



Love 30, the Campaign for 30 km/h Speed Limits

Cork County Council

Road Traffic Special Speed Limit
(Regional and Local Roads) Bye-Laws No. 2 2024

Submission by:

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30 August 2024

Love 30, the Campaign for 30 km/h Speed Limits, supports Cork County Council's Proposed Amendments to the Rural Local Road Default Speed Limits.

We welcome the general proposed reduction in speed limits brought about by the Road Traffic Act 2024. We understand the council's proposals to maintain a higher speed limit on a small number of rural roads, but we have specific concerns about a number of locations. See par. 5 below. Implementing lower speed limits on rural roads will bring numerous benefits to the County, including enhanced safety, environmental sustainability, and overall quality of life.

1. Improved Road Safety

Lowering speed limits on rural roads is a crucial step towards reducing the number and severity of traffic collisions. Rural roads often have sharp bends, narrow lanes, and limited visibility, making them particularly hazardous at higher speeds. RSA collision data shows that

between 2018 and 2021, 38% of road fatalities occurred on 80Km/h roads and 30% of serious injuries. By reducing speed limits on these roads, we can significantly decrease the risk of collisions, thereby protecting the lives of drivers, passengers, cyclists, and pedestrians.

2. Environmental Benefits

Reducing speed limits can also contribute to environmental sustainability. Lower speeds typically result in reduced fuel consumption and lower emissions of greenhouse gases and pollutants. This change aligns with Ireland’s target of reducing emissions from the transport sector by between 42% and 50% by 2030.

3. Enhanced Quality of Life

Lower speed limits can improve the quality of life for residents living near rural roads. Reduced traffic noise and vibrations will create a more peaceful and pleasant environment. Additionally, safer roads encourage more walking and cycling, promoting healthier lifestyles and fostering a greater sense of community.

4. Economic Advantages

Safer roads can lead to economic benefits as well. Fewer collisions mean lower costs related to emergency services, medical care, and vehicle repairs. Moreover, a safer and more attractive rural environment can boost local tourism and support small businesses.

5. Specific concerns:

The table below lists roads that are included in Schedule 6 for 80 km/h speed limits. Further consideration is needed on whether this is an appropriate speed limit, and if so whether additional road markings and/or signage is required.

Location	Comments
Killavullen Map 9 L1219	While this road isn’t particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, unsafe road edges and poor road surfaces. Road markings are intermittent and safety signage absent. If it’s to be retained at 80 km/h additional road markings and signage is required to encourage drivers to travel at a slower speed on these sections.
Knockraha L2966, map 13	Note houses, business premises and staggered junction at the Glanmire end of this section of road - reduce the speed limit here. While this road isn’t particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, unsafe road edges and poor

	road surfaces. Road markings are intermittent and there is only modest amounts of safety signage.
Cappagh Td.	While this road isn't particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. Road markings are intermittent and there are only modest amounts of safety signage.
Cecilstown	While this road isn't particularly bad, at points there are bends, poor junctions, particularly poor lines of sight, and poor road surfaces. Road markings are intermittent in places and there are only modest amounts of safety signage.
Doneraile (L-1332 - from a point 50 metres, north west in direction, with the N73 Junction (Skenakilla Crossroads), to a point 575 metres, south east of its junction with the R581.	While parts of it are relatively direct, this road is NOT straight. The road isn't particularly bad, but at points there are bends, narrow sections, poor junctions, and particularly poor lines of sight. Safety signage is wholly absent.
Doneraile (L-1328, from a point 100 metres north west in direction of its junction with the L-5545, to a point 50 metres east of the N20 Junction Lis Ballyhea.	While it is quite direct, and parts of the road are very straight, other parts of this road are NOT straight. The road isn't particularly bad, but at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. Road markings are intermittent and there are only modest amounts of safety signage.
Dungourney	While this road isn't particularly bad, at points there are bends, narrow sections, poor junctions, poor lines of sight, unsafe road edges and poor road surfaces. Road markings are intermittent and safety signage is wholly absent.
Glenville	While this road isn't particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. There are no road markings and there are only modest amounts of safety signage.
Mogeely	While this road isn't particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. Road markings are intermittent and safety signage is wholly absent. Drainage appears to be poor in places.
mount Uniacke	While it is relatively direct, this road is NOT straight. At points there are bends, narrow sections, poor junctions,

	poor lines of sight, and poor road surfaces. There are some hidden dips. Road markings are intermittent and safety signage is wholly absent. It does not seem to be suited to 80 km/h.
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We are also concerned about the quality of the drafting of the schedule and drawings, which made them difficult to navigate:

- Both the bye-laws and explanatory note include irrelevant material. The schedule does not match the drawings, and it is not clear which has primacy. Details are missing. Location names, road numbers, schedule reference numbers and drawing numbers need to be cross-checked.
- The format of the bye-laws as scanned images within a PDF document did not permit a search facility, and does not support accessibility requirements, such as the ability to use screen readers.

These are not cosmetic issues. The inconsistencies between the schedule and the drawings could lead to legal challenges. In our view the bye-laws need to be carefully rewritten to ensure clarity and unambiguity. It may be useful to consider bye-laws that are primarily map based. Such bye-laws are used by South Dublin County Council and Fingal County Council.

We have provided a detailed list of comments in Appendix A, which we hope will be useful to identify gaps in the bye-laws and remove any inconsistencies.

Yours sincerely

Mairéad Forsythe

Love 30 Campaign

Who We Are

Love 30, the Campaign for 30 km/h Speed Limits, is a national alliance of individuals and organisations who support lower speed limits in urban areas. We are campaigning for the introduction of lower speed limits and more 30 km/h zones in urban areas, but particularly in town centres, residential areas, and near schools and other places of public assembly. The Campaign consists of walking groups, cycling campaigners, health groups, supporters of children's right to walk & play, and others who recognise the benefits of lower speed limits. We are a member group of Cyclist.ie, the Irish Cycling Advocacy Network.

Appendix A - Detailed Comments

1. Some of the text in Schedule 6 is materially different from text on the drawings.
2. The drawings have the municipal districts and “schedule reference numbers” listed. This detail has been deleted from the bye-laws schedule. 28 of the 31 paragraphs of text in Schedule 6 are only identified by location and the reference “(a)”. The other three have the reference “(b)”.
3. Several drawings are included twice. This risks discrepancy and error. This can be avoided by scheduling the drawings or including a key plan.

