An Roinn Iompair
Turasóireachta agus Spóirt

Department of Transport,
Tourism and Sport

Guidelines

for

Classification and Scheduling of Roads

In Ireland

September 2013

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Appendices

1. Introduction

1.1   Overview

This document provides guidance on the classification of Irish roads. Specifically this document considers the classification of national and regional roads and the general principles that govern why these roads are so classified.

The classification of roads evolved as it became clear that it was necessary to have a system to help motorists identify good routes for driving. In the 1970s, the current National Road system was introduced with the Regional and Local Road systems being introduced subsequently. Under the Roads Act of 1993 it is a function of the Minister for Transport to classify National and Regional Roads whereas for Local Roads it is a function of the Local Authority which is the Road Authority for its area.

It is important that Road Authorities maintain an accurate record of public roads for its area due to implications on licences or permits or in relation to Road Traffic.

1.2.   Road Classification Legislation

The Roads Act 1993 was a consolidated Act that repealed previous legislation and consolidated at that time all roads legislation into one act. Under the 1993 Act all previous classifications were revoked and a new system was put in place. Part II of the 1993 Roads Act sets out the current classification of roads as follows;

- National
- Regional
- Local

In the case of National roads and Regional roads the Minister may by order "divide a particular class of roads into subclasses". This has been done in the case of national roads which are sub-divided into national primary and national secondary. With regard to local roads, the Local Authority which is the Road Authority for the area should similarly sub-divide local roads into specific classes and the practice adopted by all local authorities has been to implement a three tier hierarchy to local roads; local primary, local secondary and local tertiary.

Section 10-(5) of The Roads Act 1993 requires that each Road Authority maintain a schedule and map of all public roads for which it has responsibility and each Local Authority maintains such a schedule and is required to update it regularly.   Since the enactment of the Roads Act 1993, schedules for national and regional roads have been prepared in 1994, 2006 and 2012, the current S.I.s are S.I. 53 of 2012 in respect of National Roads and S.I. 54 of 2012 in respect of Regional Roads.

The Roads Traffic Act 2004 has a significant impact on classification in that for the first time the actual classification of the road governs the default speed limit for the road. Previously the default national speed limit was 60 mph, however the Roads Act 2004 resulted in the default speed limit for national roads being 100km/h and for Regional roads being 80kmh as well as a default speed limit of 120km/h applying to motorways. There are obvious implications when a national road with a default speed limit of 100km/h is bypassed and therefore automatically reverts back to local, which has a default speed limit of 80kmh. It is therefore of vital importance that the roads schedules are renewed on a regular basis to reduce the potential legal discrepancies that may arise if this is not the case.

Section 8 of the Roads Act of 2007 relates to the "Declaration of Motorways". The Minister may as a result of this Act declare specific national roads to be motorways as long as they meet the requirements set out in the Act. To date approximately 1017km of road have been declared as motorway.

2. Road Classification

2.1.   Introduction

Roads in the Ireland are classified as National roads (shown by the letter *N* followed by a route number, e.g. N25), Regional roads (shown by the letter *R* followed by a route number, e.g. R611) and Local roads (shown by the letter *L* followed by a route number, e.g. L4202). There are two types of National roads: National Primary routes and National Secondary routes. Some National roads are designated as motorways (shown by the letter *M* followed by a route number, e.g. M7).

The classification system can be broken down by a standardised system of road scheduling that is in turn supported by a standardised system of computerisation of the road network. The different classes of roads in Ireland are allocated blocks of numbers so that no number is used more than once within a county. It should also be noted that not all road numbers are currently in use.

2.2.   Numbering System for National and Regional Roads

National and Regional Roads are Classified by Statutory Instrument. Blocks of numbers are reserved for all roads ranging from 1 to 99999 with different blocks reserved for different classifications. However at all times consideration needs to be given to the fact that there are a finite number of road numbers available for national and regional roads.

The following are the key elements of the road numbering systems for National and Regional roads including the blocks of numbers used: -

- National roads number anti-clockwise from Dublin (O'Connell St.)

    - National Primary Roads are numbered from N1 to N50 (designated motorway sections are signed with **M** prefix instead of **N**)

    - National Secondary Roads are numbered from N51 to N99

- Regional Roads are numbered from R100 to R999 - 1st digit of 3 digit number identifier region

    - Regional Road   – 1st digit (1-7) Regional numbers, divided into blocks.

        – 1st digit (8-9) Used for short urban regional roads.

2.2.1   Road Numbering – National Roads

The National Primary road network is numbered 1 through to 50 and the secondary network 51 to 99. Not all numbers are currently in use.   On the primary network the current batch of road numbers use N1 to N33 with a gap until the N50. On the secondary network there are more 'gaps' in the numbering and they currently go up as far as N87. Numbering for the primary network generally starts anti-clockwise from Dublin N1, N2, N3, N4 etc…the routes N12 through to N25 are also anti clockwise. The secondary network roads are also numbered around the country in an anti clockwise fashion.

