raised, patterned or cobbled sections of road. You should be aware of the potential dangers when approaching or crossing them.
- Always remember that you do not have an automatic right-of-way.
- You need to be alert that traffic may suddenly approach from either direction.
- You should only enter when you are sure that all traffic is aware of your presence.
- Remember, if you can't see the driver, they can't see you.

## 9.3 Cyclists

Note the following requirements:

- You are legally obliged to keep your bike in good working order
- You must cycle with reasonable consideration

- You are not legally obliged to wear a helmet or hi-visibility clothing while cycling in Ireland. However the Road Safety Authority of Ireland recommends cyclists wear both for safety; while cycling on the campus you should wear both a helmet and hi-visibility clothing.
- If you are using a bike on campus it must be fitted with reflectors and lights to ensure that you are visible. All bikes on public roads must comply with the Road Traffic (Lighting of Vehicles) Regulations 1963 as amended. This law sets down the type of reflectors and lights that your bike must have and when you must use your bike lights. In addition to lights, your bike must also have:
    - A bell, which can be heard from a reasonable distance
    - Front and rear brakes
    - A rear reflector that can be seen from a reasonable distance

When cycling on campus you must:

- Stop at pedestrian crossings
- Stop at stop signs and yield right of way at yield signs.
- It is an offence to ride a bicycle while holding on to another moving vehicle
- On footpaths and shared paths, cyclists share the space with pedestrians. Cyclists shall keep left and give way to all pedestrians

## 9.4 Event Organisers

Events being held on campus are subject to the campus Event Management Policy. Certain types of events will increase traffic and pedestrian activity on campus and will require a risk assessment and event management plan. An event specific traffic management plan may be part of the event management plan or a separate document ancillary to the event management plan.

## 9.5 Construction Works and Maintenance

All construction and maintenance vehicles operating on the campus are subject to the Health, Safety and Welfare at Work Act 2005, the Construction Safety Regulations 2013, the campus contractor safety management system and permit to work system and other safe systems of

work. Traffic and pedestrian safety will be a required risk to be assessed for any construction or maintenance activity to be carried out on campus. TUS identifies traffic and pedestrian safety as a known risk for designers, contractors and service providers to consider and actively control when operating on campus.

# 10.0 Emergency Vehicle Arrangements

The Estates Dept. operate an emergency mobile phone to take calls in relation to a wide variety of emergency situations on the campus including, but not limited to:

- Fire related emergency
- Medical emergencies
- Security emergencies

Responding emergency vehicles to a situation on campus may include fire engines, Gardaí vehicles and ambulances. This comprises a large and unknown number of potential drivers of emergency vehicles needing to access the campus and find the scene of the emergency. These drivers' familiarity and understanding of the campus may be limited, or none at all. Therefore there is a need to assume that emergency vehicles responding to an emergency situation have no prior knowledge of the campus.

Estates Dept. personnel responding to an emergency situation will provide logistical support in response to this need i.e. personnel will attend the appropriate Gateway emergency vehicles will use to access the campus, and direct the emergency vehicle to the site location of the emergency situation.

# 11.0 Monitoring and Review

The Estates Manager will monitor the implementation and performance of this Traffic Management Plan on an on-going basis and will review the TMP annually at minimum, and at any stage at the Estates Manager discretion. The Estates Manager may, with full discretion, invite various stakeholders to take part in any review of the TMP.

The objective of monitoring, reviews and adjustment of the TMP is to continually improve and enhance the campus traffic and pedestrian environment for campus users.

# Appendices