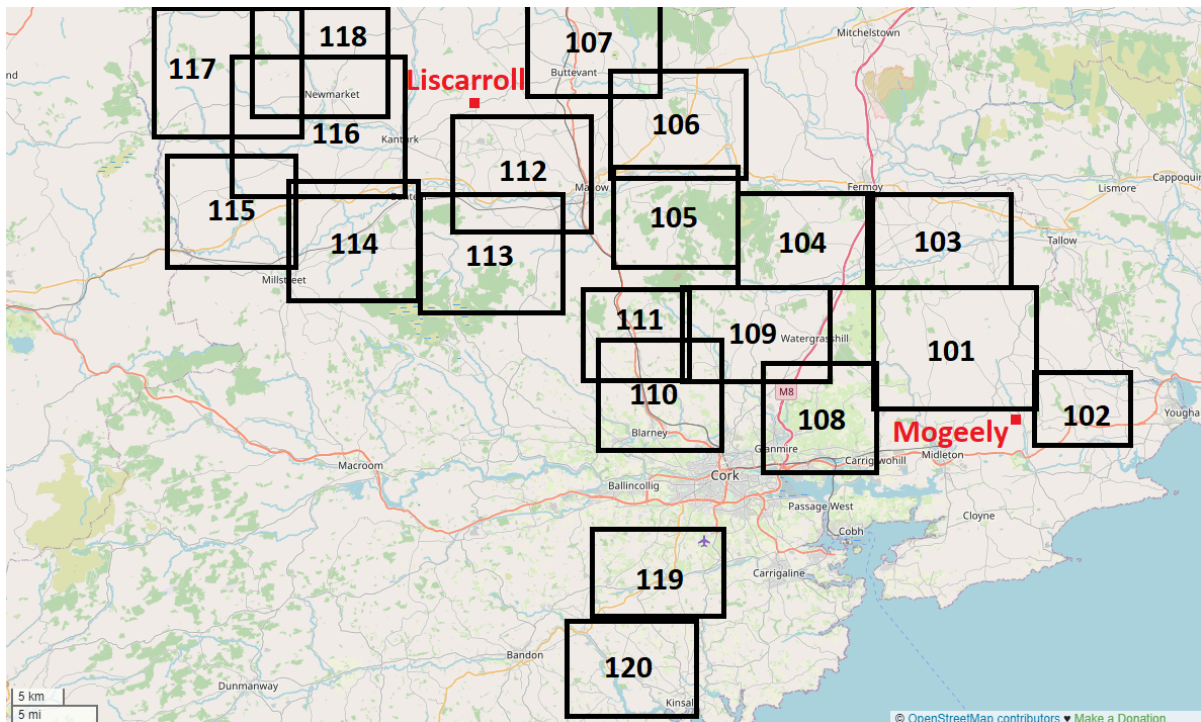
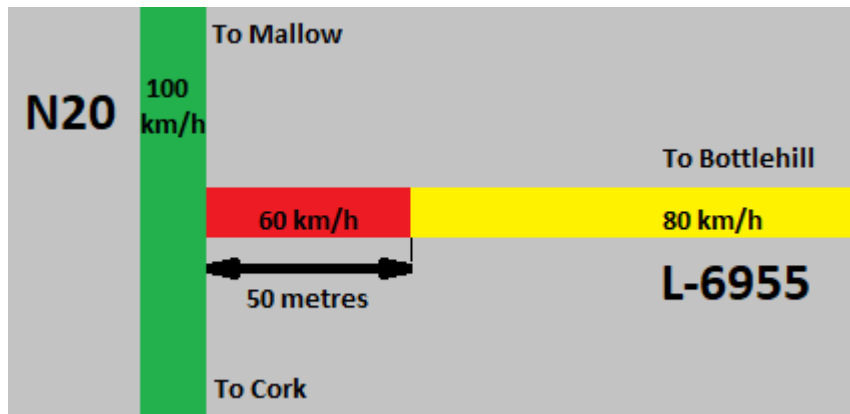


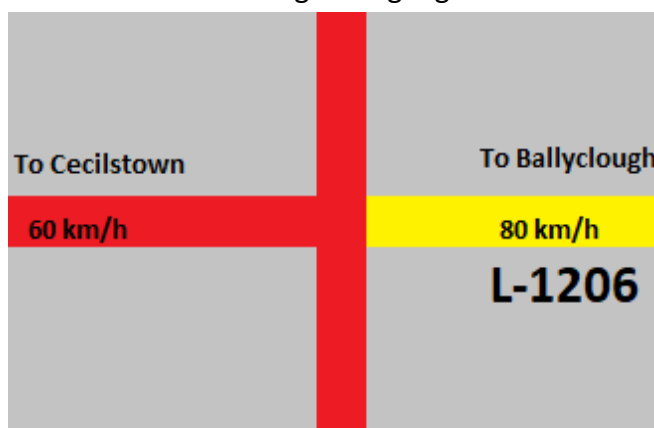
Image: Key plan of the drawings included in the public consultation. Locations and drawing size are approximate.

4. The details from Drawing 103 don't seem to be included in Schedule 6.
5. There doesn't seem to be drawings associated with the locations identified in the schedule as Lisscarroll and Mogeely.
6. The following schedule reference numbers do not appear on any drawing: 1, 4, 5, 13, 19, 20, 34-45 inclusive, 47-49 inclusive, and 51-60 inclusive. Are there missing drawings?
7. On drawings 110, 115, 117, and 119 what do the continuous red lines represent?
8. It is notable that there appears to be few roads west or south of Cork City that have been included in the bye-laws. The reality may be that there are no suitable roads, but it is suggestive of incompleteness.
9. Road numbers are variously given in the style of L1007, L-1007 and L 1526. Standardise the road numbers, whether with or without hyphens, but not with space characters within them. National roads and regional roads should not have hyphens in the road numbers, as there are no hyphens in the road numbers as included in the original road classification orders.
10. For ease of reading, give directions as “south-east” or “southeast” not “south east”, etc.

- At various locations, e.g. at the junction of the L-6955 and the N20 near Bottlehill, the text in the schedule indicates that the 80 km/h speed limit stops short of a T-junction. This seems inappropriate at T-junctions, in particular where the other road has an 80 or 100 km/h speed limit.



- In other locations, e.g. at the junction of the L-1206 and the L-1203/L1201 (the road numbers may be poorly represented on the map) near Cecilstown, the 80 km/h speed limit is indicated to continue right up to a cross roads, with no transition zone. This may result in drivers missing the signage.



- Some of the following comments reference the websites logainm.ie, Google Maps and other websites. That does NOT mean that those websites are correct. However, it does suggest that the draft bye-laws may be lacking.
- The formatting of the document is poor, which makes it difficult to read. For example, There are multiple changes in font and font size, indents, tabbing a alignment are off i places, and the line spacing is inconsistent.
- In general, the words “in direction” can be deleted everywhere they are used in the schedule.

30 km/h and other Speed Limits

- Soon, once the relevant provisions are commenced, the Road Traffic Act 2024 will mean that every road in a built up area (towns, within their boundaries as they stood in 2004) will have a default 30 km/h speed limit, unless special speed limits apply. However, there are many urban places that are outside built up areas. It may be useful to look at Census 2022 to see what places that the Central Statistics Office considers a settlement to see if

they should have low(er) speed limits. Shapefiles or similar are available from the CSO¹. In places, these settlement boundaries might not be perfectly appropriate for speed limit purposes.

17. In preparing for a default 30 km/h speed limit in built up areas, it may be useful to consider using bye-laws that are primarily map based. Such bye-laws are used by South Dublin County Council and Fingal County Council. This would avoid having to compile lists of roads and the ensuing complications.
18. The Department of Education maintains lists of schools². It may be useful to look at those lists to check locations to see if they should have low periodic speed limits.
19. In certain locations around the country, there are roads that are signed and generally understood to be national roads or regional roads by virtue of section 10(1)(d)³ of the Roads Act, 1993. It may be useful to review the council's records for any alterations to roads (bypasses, realignments, etc.) that might call into question whether any specific section of road is a national, regional or local road, in particular where the current alignment does not correspond with the one in existence at the time of the making of the Roads Act 1993 (Classification of National Roads) Order 2012⁴ and Roads Act 1993 (Classification of Regional Roads) Order 2012⁵ or any amending order.