There is no separate numbering for roads designated as motorways. With routes or sections of routes that are motorway, the 'M' replaces the 'N' in front of the number in respect of national roads and if any replaces the 'R' in respect of regional roads. This reflects their Motorway designation as opposed to having a separate classification.

2.2.2 Road Numbering – Regional Roads

Three digit numbers are reserved for Regional Roads, i.e. R101 to R999. Like the national roads the numbering is anti-clockwise from Dublin. The broad arrangement is as follows:-

R101	- R149	Reserved for roads in, or starting in, the Dublin area.
R150	- R196	The North East; Meath, Louth, Monaghan, Cavan.
R196	- R299	North West ; Sligo, Roscommon, Leitrim, Donegal
R300	- R388	West ; Mayo, Galway
R389	- R457	Midlands; Longford, Westmeath, Offaly, Laois, Kildare
R458	- R547	Mid West; Clare, Limerick, Tipperary N.R.
R548	- R658	South; Kerry, Cork
R659	- R719	South East; Tipperary S.R., Waterford, Kilkenny
R720	- R799	East; Carlow, Wexford, Wicklow

The initial number 1 through 7 broadly indicates the region of the country the road is located. Gaps are left in the sequence to provide for further regional roads that may be required in time.

Other regional roads which are, in the main, short lengths within cities and other built up areas are in the R800 and R900 series which numbers indicate that these roads are local intra-urban links. These roads are normally of short length and have mostly been used for administrative purposes, particularly in towns and for declaring the roads to be regional and, as such, are the responsibility of the county at large. Although not traditionally signposted the R800 and R900 numbers are increasingly appearing on signs throughout the country.

The numbering of these R800 and R900 series of regional roads follows the pattern of numbers R801 to R845 reserved for the Dublin area with initially the numbers R801 to R839 being used; R846-R856 for Cork; R857-R859 Limerick; R860-R862 Waterford; R863-R866 Galway and subsequent numbering going anti-clockwise around the country. The highest number used in 2006 was R941.

2.3. Numbering System for Local Roads

Local roads are classified by the Road Authority and are divided into 3 categories with separate reserved blocks of numbers. Up to five digits are required to cater for numbering local roads. The numbering systems are not widely known to the public. However this may change now that the Local Authorities have started erecting signs indicating local road numbers. The identifiers LP, LS and LT are used to identify the road category, with additional benefit being gained by building some information into the numeric part of the identifier as follows:-

a) LP – Local Primary – LXXXX (L1000 – L4999)
   The first digit is in the range 1-4 (optional). This allows one to cater for 3999 county primary roads and possibly assign a range of numbers to each engineers area i.e. 1000-1999 = Eng Area 1.

b) LS – Local Secondary – LXXXX (L5000 – L9999)
   Local Secondary roads are numbered in a similar manner to local primary roads except that the first digit is in the range 5-8. This allows one to cater for 3999 local secondary roads and assign a range of numbers to each engineering area above i.e. 5000 – 5999 = Eng. Area 1. In order to allow flexibility on local secondary road numbering, the first digit may be 9 thus allowing road numbers from 9000 to 9999 to be assigned.

c) LT – Local Tertiary – LXXXXY (L10000 – L99999)
   Local tertiary roads are numbered such that their first four digits represent the number of the most important primary or secondary it intersects. The last digit, indicated by "Y" will be in the range 1-9. This allows one to cater for 9 roads leaving any primary or secondary road.

If the local tertiary road commences at a National or Regional road, then the nearest local road (highest category takes precedence) should be used to provide the first four digits of the tertiary road number.

2.3.1.   Road Numbering – Local Tertiary Roads

It is recommended that the numbering of a local tertiary road be associated with a local primary or local secondary road. The recommended method for implementing this is to define the number of the tertiary road as being that of the closest primary or secondary plus an additional digit in the range 1 – 9. Hence one is limited to a maximum of 9 tertiary roads associated with a primary or a secondary road.

In some instances Engineers have been finding restrictions imposed by the recommendations difficult to implement. In particular the restriction of 9 tertiary roads associated with a primary or a secondary road has, in some instances, posed problems. In order to accommodate some flexibility in the numbering of local tertiary roads, the Road Network System will allow local tertiary roads be defined with a number greater than 90000. The system will not check that such roads have any association with a local primary or secondary road.

In the interest of consistency use of such numbers should be avoided. If forced to have to use such numbers, Engineers would be advised to try and structure the numbers to that there is an implied relationship that they, and the relevant staff in their authority, are aware of.

In some instances the segment identifier has been used to define a number of tertiary roads as different segments of the same road even where they may be displaced from each other. The Road Network System does not check that one segment starts at the node where the preceding one ended. Hence it will allow the recording of data using this approach.

It is obvious that for any road user their perception of the name or classification of a route is how that route is signed. It is therefore essential that the task of classification and signing are closely linked to prevent disparities between the legal documents describing national and regional routes and what a sign indicates to the road user.

It should be noted that the classification and scheduling of a road can directly affect the speed limits on that road and that any changes will need to take account of the current provisions and needs with regard to speed limits. With changes to road classification or numbering road authorities need to ensure that records are up to date and accurate and that other relevant authorities such as the Gardai are informed.

For completeness and simplicity any update to the schedule should be comprehensive and revoke previous Orders thus ensuring that the there is only one consolidated and valid road schedule at any time.

It is advisable to ensure that any schedule and numbering system provides for future or proposed roads.

As stated previously the numbering of local roads is the responsibility of individual road authorities. Where a road authority is not able to conform to this guidance, it should consult with the Department.

3. Road Schedule

3.1   Introduction and need for a Road Schedule

Road Authorities need to maintain an up to date schedule of all public roads within their administrative area. Road schedules need to include on an on-going basis for roads that are 'taken in charge' or where there are changes in classification (i.e. from Regional to National or vice versa). Where a Road Schedule is not correctly updated and mapped additional liability may arise for road authorities or roads may become public by default due to erroneous licences being issued etc.

At local level processes need to be put in place for keeping the road schedule up to date, i.e. roads taken in charge being flagged at every meeting; engineer assigning road number.   The use of a Geographical Information System (GIS) or Road Management System such as MapRoad is vital in maintaining the road schedule and in managing road activities such as maintenance works, financial management or licences.

3.2   Legal requirements for a Road Schedule

The road Act places a number of obligations on a Road Authority with regard to numbering and maintaining a schedule and map of all public roads.

Section 10-4(b) requires a *'road authority shall assign a number or other identifying mark to each local road in respect of which it has responsibility'*.

Section 10-(5) of The Roads Act 1993 requires that each Road Authority maintain a schedule and map of all public roads for which it has responsibility and that each Road Authority maintain and update such a schedule regularly.

> *10 (5)   (a) A road authority shall keep a schedule and map of all public roads in respect of which it has responsibility.*
>
> *(b) A road authority shall prepare the schedule and map as soon as practicable after the commencement of this section and shall take all reasonable measures to keep the schedule and map up to date.*
>
> *(c) The schedule and map shall be kept at the offices of the road authority and shall be available for inspection during office hours.*
>
> *(d) The schedule and map may be kept otherwise than in a legible form provided that the information contained therein is capable of being reproduced in a legible form.*

Section 10 (6) details requirements on maintaining an inventory of all public roads

> *10 (6)   A road authority shall, at the request of the Minister and in such manner as may be specified by him, carry out an inventory of all public roads, or of any class or subclass of public road, in respect of which it has responsibility*

3.3   Methodology for Scheduling Roads

The Statutory Instruments scheduling the National and Regional Roads are legal documents and the descriptions are written in the statutory instruments following a standard format.
The text for the N7 from SI 187 of 2006 is replicated in Appendix 1 and thereafter are some notes explaining the key characteristics of the text.

The following table sets out the standard specification of each road segment [from 1995] as:-

Field		Description	Characters
1		**Road Definition**	
	a	Local Authority Code used for vehicle registrations (eg. CW, MNCL, MOC, etc)	4 max
	b	Road Class [eg R for Regional,]	2 max
	c	Road Number [eg R-123 or LT-37824]	5 max
	d	Road Section Number [eg R-123-9]	3 max
5		Average width of road (in metres)	As required
6		Road section length (in metres)	As required
7		Road Name or Townland (optional)	As required
8		**Description**	**As Required**
	a	Text Description of "Start" point of this road section	
	b	Text Description of any "Via" or intermediate points on section	
	c	Text Description of "End" point of this section	
	d	[Note: if a single block of text is normally used to describe the "Start", "Via" and "End" points, this text should be placed in Column G]	
9		Engineering Area containing the road section	As required
10		National Grid Easting Co-ordinate of the "Start" point of the section	
11		National Grid Northing co-ordinate of the "Start" point of the section	

For the purpose of supporting guidance Appendix 1 sets out the methodology used for the classification of National and Regional roads.

The described road schedule should sum up to the length of the overall length of the road network. In general this should reflect road center lines as per the OS mapping. However in order to correctly reflect this there are a number of considerations that need to be taken into account: -

3.3.a   Treatment of One Ways
For longer length roads such as National or Regional roads one-way systems may need to be incorporated in the overall description. However for local roads a one-way system may be scheduled separately as separate one-way roads or streets. One-way roads **form** part of the overall road length.

3.3.b   Describing Ramps, junction elements and lay-bys in roads schedule
Ramps, junction elements and lay-bys are not specifically described in the schedule as they are seen as an intrinsic part of the road adjoining. They **do not form** part of the overall road length.

3.3.c   Describing Link & Spur roads in schedule

Link roads may be specifically described in a road schedule so long as a consistent approach is taken. These are seen as an intrinsic part of the road network and **form** part of the overall road length.

3.3.d   Describing Dual Carriageways in schedule

Dual Carriageways are described in the schedule as a single road as opposed to two parallel roads and should be represented as a single centerline with different sub-elements such as carriageways referenced separately (see separate guidance). They **form** part of the overall road length as a single length.