¹ See <https://www.cso.ie/en/census/census2022/census2022urbanboundariesandbuiltupareas/>

² See <https://www.gov.ie/en/service/find-a-school/>

³ See <https://www.irishstatutebook.ie/eli/1993/act/14/section/10/enacted/en/html#sec10>

⁴ See <https://www.irishstatutebook.ie/eli/2012/si/53/made/en/print>

⁵ See <https://www.irishstatutebook.ie/eli/2012/si/54/made/en/print>

Table of Comments

Original text	Original text	Original text	Comment
	CORK COUNTY COUNCIL		
	County of Cork Road Traffic Special Speed Limit (Regional & Local Roads) Bye-Laws (No 2) 2024		1. Ensure this title matches the title at Bye-law 2.
	Draft		2. Delete temporary text.
			4. Blank page in original. If the use of blank pages is international, adding the text “This page deliberately left blank” is useful. Otherwise people will fear that the wrong side of a page was copied.
	County of Cork Road Traffic Special Speed Limits (Regional & Local Roads) Bye-Laws (No 2) 2024		6. Ensure this title matches the title at Bye-law 2.
	Table of Contents		7. This is a 14-page document. Four pages are essentially blank, two pages are cover sheets and one is this table of contents, leaving seven pages with content, thereby making a table of contents unnecessary. 8. The page numbers on this table of contents do not reflect the contents of the document. The page numbers in the document are immensely erratic - Cover, Blank, Contents, Unnumbered page, Unnumbered page, Page 1, Page 2, Page 3 (otherwise blank, possible photocopier marks), Page 5, Page 6 (otherwise blank, possible photocopier marks), Page 183, Page 184, Page 185, Page 186.
Section	Description	Page No’s	9. Use full word “Numbers”. 10. In each of the following, align the right-hand ends of the dots in a straight line.
	Explanatory Notes.....		

Original text	Original text	Original text	Comment
1	Introduction	1	11. Check spacing.
2	Title and Citation	1	12. Check spacing.
3	Commencement Date	1	
4	Revocations	1	13. This section is titled “To be read in conjunction with”.
5	Interpretations	1	
6	Exemptions for Emergency Vehicles.....	2	
7	Measurement of Distance..... ..	2	
8	Sixth Schedule - 80km/h.....	5	14. The name is “Schedule 6” not “Sixth Schedule”. 15. Check spacing either side of hyphen. 16. Spacing “80 km/h”. 17. The actual schedule isn’t listed on this table of contents.
9	Endorsed Certificate	9	18. Not included in PDF document.
	County of Cork Road Traffic Special Speed Limit (Regional & Local Roads) Bye-Laws (No 2) 2024		20. Ensure this title matches the title at Bye-law 2.
	Explanatory Notes		
	The County of Cork Road Traffic Speed Limits (Regional & Local Roads) Bye-Laws (No 2) 2024 should be read in conjunction with the County of Cork Road Traffic Special Speed Limits (Regional & Local Roads) Bye-Laws 2022 (Rev A).		21. 2024 bye-laws - ensure this title matches the title at Bye-law 2. 22. 2022 bye-laws - check title in original citation.
	The following are the further explanations for the interpretations set out in these Bye-Laws:		23. It seems that none of these topics are included in Bye-law 5. 24. Lower case “bye-laws”. 25. Change colon to full stop.

Original text	Original text	Original text	Comment
	1. “built up area” has the meaning assigned to it by the Road Traffic Act 2004, as amended, and means the area of a city, a borough or a town, within the meaning of the Local Government Act 2001, as amended by the Local Government Reform Act 2014.		26. None of the roads on the drawings and / or schedule appear to be in the area of a former town. Consider deleting. 27. Town councils were abolished under the Local Government Reform Act 2014. However, built-up area speed limits still apply to them as if they did. The text fails to convey this. 28. Check spacing around the quotation marks at "built up area".
	Consequently for the purposes of these Bye-Laws, “built up area” means the area within the limits of the former Town Council boundaries.		29. None of the roads on the drawings and / or schedule appear to be in the area of a former town. Consider deleting. 30. Lower case “bye-laws”. 31. “limits” is a synonym of “boundaries”. Including both in one sentence is tautological. Delete to “limits of the”. 32. Lower case “town council”.
	2. ‘Built - up area speed limit’ has the meaning assigned to it by Section 5 of the Road Traffic Act 2004, as amended, and sets out a default speed limit of 50km per hour for all public roads (other than a motorway) in built - up areas. The abolition of Town Councils in 2014 has not affected this meaning, definition and scope of these built-up areas, thus the default speed limit for all roads within these areas remains at 50km per hour, unless amended by a special speed limit bye-law. These ‘built-up areas’ are listed under No. 7 below.		33. None of the roads on the drawings and / or schedule appear to be in the area of a former town. Consider deleting. 34. Note the different hyphenation in the 2004 Act “built up area” ⁶ (x3) but “built-up area speed limit” ⁷ . Delete spaces in “built - up” (x2). Delete hyphen in “built-up areas”. 35. Spacing “50 km/h” or “50 km per hour”, not “50km per hour” (x2). 36. Lower case “town councils”. 37. Change “No. 7” to “No. 8”.
	The built-up area speed limit does not apply to a road or part of a road in a built-up area where a special speed limit or a road works speed limit applies to that road or part of that road.		38. None of the roads on the drawings and / or schedule appear to be in the area of a former town. Consider deleting. 39. Note the different hyphenation in the 2004 Act “built up area” but “built-up area speed limit”.

⁶ See <https://www.irishstatutebook.ie/eli/2004/act/44/section/2/enacted/en/html>

⁷ See <https://www.irishstatutebook.ie/eli/2004/act/44/section/5/enacted/en/html>

Original text	Original text	Original text	Comment
	3. Default speed limits apply, except where special speed limits (Section 9 of the 2004 Act, as amended) or road works speed limits (Section 10 of the 2004 Act, as amended) apply, and subject to the provisions of Section 11 (offence of exceeding speed limit) of the Road Traffic Act 2004, as amended, to the following public road categories:		40. The text “amended, to the following public road categories:” was included in the Excel version of this document. It was not included in the PDF version.
	· ‘Built-up area default speed limit’ is 50km per hour for all mechanically propelled vehicles.		41. “Default ‘built-up area speed limit’” NOT “‘Built-up area default speed limit’”. 42. It should be noted that this changes to 30 km/h when the relevant provisions of the Road Traffic Act 2024 are commenced. 43. Spacing “50 km/h” or “50 km per hour”, not “50km per hour”.
	· Regional roads default speed limit is 80km per hour, other than such roads in ‘built-up areas’, for all mechanically propelled vehicles.		44. “Default ‘regional roads speed limit’” NOT “Regional roads default speed limit”. 45. Spacing “80 km/h” or “80 km per hour”, not “80km per hour”. 46. Note the different hyphenation in the 2004 Act “built up area” but “built-up area speed limit”. Change “-” to a space.
	· Local roads default speed limit is 60km per hour, other than such roads in ‘built-up areas’, for all mechanically propelled vehicles.		47. “Default ‘local roads speed limit’” NOT “Local roads default speed limit”. 48. It should be noted that this remains at 80 km/h until the relevant provisions of the Road Traffic Act 2024 are commenced. 49. Spacing “60 km/h” or “60 km per hour”, not “60km per hour”. 50. Note the different hyphenation in the 2004 Act “built up area” but “built-up area speed limit”. Change “-” to a space.
	4. Special Speed limits take precedent over default speed limits where such are defined in Schedule Six of these bye-laws. The purpose of these bye-laws is to impose special speed limits in respect of local roads as per Schedule Six.		51. Check wording “precedent” or “precedence”? 52. Lower case “speed”. 53. The schedule is titled “Schedule 6” – use that style (x2).