4. Road Segments & Nodes

4.1. Need for Road Segments
For the purposes of on-going management and maintenance of a road network it is necessary to subdivide a scheduled road network further into segments. This is particularly necessary in using Road Management Systems such as MapRoad.

4.2. Segments
Road Segments should be a centreline representation of the network, based on the schedule that is to provide for consistent chainage referencing. They should, when added up, sum to the length of a road and in turn to the complete road network. Road segments are graphically based on the extracted road centreline from OS Vector mapping. However these may be further updated from time to time by other data such as by using GPS trace data from surveys.

Roads are typically divided into individual segments or lengths. Normally segments should go from a junction to a junction and should not exceed 1 kilometre in length and for exceptional circumstances segments such as in remote areas they may be longer, but should never exceed 2 kilometre lengths.

Segments should ideally be numbered sequentially from one end of a road to the other with a theoretical maximum of 999 being possible using MapRoad. Segment numbers should be unique for each road including where a road spans a county or administrative boundary. A node should however be located at the boundary.

Where a road spans an administrative boundary either the sequencing or use of blocks of numbers needs to be considered or agreed between road authorities. Where a segment number has already been assigned care needs to be taken if consideration is been given to changing the segment number.

It is important to note that as segments are a representation of road centre lines they do not account for elements such as dual-carriageways, on/off ramps or individual traffic lanes. In particular any element that constitutes part of a road, from boundary to boundary, that includes roadways, laybys, cycle tracks, bus lanes, footways etc. should not be scheduled separately or be defined as individual segments.

Note that although not part of a road schedule or length road authorities need to ensure that elements such as on/off ramps or roundabouts are accounted for and referenced.

Any of these items above that are not detailed in a road schedule or given a segment are covered by a road referencing system, which are a subset of the segments. See separate guidance on road referencing. However local consideration needs to be given to roundabouts which depending on their size and location in relation to minor/main roads may constitute a road segment, particularly if the road length is affected.

For Housing estates a single road number may be used where appropriate. However segments need to be defined for each branch road. Additionally auxiliary roads should be scheduled as separate roads to a parallel main road,

4.3. Nodes
A segment has a start node and an end node. Nodes should ideally be placed at junctions and their location should be influenced by the recommendation on segment length contained in 3 above.

The typical format for node numbering is as follows: LP1156 0030 where 0030 is ideally the chainage in km, correct to one decimal place.

There are 3 types of nodes in database terms and they are: -

   a) Physical marker but no road junction (typically used to ensure that road segment does not exceed a specified length)

   b) Physical marker at a road junction (this is the norm).

   c) Road junction but no physical marker (this occurs where a number of junctions occur in close proximity to one another)

4.4.   Junctions – Node to Segment

A link and node network will normally links the centreline of any side road with the centreline of the major road that it intersects with.   This is illustrated in figure 1. This ensures that the network is connected. It makes sense when presented graphically. It is clear which roads intersect with each other as there are no gaps.

The effect is to create centreline lengths that when added together overstate the total road length. In the illustrated example the minor road length as represented by the centre line in the system would be "too long" by half the road width of the major road.

To create road lengths that are an accurate reflection of reality would require deduction of half the road width of each major road from each end of the length of each minor road (that intersects a major road). However this may be cumbersome and it may be more practical to accept that roads lengths in the system are typically overstated by x% and to make an adjustment whenever the total road lengths are used for any significant reporting purposes.

Figure 1

Minor Road

Node where links intersect

Major Road
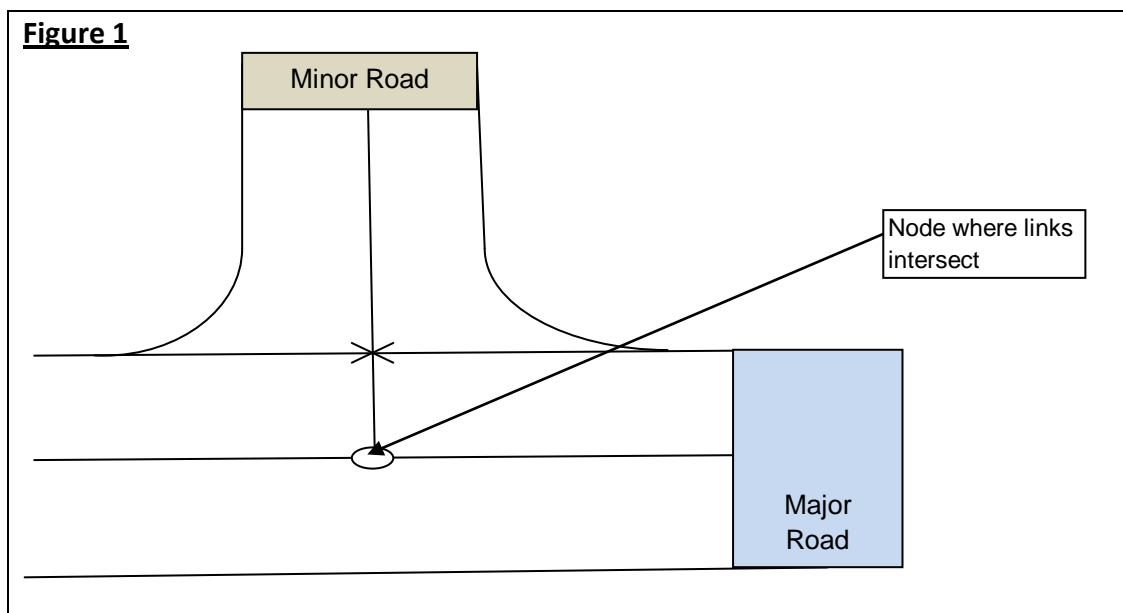
4.5.   Conclusion

Standardisation of road numbering across all road classes will provide many benefits. As the road schedule in most authorities needs revision anyway, now is the time to adopt such a standard.

4.6.   Road Numbering Example

A sample road network map will now be used to illustrate how this methodology might work in practice. Refer to Figures 2 and 3.
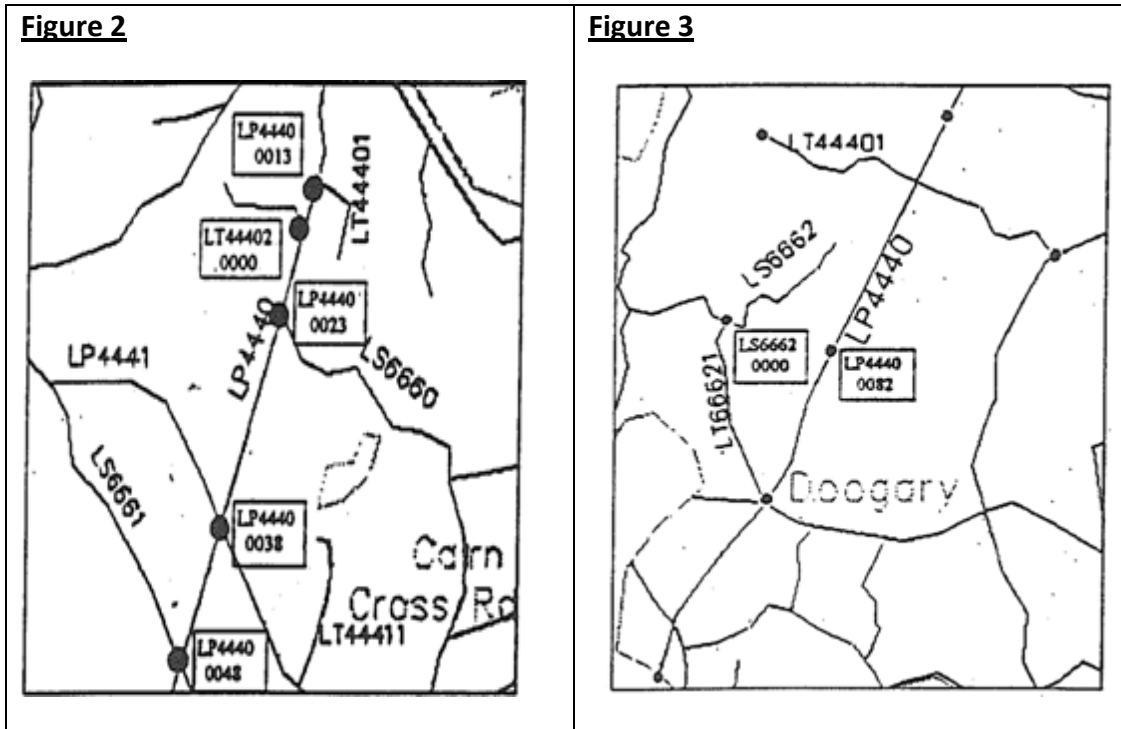
Figure 2   **Figure 3**

4.6.1   Categories and Identifiers

Figure 2 consists of two Local Primary routes denoted by LP4440 and LP4441 respectively. Note each primary route is designated with the characters LP followed by a five digit number where the second digit lies in the range 1 to 4 and the first must be 0 (zero).

The secondary routes have a similar designation to the primaries i.e. two characters LS followed by a five digit number where the second digit must be in the range 5 to 8 and the first digit must be zero. For example in Figure 2 the secondary routes are LS6660, LS6661 and LS6664.

The tertiary routes are also named using a two letter code LT and a five digit number where the first four digits are identical to those in the most important route that the tertiary route intersect e.g. LT44402 is a tertiary route intersecting the primary route LP4440 and LT66611 is tertiary route intersecting the secondary route LS6661.