Original text	Original text	Original text	Comment
	5. Periodic special speed limits apply a special reduced speed limit for a specified period or periods during any day on all or on specified days, on a specified public road or part of a public road, during which time the reduced speed limit is displayed on the sign.		54. Periodic speed limits are not invoked by these bye-laws. Consider deleting.
	During all other times, the default or special speed limit for that road / location applies.		55. Periodic speed limits are not invoked by these bye-laws. Consider deleting.
	6. Road Works Speed Limits - As provided for in Section 10 of the Road Traffic Act of 2004, where a Road Works Speed Limit Order is in place, this takes precedence over any default or special speed limit on that section of road, included in these Bye-Laws.		57. Lower case "road works speed limit order". 58. Lower case "bye-laws".
	7. Speed Limit applies to a road in both directions unless otherwise specified.		59. Lower case and syntax "A speed limit applies ...".
	8. Built - up Area		60. Note the different hyphenation in the 2004 Act "built up area" but "built-up area speed limit". Delete hyphen.

Original text	Original text	Original text	Comment
	<p>The following is a list of the former Town Councils in County Cork, which are deemed built-up areas for the purposes of applying the 50 kilometre per hour speed limit in these Bye-Laws:</p> <p>Clonakilty Cobh Fermoy Kinsale Macroom Mallow Midleton Skibbereen Youghal Bandon Bantry Passage West</p>		<p>61. None of the roads on the drawings and / or schedule appear to be in the area of a former town. Consider deleting.</p> <p>62. If you are going to go into this much detail, it might be prudent to note that Cork City (2019 boundary) is outside the administrative area of Cork County Council.</p> <p>63. Lower case “town councils”.</p> <p>64. Note the different hyphenation in the 2004 Act “built up area” but “built-up area speed limit”.</p> <p>65. Plural “kilometres”</p> <p>66. Lower case “bye-laws”.</p> <p>67. Put list in alphabetical order.</p>
	1. Introduction		
	<p>Cork County Council in exercise of the powers conferred on it by Section 9 of the Road Traffic Act 2004 (No. 44 of 2004), as amended, and following consultation with An Garda Síochána, hereby makes the following bye-laws in respect of public roads, or part thereof, in the area comprising the administrative area of the County of Cork.</p>		<p>69. Spelling “Síochána”.</p> <p>70. The council is obliged to notify⁸ the Garda Síochána and consider any representations made in writing. There is no statutory obligation to consult with the Garda Síochána.</p>
	2. Title and Citation		

⁸ See Section 9(3)(b) of the Road Traffic Act 2004 <https://www.irishstatutebook.ie/eli/2004/act/44/section/9/enacted/en/html>

Original text	Original text	Original text	Comment
	These bye-laws may be cited as the County of Cork Road Traffic Special Speed Limits (Regional & Local Roads) Bye-Laws (No 2) 2024		71. If this is bye-law number 2 of 2024, where is bye-law number 1? 72. A much shorter title is possible, e.g. "Cork County Speed Limit Bye-Laws 2024". 73. Full stop.
	3. Commencement Date		
	These bye-laws shall come into operation once the default speed limits on local roads has been enacted and Cork County Council has adopted these bye-laws.		74. Local roads already have a default speed limit, although that speed limit is changing. 75. Perhaps "These bye-laws shall come into operation on such date or dates as are fixed by order of the Chief Executive of Cork County Council."? 76. Delete multiple space characters at end of sentence.
	4. To be read in conjunction with		77. This is a very odd title.
	The following Special Speed limit Bye-laws are to be read in conjunction with the County of Cork Road Traffic Special speed Limits (Regional & Local Roads) Bye-Laws 2022 - Rev A.		78. Can Cork County Council certify that there is no conflict between the two sets of bye-laws? What if there is a conflict, which bye-laws prevail? 79. Lower case "special speed limit bye-laws". 80. Check title in original citation. 81. Capitalisation "Speed" (in title).
	5. Interpretations		
	In These bye-laws:		82. Lower case "these".
	"The Act of 1961" means the Road Traffic Act 1961 (No. 24 of 1961).		83. This exact phrase is not used in this document. Consider deleting. 84. Mixture of straight and curved quotation marks used.
	"The Act of 1993" means the Roads Act 1993 (No. 14 of 1993).		85. This exact phrase is not used in this document. Consider deleting. 86. Mixture of straight and curved quotation marks used.
	"The Act of 2001" means the Local Government Act 2001.		87. This exact phrase is not used in this document. Consider deleting. 88. Add "(No. 37 of 2001)" in the style of the other definitions here.

Original text	Original text	Original text	Comment
	"The Act of 2004" means the Road Traffic Act 2004 (No. 44 of 2004).		89. This exact phrase is not used in this document. Consider deleting. 90. Mixture of straight and curved quotation marks used.
	"The Act of 2010" means the Road Traffic Act 2010 (No. 25 of 2010).		91. This exact phrase is not used in this document. Consider deleting. 92. Mixture of straight and curved quotation marks used.
	"The Act of 2014" means the Road Traffic Act 2014 (No. 3 of 2014).		93. This exact phrase is not used in this document. Consider deleting.
	"The Act of 2016" means the Road Traffic Act 2016 (No. 21 of 2016).		94. This exact phrase is not used in this document. Consider deleting. 95. Delete extra space characters before brackets.
	"The Act of 2024" means the Road Traffic Act 2024 (No. 10 of 2024).		96. This exact phrase is not used in this document. Consider deleting. 97. Change single quote to double quote for consistency. 98. Delete extra space characters before brackets.
	"The Local Government Act of 2014" means the Local Government Reform Act 2014 (No.1 of 2014).		99. This phrase is ill-thought out. Consider deleting. 100. This exact phrase is not used in this document. Consider deleting. 101. Spacing "No. 1".
	"administrative area" has the meaning assigned to it by the Local Government Act of 2001 (as amended by the Local Government Reform Act 2014)		102. Change title to "Local Government Act, 2001". 103. Note the Local Government Act 2019 materially altered the city-county boundary. 104. Mixture of straight and curved quotation marks used. 105. Full stop.
	"Administrative area of the County of Cork" means the administrative area of Cork County Council.		106. Mixture of straight and curved quotation marks used.
	"Local road and regional road" have the meanings assigned to them, respectively, in the Roads Act 1993.		107. This should be two separate definitions. 108. This exact phrase is not used in this document. 109. Mixture of straight and curved quotation marks used. 110. Full stop.
	"Mechanically propelled vehicle" has the meaning assigned to it by Section 3 (1) of the Road Traffic Act 1961.		

Original text	Original text	Original text	Comment
	"The Minister" means the Minister for Transport.		111. Mixture of straight and curved quotation marks used.
	"Public road" has the meaning assigned to it by the Roads Act 1993.		112. This exact phrase is not used in this document. Consider deleting. 113. Mixture of straight and curved quotation marks used. 114. Note comma in title "Roads Act, 1993".
	1		115. Ensure the numbering of the pages is consistent.
	"Road" means a public road as defined in section 2 (1) of the Roads Act 1993.		117. Why is the format of this definition different to that of the previous definition? 118. Note comma in title "Roads Act, 1993".
	6. Exemptions for Emergency Vehicles		
	As provided for in Section 87 of the Road Traffic Act 2010, as amended by Section 23 of the Road Traffic Act 2014, the following shall be exempted from the Special Speed Limits prescribed in these Bye-Laws:		119. This provision is problematic. Provisions for exemptions for emergency vehicle drivers are unnecessary as the matter is dealt with by Section 87 of the Road Traffic Act 2010 (as substituted by Section 23 of the Road Traffic Act 2014). Section 87 applies whether it is mentioned in the bye-laws or not. 120. Misrepresenting the legal situation may result in readers of these bye-laws – and in particular Cork County Council staff - ending up in adverse legal positions. 121. This provision could be open to abuse. 122. The alignment of the text in this bye-law is problematic. 123. Lower case "bye-laws".
	The driving or use of a vehicle by a Member of		124. Review tabbing.
	(a) An Garda Síochána		125. Review tabbing. 126. Spelling "Síochána".
	(b) An Ambulance Service		127. Review tabbing.
	(c) Fire Brigade		128. Review tabbing.
	in the performance of their duties, or		129. Review tabbing.