4.6.2   Road Segments and Nodes.

The primary route LP4440 is further subdivided into road segments where each segment is not greater than approx. two kilometres. Road segments of a route have a start node and an end node where a node is identified by the route name of which it forms part and a chainage along that route. The node named consists of a four digit number where the final digit has an implied decimal point before it and the chainage is given in kilometres (formerly miles). For example the first node on LP4440 (increasing chainage is from top to bottom of Fig. 2) is at CH 0013 i.e. at 1.3 kilometres from the beginning of this primary route.

4.6.3   Node Placement

Nodes are placed on a given route where possible at junctions with other routes. In the absence of a junction (e.g. where a stretch of the route is greater than two km's). a node is inserted which divides the road into 2 approximately equal segments. For example on Figure 3 node LP4440 at CH 0082 represents a node without an intersection.

4.6.4   Nodes –Special Cases

The presence of a junction on a route does not necessarily imply that a node exists at this point. For instance in Figure 3 where LT44401 intersects LP4440, a node is not required as 2 existing nodes on LT44401 and 2 existing nodes on LP4440 are adequately spaced.

Another case of the above is where a junction exists but the node occurrence refers to one of the routes but not the other. This is demonstrated in Figure 2 where node LT44402 CH 0000 is the start node on a segment of the tertiary route but it does not signify any logical segmentation of the primary LP4440.

Conversely a node may exist on a route where it represents the start/end node of individual segments on both routes e.g. in Figure 2 LP4440 CH 0023 is also the start node on the secondary route i.e. LS6660 CH 0000. Note this information is not represented explicitly on the map. It must however be represented as such in the database.
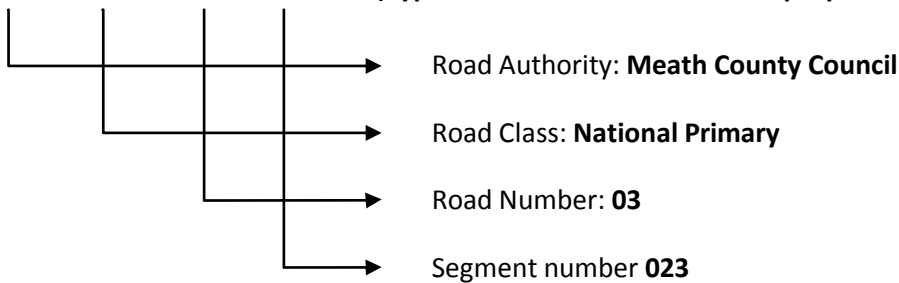
5   Road Code

Building on the previous sections the following table sets out the method by which we identify road segments. Roads should be identified by the following codes: -
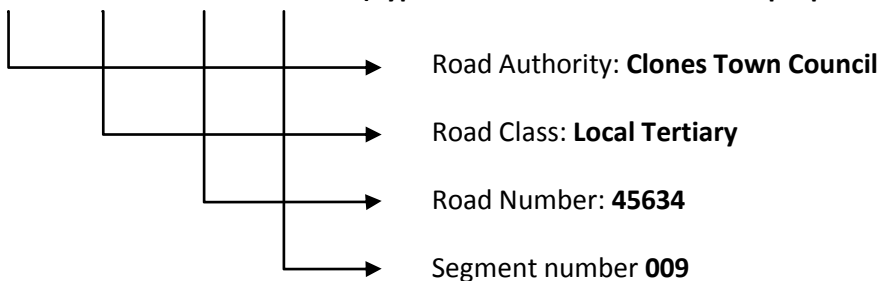
Digits	Description
AAAA	The first four digits shall consist of Local Authority (Road Authority) code. See Appendix 2.
BB	The next two digits represent the road classification. Permitted codes include: - NP, NS, R, LP, LS, LT
CCCCC	The next five digits indicate the road number such as 00005 for the N5 or 45634 for the L45634.
DDD	The last three digits represent the segment number.

The table in Appendix 3 gives a further breakdown as to permitted codes or numbers that would apply. The following are examples as to how these codes would combine together to uniquely identify a road segment: -

1. **MH00-NP-00003-023** **(hyphens included for illustrative purposes only)**

   Road Authority: **Meath County Council**

   Road Class: **National Primary**

   Road Number: **03**

   Segment number **023**

2. **MNCL-LT-45634-009** **(hyphens included for illustrative purposes only)**

   Road Authority: **Clones Town Council**

   Road Class: **Local Tertiary**

   Road Number: **45634**

   Segment number **009**

Appendix A – Road Schedule Example

A.1   Methodology for Scheduling National & Regional Roads

The Statutory Instruments scheduling the National and Regional Roads are legal documents and the descriptions is written in the statutory instruments following a standard format.

The text for the N7 from SI 187 of 2006 is replicated below and thereafter are some notes explaining the key characteristics of the text.