Original text	Original text	Original text	Comment
	a person driving or using a vehicle under the direction of a member of An Garda Síochána,		130. Review tabbing. 131. Spelling “Síochána”.
	where such use does not endanger the safety of road users.		132. Review tabbing.
	Any vehicle subject to a speed limit as prescribed by the Minister pursuant to Section 4 of the Road Traffic Act 2004.		133. Exemptions should apply to drivers, not vehicles. 134. Section 4 primarily applies to HGVs, buses and work vehicles. Why should they be exempt from speed limits?
	7. Measurement of Distance		
	a) Where these Byelaws refer to a particular distance, that distance shall be measured along the centre line of the road.		135. Other lists in this document use the reference number style “(a)”. 136. Lower case and hyphenation “bye-laws”.
	b) Where these Bye Laws refer to a particular distance from a roundabout, that distance shall be measured from the intersection with the centre of the circulatory carriageway of the roundabout in question to the location of the speed limit sign(s).		137. Other lists in this document use the reference number style “(b)”. 138. Lower case and hyphenation “bye-laws”. 139. Change to “... from the intersection of the centreline of the relevant road with the centreline of the circulatory carriageway of the roundabout ...”.
	c) Where these Byelaws refer to a particular distance from a junction, that distance shall be measured from the intersection between the centre points of the Roads which intersect at the junction in question to the location of the speed limit sign(s).		140. Other lists in this document use the reference number style “(c)”. 141. Lower case and hyphenation “bye-laws”. 142. Lower case “roads”. 143. Change to “...between the centre lines of ...”.
	8. Sixth Schedule - 80km/h		144. The name is “Schedule 6” not “Sixth Schedule”. 145. Check spacing either side of hyphen. 146. Spacing “80 km/h”.
	Eighty kilometres per hour shall be the special speed limit for mechanically propelled vehicles, on any of the roads specified in Schedule Six to these Bye-Laws.		147. Delete “any of” 148. The schedule is titled “Schedule 6” – use that style. 149. Lower case “bye-laws”.

Original text	Original text	Original text	Comment
	2		
	3		151. Blank page in original (other than page number). If the use of blank pages is international, adding the text “This page deliberately left blank” is useful. Otherwise people will fear that the wrong side of a page was copied.
	CORK COUNTY COUNCIL		
	SPECIAL SPEED LIMIT BYE-LAWS		153. Ensure this title matches the title at Bye-law 2. 154. Why is the text on the schedule cover page larger than the text on the front cover of the whole document?
	SCHEDULE 6		
	80 km/h		
	5		
	6		156. Blank page in original (other than page number). If the use of blank pages is international, adding the text “This page deliberately left blank” is useful. Otherwise people will fear that the wrong side of a page was copied.
Cork County Council	Sixth Schedule (80 km/h)	Regional and Local Roads	158. The name is “Schedule 6” not “Sixth Schedule”. 159. Put the schedule in alphabetical or some other logical order, e.g. drawing number of the schedule reference numbers used on the drawings. 160. Ensure the locations listed here match the locations stated on the drawings. 161. Include the municipal district, drawing number and schedule reference number (from drawings) on the schedule.
Location	Description		162.

Original text	Original text	Original text	Comment
Banteer	(a) On the L-1120 Millstreet - Banteer Road, from a point 120 metres south in direction from its junction with the L-5214, to a point 422 metres, north east in direction of its junction with the L-1117.		<p>163. On drawing 114, this location is called Rathcoole (correct spelling is “Rathcool”⁹. Schedule reference number 23.</p> <p>164. Use the full words and correct capitalisation “Millstreet to Banteer road”.</p> <p>165. While direct, the road is not straight. The road isn’t particularly bad, at points there are bends, narrow sections, poor lines of sight, and poor road surfaces. There is only a modest amount of safety signage.</p>
Blueford Td.	(a) On the L-1012, from its junction with the R578 Blueford Td., north west in direction, to the junction of the R576/L-1003 Knockaclarig Td.		<p>166. Drawing 117. Schedule reference number 32.</p> <p>167. Use the full word “townland” (x3).</p> <p>168. Is L-1003 correct? Which road is it? Does the L-1012 become the L-1003? At what point?</p> <p>169. Change to “The L1012 from its junction with the R578 in Blueford townland northwest to its junction with the R576 and L-1003 in Knockaclarig townland.”</p> <p>170. There are bends, poor junctions, particularly poor lines of sight, and poor road surfaces. There is only a modest amount of safety signage. The car parking at the Church of the Holy Spirit, Taur is perpendicular to the direction of traffic, which is inappropriate on an 80 km/h road.</p>

⁹ See <https://www.logainm.ie/en/1412897>

Original text	Original text	Original text	Comment
Boherbue	(a) On the L-1035, from its junction with the R577 Mallow-Tralee Rd., north in direction, to the junction of R578, Reanagashel Td.		<p>171. On drawing 116, this location is called Newmarket. Schedule reference number 31.</p> <p>172. Use the full words “Mallow to Tralee road”. However, note that the R577 only extends from Castleisland, County Kerry to Cloonbannin East, County Cork¹⁰.</p> <p>173. The junction is in Clashykinleen East townland NOT Reanagashel townland.</p> <p>174. Use the full word “townland”.</p> <p>175. At points there are bends, poor junctions, particularly poor lines of sight, and poor road surfaces. While this road isn’t particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, unsafe road edges and poor road surfaces. Road markings are intermittent and there is only a modest amount of safety signage.</p>

¹⁰ See <https://www.irishstatutebook.ie/eli/2012/si/54/made/en/print>

Original text	Original text	Original text	Comment
Bottlehill	(a) On the L-6955, from a point 50 metres, north east in direction, of its junction with the N20, to a point on the L-6957, 230 metres, north east in direction of its junction with the L-6956.		<p>176. On drawing 111, this location is called Whitechurch. Schedule reference number 61.</p> <p>177. The background map appears to be out of date in this location.</p> <p>178. Check road numbers. On site, this road is signed as the L2950¹¹, L2951¹² and the L6869¹³. This paragraph needs to be properly researched and completely re-written.</p> <p>179. “230 metres, north east in direction” – northeast or southeast?</p>
Bweeng	(a) On the L-1211 Lombardstown Road, from a point 420 metres, north west in direction of its junction with the R619, to a point 110 metres south in direction of its junction with the L-1210.		<p>180. Drawing 113. Schedule reference number 22.</p> <p>181. There may be missing speed limit signage at Gortroe¹⁴.</p> <p>182. While this road isn’t particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. Road markings are intermittent and there is only a modest amount of safety signage.</p>

¹¹ See https://www.google.com/maps/@52.0401563,-8.5671339,3a,20.1y,25.07h,79.48t/data=!3m7!1e1!3m5!1sVz40yGB2FOJ76OhF1KURAO!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D10.515690570072707%26panoid%3DVz40yGB2FOJ76OhF1KURAO%26yaw%3D25.065728593084188!7i16384!8i8192?coh=205410&entry=ttu&_ep=EgoyMDI0MDgyMS4wIKXMDSoASAFQAw%3D%3D