N7   Dublin - Limerick

> *Between its junction with M50 at Redcow in the county of South Dublin and its junction with N20 at Rossbrien in the county of Limerick via Newland's Cross, Kingswood, Brownsbarn, Collegeland, Rathcoole and Keating's Park in the county of South Dublin: Palmerstown, MAUDLINGS, OSBERSTOWN, NEWHALL, LEWISTOWN, GREATCONNELL, BALLYMANY, CURRAGH, GREYABBEY, MAYFIELD and LUGHILL in the county of Kildare: BARROW RIVER BRIDGE at the boundary between the county of Kildare and the county of Laois: CAPPAKEEL, GREATHEATH, Ballydavis, BALLYMACKAN, Togher, Clonboyne, Cloncourse; Portlaoise Road, Main Street, Market Square, Bridge Street and Patrick Street at Mountrath; Holy Cross, Moorfield Cross, Rush Hall, Derrin Cross, Borris-in-Ossory and Ballaghmore Lower in the county of Laois: Cooleeshill in the county of Offaly: Benamore, Tallaskeagh, Parkmore and Inane in the county of North Tipperary: Ouris and Busherstown in the county of Offaly: Greenhills in the county of North Tipperary: Moneygall in the county of Offaly: Toomevara, Clashnevin, Knockalton Upper, Lahasseragh, Tullahedy , Ballinteenoe, Kilmastulla, Gortybriggane and Birdhill in the county of North Tipperary: Daly's Cross, Carrowkeel and Ballysimon in the county of Limerick.*

A.1.a   Route Number and Short Description

On the top left hand side is the route number, in this case, N7 and on the right a short description of the road, Dublin – Limerick. The route in its entirety is the N7 even though part of the route is a motorway.

A.1.b   Route Description

Below the short description is a description of the terminal points of the route, i.e. *"Between its junction with the M50 at Redcow in the county of South Dublin and its junction with the N20 at Rossbrien in the county of Limerick"* .This is followed by the underlined word *via* and thereafter a detailed description of the route.

While not every townland along the route is listed, the description includes the townland name or local name of all significant junctions with other national or regional roads along the route, together with the location of any junctions with other national or regional roads.

Within built up areas street names are included in the schedule, see example of R170 below.

A.1.c   Significance of letter type

Sections of road that are motorway are identified by the use of BLOCK LETTERS for that section. From the above description of the N7 it is evident that there are significant sections of motorway.

A.1.d   Punctuation

In the description, the start and end of each county or road authority changes in county or road authority are indicated with a colon ":"

Where a road passes through a town that is not a road authority, a semi-colon ";" is used immediately before and at the end of the description of the route through the town. See example from R170 below;

R170   *Ardee - Dunleer - Murray's Cross, County Louth*

Between its junction with N2 at Bridge Street in the town of Ardee and its junction with R132 at Dunleer via William Street, Moor Hall and Hale Street in the town of Ardee;

Where a road passes through a town with a population in excess of 2,000 people as of the last census and where that town is not a road authority the description states "in the town of 'town name'"

Where a road passes through a built up area all street names are described along the route. In the example above when the N7 passes through Mountrath, the description in the SI is *"Portlaoise Road, Main Street, Market Square, Bridge Street and Patrick Street at Mountrath;"*

A.1.e   Overlap of Routes

In rural areas, the townland that indicates the location where one national route crosses another classified road, this townland name is always included in the description for cross reference purposes. In the case of built up areas this is not done as the street names of each individual route are sufficient.

A.1.f   Towns

Any town that is a former urban district can be deemed to be a road authority and is therefore designated a town for the purpose of the S.I. Former town commissioner areas are not road authorities and the County Council has responsibility as road authority in this instance. Also included in the descriptions of the S.I.s are any 'non municipal towns'. These are any settlement which at the most recent census had a population in excess of 2000.

It is also worth noting that the Local Government Act 2001, does have provisions for the amendment of town boundaries and also for the establishment of new town councils. It is important therefore to ensure that at the time of updating the road schedule that the up to date list of town councils and their boundaries are used.

A.1.g   Treatment of One Ways

For longer length roads such as National or Regional roads one-way systems may need to be incorporated in the description. Where a described route incorporates a one-way system all sections of the one way system need to be described with one section of the one-way being included in the general description while the opposite one-way is enclosed in brackets and described from its start to its end, where the brackets are closed. The example of the R700 provided below indicates how the one-way part of the R700 is described in New Ross.

A.1.h   "Breaks" in Routes

It is quite common that 'breaks' occur in routes. When this happens the SI describes each of the distinct segments from start to end. The simplest way to appreciate how this is done is to examine the description of the R700 below taken from SI 188 of 2006.

R700   Kilkenny - Thomastown, County Kilkenny - New Ross, County Wexford

Between its junction with R887 at Rose Inn Street in the borough of Kilkenny and its junction with N9 at Pipe Street Thomastown in the county of Kilkenny via The Parade and Castle Road in the borough of Kilkenny: Gallowshill, Kilferagh Bennettsbridge, Legan; and Lady's Well Street at Thomastown in the county of Kilkenny

and

between its junctions with N9 at Market Street Thomastown in the county of Kilkenny and its junction with N30 at Mountelliot in the county of Wexford via Low Street and The Quay at Thomastown; Dangan; The Square at Inistioge; Old Court, Kiltown, Stripes and Kylemore in the county of Kilkenny: and Mount Garrett Bridge at the boundary between the county of Kilkenny and the county of Wexford

and

between its junction with N30 at Mountelliot in the county of Wexford and its junction with N25 at O'Hanrahan Bridge in the town of New Ross via Mountgarrett in the county of Wexford: Craywell Road, John Street, Bridge Street, Quay (and via Quay Street and North Street) in the town of New Ross.