¹² See https://www.google.com/maps/@52.0403092,-8.5662755,3a,17.5y,356.71h,87.39t/data=!3m7!1e1!3m5!1svNpcH8X76kdtWxKZ1u_nyg!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D2.6082907176569563%26panoid%3DvNpcH8X76kdtWxKZ1u_nyg%26yaw%3D356.71231033712405!7i16384!8i8192?coh=205410&entry=ttu&_ep=EgoyMDI0MDgyMS4wIKXMDSoASAFQAw%3D%3D

¹³ See https://www.google.com/maps/@52.0241965,-8.5955827,3a,15y,68.85h,88.81t/data=!3m7!1e1!3m5!1sNw-QPiQ4s3Zi4gMc6E2Vnw!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D1.1933850174067544%26panoid%3DNw-QPiQ4s3Zi4gMc6E2Vnw%26yaw%3D68.8500087839654!7i16384!8i8192?coh=205410&entry=ttu&_ep=EgoyMDI0MDgyMS4wIKXMDSoASAFQAw%3D%3D

¹⁴ See https://www.google.com/maps/@52.1094813,-8.7829839,3a,90y,351.47h,91.6t/data=!3m7!1e1!3m5!1stH6bIRg3Mn5xMqDbozqaeQ!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D-1.5951125789913334%26panoid%3DtH6bIRg3Mn5xMqDbozqaeQ%26yaw%3D351.4678968885928!7i13312!8i6656?coh=205410&entry=ttu&_ep=EgoyMDI0MDgyNy4wIKXMDSoASAFQAw%3D%3D

Original text	Original text	Original text	Comment
Cappagh Td.	(a) On the L-1502, from a point 680 metres, south east in direction of its junction with the L-5758, to a point 288 metres, north west in direction of its junction with the R639.		<p>183. On drawing 104, this location is called Rathcormac (correct spelling appears to be “Rathcormack”¹⁵). Schedule reference number 8.</p> <p>184. Use the full word “townland”.</p> <p>185. Check L-1502 or L-1503?</p> <p>186. While this road isn’t particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. Road markings are intermittent and there is only a modest amount of safety signage.</p>

¹⁵ See <https://www.logainm.ie/en/1414053>

Original text	Original text	Original text	Comment
Castletownroche	(a) On the L-1229, from a point 315 metres north in direction of its junction with the L-1231, to a point 50 metres, east of its junction with the N73/L1233 Junction (Skenakilla Crossroads).		<p>187. On drawing 106, this location is called Skenakilla. Schedule reference number 10.</p> <p>188. Check spacing at “L-1231, to”.</p> <p>189. Spacing “Skenakilla Cross Roads”.</p>  <p>190. Skenakilla Cross Roads is approximately 125 metres from the junction of the L-1229 and L1233. What speed limit applies to the rest of the road?</p> <p>191. Unable to identify L1231. L-1231 or L-5403 as shown on drawing? Or is it the L5559?</p> <p>192. While this road isn’t particularly bad, at points there are bends and poor lines of sight. There is only a modest amount of safety signage.</p>

Original text	Original text	Original text	Comment
Cecilstown	(a) On the L-1206, from a point 50 metres, north in direction of its junction with the N72 junction (Longfield's Cross), to the junction of L-1203/L1201.		<p>193. Drawing 112. Schedule reference number 21.</p> <p>194. Check extent of L-1206.</p> <p>195. Is the location mentioned spelled “Longueville Cross” after Longueville House / townland¹⁶?</p> <p>196. Check the road numbers and the extent of each.</p> <p>197. Change to “The L-1206 from a point 50 metres north of its junction with the N72 at Longfield's Cross to its junction with the L-1203 and L1201.”</p> <p>198. While this road isn’t particularly bad, at points there are bends, poor junctions, particularly poor lines of sight, and poor road surfaces. Road markings are intermittent in places and there is only a modest amount of safety signage.</p>
Church Hill Td.	(a) On the L1111, from a point 50 metres, north in direction, of its junction with the N72, Churh Hill Junction, to its junction with the L-1108, Loumanagh Crossroads.		<p>199. On drawing 115, this location is called Boherbue. Schedule reference number 27.</p> <p>200. Use the full word “townland”.</p> <p>201. Spelling “Churh” -> “Church”.</p> <p>202. Location is named “Loumanagh Cross”, NOT “Loumanagh Crossroads”.</p> <p>203. Change to “The L1111 from a point 50 metres north of its junction with the N72 near Church Hill Cross Roads to its junction with the L-1108 at Loumanagh Cross.”</p> <p>204. While this road isn’t particularly bad, at points there are poor road surfaces. There is only a modest amount of safety signage.</p>

¹⁶ See <https://www.logainm.ie/en/11645>

Original text	Original text	Original text	Comment
Doneraile	(a) On the L-1332, from a point 50 metres, north west in direction, with the N73 Junction (Skenakilla Crossroads), to a point 575 metres, south east of its junction with the R581.		205. On drawing 106, this location is called Skenakilla. Schedule reference number 11. 206. Spacing “Skenakilla Cross Roads”. 207. While parts of it are relatively direct, this road is NOT straight. The road isn’t particularly bad, but at points there are bends ¹⁷ , narrow sections ¹⁸ , poor junctions, and particularly poor lines of sight. Safety signage is wholly absent.
	(b) On the L-1328, from a point 100 metres north west in direction of its junction with the L-5545, to a point 50 metres east of the N20 Junction Lis Ballyhea.		208. Drawing 107. Schedule reference number 12. 209. Unable to identify the L-5545. 210. Spelling “Lisballyhay” ¹⁹ . 211. While it is quite direct, and parts of the road are very straight, other parts of this this road is NOT straight. The road isn’t particularly bad, but at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. Road markings are intermittent and there is only a modest amount of safety signage.
	183		
Cork County Council	Sixth Schedule (80 km/h)	Regional and Local Roads	213. The name is “Schedule 6” not “Sixth Schedule”.

¹⁷ See two section of re-built wall, where vehicles failed to take the bend

https://www.google.com/maps/@52.2115642,-8.5651921,3a,37.6y,266.16h,84.16t/data=!3m7!1e1!3m5!1slui6K6D8MjGgZox_dyrrLw!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D5.8376155538682895%26panoid%3Dliu6K6D8MjGgZox_dyrrLw%26yaw%3D266.16349488190764!7i13312!8i6656?coh=205410&entry=tту&_ep=EgoyMDI0MDgyNy4wIKXMDSoASAFQAw%3D%3D

¹⁸ See

https://www.google.com/maps/@52.1951681,-8.5392464,3a,63.4y,264.4h,93.31t/data=!3m7!1e1!3m5!1srNoDeMBKdBp_vvEg4roQ5Q!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D-3.3096745873951647%26panoid%3DrNoDeMBKdBp_vvEg4roQ5Q%26yaw%3D264.3979578839898!7i16384!8i8192?coh=205410&entry=tту&_ep=EgoyMDI0MDgyNy4wIKXMDSoASAFQAw%3D%3D