A.1.i   Including Road Names in Schedule

It has become quite common for new stretches of road to be assigned names by the respective road authority. If this has been done correctly (passed by County Council), then the description in the schedule should include the road name.

A.1.j   Spelling of Road Names/Townlands

Where there is any doubt regarding the names of roads or townland names, or the spelling of same, the version used by Ordnance Survey of Ireland should be taken as representing the correct name and or spelling.

A.1.k   Gaeltacht Areas

Where roads pass through Gaeltacht areas the placename for these sections must be in Irish.

A.1.l   Bridge Names

In the case where a bridge exists at a county boundary, the bridge name is normally specified in the S.I.. The following example, taken from S.I. 187 of 2006 is part of the description of the N55.

"…. Tullyguillin Bridge at the boundary between the county of Cavan and the county of Longford:…."

A.1.m   Interface between roads in Republic of Ireland and Northern Ireland

Where possible every effort should be made to ensure that roads traversing the border should be of a similar classification on either side of the border

Appendix B – Local Authority Codes

Road Authority Codes for Scheduling National & Regional Roads

Counties / Cities Road Authorities	Town Councils (former Boroughs) Road Authorities	Town Councils (former UDCs) Road Authorities	LA Code
Cork			C
		Clonakilty	CCY
		Cobh	CCO
		Fermoy	CFE
		Kinsale	CKE
		Macroom	CMM
		Mallow	CMW
		Middleton	CMN
		Skibbereen	CSN
		Youghal	CYL
Cork City			CB
Kerry			KY
		Listowel	KYL
		Killarney	KYK
		Tralee	KYT
Limerick			LK
Limerick City			LB
Clare			CE
		Ennis	CEE
		Kilrush	CEK
Waterford			WD
		Dungarvan	WDD
Waterford City			WB
Dun Laoghaire - Rathdown			DR
Tipperary North			TN
		Nenagh	TNN
		Thurles	TNTS
		Templemore	TNTE
Tipperary South			TS
	Clonmel		TSC
		Tipperary	TST
		Cashel	TSCL
		Carrick on Suir	TSCS
Kilkenny			KK
	Kilkenny		KKC
Laois			LS
Kildare			KE
		Naas	KEN
		Athy	KEA
Carlow			CW
		Carlow	CWC

Counties / Cities Road Authorities	Town Councils (former Boroughs) Road Authorities	Town Councils (former UDCs) Road Authorities	LA Code
Wexford			WX
	Wexford		WXC
		Enniscorthy	WXE
		New Ross	WXN
Wicklow			WW
		Arklow	WWA
		Bray	WWB
		Wicklow	WWW
South Dublin			SD
Dublin City			DB
Fingal			F
Cavan			CN
		Cavan	CNC
Monaghan			MN
		Monaghan	MNU
		Castleblaney	MNCY
		Clones	MNCL
		Carrickmacross	MNCS
Galway			G
		Ballinasloe	GCB
Galway City			GB
Offaly			OY
		Tullamore	OYT
		Birr	OYB
Westmeath			WH
		Athlone	WHA
Meath			MH
		Ceannanus Mor (Kells)	MHC
		Trim	MHT
		Navan	MHN
Louth			LH
	Drogheda		LHDR
		Dundalk	LHDU
Donegal			DL
		Buncrana	DLBA
		Bundoran	DLBN
		Letterkenny	DLL
Leitrim			LM
Sligo			SO
	Sligo		SOC
Roscommon			RN
Longford			LD
		Longford	LDL
Mayo			MO
		Ballina	MOB
		Castlebar	MOC
		Westport	MOW

Appendix C – Segment Definitions

Summary table of permitted road and segment definition: -

No	Road Authority Code	Legal Designation (Public roads only	Classification (Public Roads only)	Number	Schedule	Segments	Comment
1	See table Appendix 2	Motorway – M	N – National Road		All public roads need to have a legal text based description based on start / end points, using townlands etc.	The last three digits represent the segment number.	Anti – clockwise from O'Connell Street, Dublin. Sections of these roads are designated as Motorways
1a		Cycleway – C	NP	(00001 – 00050)			
1b			NS	(00051 – 00099)			
2			R – Regional Road		OR		
2a			R	(00100 – 00799)			Regional
2b				(00800 – 00999)			(Short Urban) Regional
3			L – Local Road				
3a			LP	(01000 – 04999)	Using 'legal' OS type maps, as has occurred in some Statutory Instruments.		Local Primary
3b			LS	(05000 – 08999) and (09000 – 09999)			Local Secondary
3c			LT	(10000 – 89999) and (90000 – 99999)			Local Tertiary