¹⁹ See <https://www.logainm.ie/en/11851>

Original text	Original text	Original text	Comment
Dungourney	(a) On the L-3800, from a point 295 metres, north west in direction, from its junction with R-627 via L3600, L 1526 to a point 50 metres, south east in direction of the Monroe Crossroads.		<p>214. Drawing 101. Schedule reference number 2.</p> <p>215. This text is not the same text that is on the drawings.</p> <p>216. Are L3800 and L3600 correct?</p> <p>217. Regional roads do not have hyphens in the reference numbers. Delete the hyphen from “R-627”.</p> <p>218. Standardise road numbers, whether with or without hyphens, but not with space characters within them.</p> <p>219. Spacing “Monroe Cross Roads”.</p> <p>220. At Dungourney, the change from 50 to 80 km/h should be after the last bend and after the last house.</p> <p>221. While this road isn’t particularly bad, at points there are bends, narrow sections, poor junctions, poor lines of sight, unsafe road edges and poor road surfaces. Road markings are intermittent and safety signage is wholly absent.</p>
Glenville	(a) On the L-2958, from a point 90 metres, south in direction of its junction with the L-2959, to a point 50 metres, north of the junction at College Rd., L-3002.		<p>222. On drawing 109, this location is called Carrignavar. Schedule reference number 15.</p> <p>223. Be careful of hyphens in road numbers resulting in line wrapping.</p> <p>224. Use the full words “College Road”.</p> <p>225. While this road isn’t particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. There are no road markings and there is only a modest amount of safety signage.</p>
Halfway	(a) On the L2231, from a point 620 metres, north east in direction, of its junction with the R589 Crossbarry Road, to a point 275 metres, west of its junction with the L-6458 Tullig Rd.		<p>226. Drawing 119. Schedule reference number 46.</p> <p>227. Use the full words “Tullig Road”.</p> <p>228. The L2231 appears to end approximately 630 metres west of the L-6458 Tullig Road.</p>

Original text	Original text	Original text	Comment
Kanturk	(a) On the L1026, from a point 630 metres, west in direction, from its junction with the L-1025 (Mill Rd.), to its junction at Horgan's Crossroads L-1036/R577.		<p>229. On drawing 116, this location is called Newmarket. Schedule reference number 29.</p> <p>230. Use the full words "Mill Road".</p> <p>231. Spacing "Horgan's Cross Roads".</p> <p>232. The drawing indicates that the section from Horgan's Cross Roads to the L1035 (possibly more) is the L1036.</p> <p>233. Change to "... to its junction with the R577 at Horgan's Cross Roads."</p> <p>234. At points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. Road markings are intermittent and there is only a modest amount of safety signage. At one point²⁰, there appears to be build-ups of moss growing on the road.</p>
Killavullen	(a) On the L-1219, from a point 50 metres, south east in direction, of its junction with the L-5403, to a point 20 metres, north west in direction of its junction with the L-57521.		<p>235. Drawing 105. Schedule reference number 9.</p> <p>236. Check road numbers and dimensions.</p> <p>237. Southeast or southwest?</p> <p>238. While this road isn't particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, unsafe road edges and poor road surfaces. Road markings are intermittent and safety signage is wholly absent.</p>

²⁰ See https://www.google.com/maps/@52.1778344,-9.0640991,3a,59.3y,241.31h,79.64t/data=!3m7!1e1!3m5!1si--xpC721EqA-worlt1CBg!2e0!6shhttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D10.358571519128603%26panoid%3Di--xpC721EqA-worlt1CBg%26yaw%3D241.311571862597!7i13312!8i6656?coh=205410&entry=ttu&g_ep=EgoyMDI0MDgyNy4wIKXMDSoASAFQAw%3D%3D

Original text	Original text	Original text	Comment
Kinsale	(a) On the L-3201, from its junction with the R605, north west in direction, to a point 50 metres, south east of its junction with the L-7207.		239. Drawing 120. Schedule reference number 50. 240. While this road isn't particularly bad, at points there are bends, poor junctions, particularly poor lines of sight, and poor road surfaces. The road is undulating and there are some hidden dips ²¹ . Road markings are intermittent and there is only a modest amount of safety signage.
Knocknagree	(a) On the L-1108, from a point 830 metres, east in direction, from its junction with the R582, to a point 1218 metres, south west in direction from its junction with the R577 (Mallow - Tralee Road).		241. On drawing 115, this location is called Boherbue. Schedule reference number 28. 242. Is there some other reference point that can be used, closer than 1,218 metres? 243. Use full words and correct capitalisation "Mallow to Tralee road". However, note that the R577 only extends from Castleisland, County Kerry to Cloonbannin East, County Cork ²² . 244. While this road isn't particularly bad, at points there are bends and poor lines of sight. There is only a modest amount of safety signage.
Knockraha	(a) On the L-2966, from a point 50 metres, south west in direction of its junction with the L-3604, to a point 50 metres east of its junction with the L-2968.		245. Drawing 108. Schedule reference number 14. 246. Be careful of hyphens in road numbers resulting in line wrapping. 247. Note houses, business premises and staggered junction at the Glanmire end of this section of road - reduce the speed limit here. While this road isn't particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, unsafe road edges and poor road surfaces. Road markings are intermittent and there is only a modest amount of safety signage.

²¹ See https://www.google.com/maps/@51.7226821,-8.5411225,3a,59.8y,308.94h,89.14t/data=!3m7!1e1!3m5!1spqh7SJUO_fOVxONQXvkaRw!2e0!6shhttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D0.8561462457465581%26panoid%3Dpqh7SJUO_fOVxONQXvkaRw%26yaw%3D308.9443116356391!7i16384!8i8192?coh=205410&entry=tту&_ep=EgoyMDI0MDgyNy4wIKXMDSoASAFQAw%3D%3D

²² See <https://www.irishstatutebook.ie/eli/2012/si/54/made/en/print>


Original text	Original text	Original text	Comment
Newmarket	(a) On the L-1018, from a point 538 metres, south west in direction, from its junction with the R576, to a point 50 metres, north of the junction at Ballyhoolahan Cross Rds., L-1033/L-1105		<p>248. Drawing 116. Schedule reference number 30.</p> <p>249. South of the L1026, does the L-1018 become the L-1033? Because that's what the map seems to suggest.</p> <p>250. Use full word "Roads".</p> <p>251. Change to "... to a point 50 metres north of its junction with the L-1033 and the L-1105 at Ballyhoolahan Cross Roads."</p> <p>252. Full stop.</p> <p>253. While this road isn't particularly bad, at points there are bends including hair pin bends at Castlemacauliffe townland, poor junctions, particularly poor lines of sight, and unsafe road edges. Road markings are intermittent and safety signage is wholly absent.</p>
Liscarroll	(a) on the L-1049, from its junction with the R580, north in direction, to a point 50 metres, south of its junction with the L-13182.		<p>254. There doesn't seem to be a drawing for this location.</p> <p>255. Unable to find exact location.</p> <p>256. Unable to identify L-13182.</p> <p>257. Capitalisation "On".</p> <p>258. While this road isn't particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. Safety signage is wholly absent.</p>
Meelin	(a) On the L-1007, from a point 395 metres, south east in direction from its junction with the L1007, to its junction with the L-1015/R578 Mountkeeffe Crossroads		<p>259. Drawing 118. Schedule reference number 33.</p> <p>260. Should the second reference to the L1007 refer to the L1005?</p> <p>261. Spacing "Mountkeeffe Cross Roads".</p> <p>262. Change to "... to its junction with the L-1015 and R578 at Mountkeeffe Cross Roads."</p> <p>263. Full stop.</p>
	184		
Cork County Council	Sixth Schedule (80 km/h)	Regional and Local Roads	265. The name is "Schedule 6" not "Sixth Schedule".

<u>Original text</u>	<u>Original text</u>	<u>Original text</u>	<u>Comment</u>
Millstreet	(a) On the L-1115, from a point 50 metres, south east in direction of its junction with the N72, to a point 75 metres, south east of its junction with L-5187.		<p>266. On drawing 115, this location is called Boherbue. Schedule reference number 26.</p> <p>267. The road number L-1115 is used here and on site, but on the drawing it is the L-1155.</p> <p>268. A lower speed limit should be applied at the level crossing at Millstreet Train Station.</p> <p>269. Be careful of hyphens in road numbers resulting in line wrapping.</p> <p>270. While this road isn't particularly bad, at points there are bends, poor junctions, particularly poor lines of sight, and poor road surfaces. There is only a modest amount of safety signage.</p>
Mogeely	(a) On the L-3805, from a point 180 metres, north west in direction, from its junction with the L-7833 to a point 180 metres, south east in direction, from its junction with the R627.		<p>271. There doesn't seem to be a drawing for this location. Some of it should show on drawing 101, but doesn't.</p> <p>272. Unable to find exact location.</p> <p>273. Unable to identify L-7833.</p> <p>274. At Dungourney, the change from 50 to 80 km/h should be after the last bend and after the last house.</p> <p>275. Note houses, farm and bends at the Dungourney end of this section of road - reduce the speed limit here.</p> <p>276. While this road isn't particularly bad, at points there are bends, narrow sections, poor junctions, particularly poor lines of sight, and poor road surfaces. Road markings are intermittent and safety signage is wholly absent. Drainage appears to be poor in places.</p>

Original text	Original text	Original text	Comment
Mount Uniacke	(a) On the L-3806, from a point 50 metres, south east in direction of its junction with the L-3804, to a point 390 metres north east of its junction with the N25.		<p>277. On drawing 102, this location is called Killeagh. Schedule reference number 6.</p> <p>278. Spacing "Mountuniacke"²³.</p> <p>279. This text is not the same text that is on the drawings.</p> <p>280. While it is relatively direct, this road is NOT straight. At points there are bends, narrow sections, poor junctions, poor lines of sight, and poor road surfaces. There are some hidden dips. Road markings are intermittent and safety signage is wholly absent. It does not seem to be suited to 80 km/h.</p>
Rathcoole	(a) On the L1120 Millstreet - Banteer Road, from a point 196 metres, south west in direction of its junction with the L-1117 (Rathcool), to a point 50 metres, east of its junction with R583 (Coole Crossroads).		<p>281. Drawing 114. Schedule reference number 24.</p> <p>282. Spelling "Rathcool"²⁴.</p> <p>283. Use the full words and correct capitalisation "Millstreet to Banteer road".</p> <p>284. Spacing "Coole Cross Roads".</p> <p>285. While this road isn't particularly bad, at points there are bends, narrow sections, and poor road surfaces. There is only a modest amount of safety signage.</p>

²³ See <https://www.logainm.ie/en/1412894>

²⁴ See <https://www.logainm.ie/en/1412897>

Original text	Original text	Original text	Comment
	<p>(b) On the L-1117 Rathcoole Village Rd., from a point 600 metres, north in direction, of its junction with the Millstreet - Banteer Rd., L-1120, to a point 50 metres, south of its junction with the R583 (Old Forge Crossroads).</p>		<p>286. Drawing 114. Schedule reference number 25.</p> <p>287. Use the full words, lower case and spelling “Rathcool village road”²⁵.</p> <p>288. Use the full words and correct capitalisation “Millstreet to Banteer road”.</p> <p>289. Should “Old Forge Crossroads” read “Black Road Cross Roads”? The labelling of these junctions on the background mapping on Drawing 114 is unfortunate and it is easy to confuse them.</p>  <p>290. While direct, the road is not straight. The road isn't particularly bad, at points there are bends, narrow sections, poor lines of sight, and poor road surfaces. There is only a modest amount of safety signage.</p>

²⁵ See <https://www.logainm.ie/en/1412897>

Original text	Original text	Original text	Comment
Rathduff	(a) On the L-2782, from a point 50 metres east in direction of its junction with the N20, south east in direction to a point 230 metres, north-west in direction of its junction with the L-2786.		<p>291. On drawing 110, this location is called Whitechurch. Rathduff is off the north edge of the map. Schedule reference number 18.</p> <p>292. “south-east” or “southeast” not “south east”.</p> <p>293. Delete comma.</p> <p>294. Note Rathpeacon National School, Rathpeacon Community Centre, houses and severe bends at the Cork City end of this section of road - reduce the speed limit here. While this road isn’t particularly bad, at points there are bends, poor junctions, particularly poor lines of sight, unsafe road edges and poor road surfaces. Road markings are intermittent and there is only a modest amount of safety signage, some of which is derelict²⁶.</p>

²⁶ See https://www.google.com/maps/@51.9386966,-8.5077716,3a,75y,268.01h,93.34t/data=!3m7!1e1!3m5!1szgtAiy4qzs1z-9cXun8lmw!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D-3.342504496078419%26panoid%3DzgtAiy4qzs1z-9cXun8lmw%26yaw%3D268.01111253694484!7i16384!8i8192?coh=205410&entry=ttu&g_ep=EgoyMDI0MDgyNy4wIKXMDSOASAFAw%3D%3D

Original text	Original text	Original text	Comment
Two Pot Crossroads to Oldcourt Td.	(a) On the L-3601, from a point 50 metres, south east in direction of the Two Pot Crossroads (L-3600), to a point 120 metres north of its junction with the L-3610.		<p>295. On drawing 101, this location is called Dungourney. Schedule reference number 3.</p> <p>296. This text is NOT the same text that is on the drawings.</p> <p>297. Spacing “Two Pot Cross Roads” (x2).</p> <p>298. Check spacing at “(L-3600), to”.</p> <p>299. Change “Oldcourt” to “Oldcourt East”. Oldcourt and Oldcourt East are separate townlands approximately 4 km apart.</p> <p>300. Use the full word “townland”.</p> <p>301. The L-3601 is generally to the southwest and south of Two Pot Cross Roads, NOT to the southeast.</p> <p>302. Be careful of hyphens in road numbers resulting in line wrapping.</p> <p>303. While this road isn’t particularly bad, at points there are bends, narrow sections, poor junctions, poor lines of sight, and poor road surfaces. There are some hidden dips. Road markings are intermittent and safety signage is wholly absent.</p>
Whitechurch	(a) On the L-2951, from a point 460 metres, south east in direction from its junction with the L-2960, to a point on the County/City Boundary.		<p>304. Drawing 110. Schedule reference number 16.</p> <p>305. Lower case “county/city boundary”.</p> <p>306. Change to “... to its intersection with the boundary of Cork City”.</p>
Whitechurch	(b) On the L-2951, from a point 360 metres, north west of its junction with the L-2961, to the junction of Daly's Crossroads.		<p>307. Drawing 111. Schedule reference number 17.</p> <p>308. Location included for each description, whereas it is only included once for other locations.</p> <p>309. While this road isn’t particularly bad, at points there are bends and poor lines of sight. Road markings are intermittent in places and there is only a modest amount of safety signage.</p>
			<p>310. Map 103 Conna to Fermoy. This location is not included in the schedule. While this road isn’t particularly bad, at points there are bends, narrow sections, poor junctions, poor lines of sight and poor road surfaces. There is only a modest amount of safety signage.</p>

Original text	Original text	Original text	Comment
			311. Blank row in table. Consider deleting. (x3)
	185		
Cork County Council	Sixth Schedule (80 km/h)	Regional and Local Roads	313. The name is "Schedule 6" not "Sixth Schedule". 314. There is no content here. Consider deleting.
	186		315. There is no content here. Consider deleting.
	Endorsed Certificate of Bye Law Making and Adoption		316. From this point on, the text was included in the Excel version of this document, but was NOT included in the PDF version. 317. The following text is non-standard. It would be useful to check council protocols for such certificates and equivalent certificates used for other bye-laws and / or by other councils. 318. Lower case and hyphenation "Bye-law".
	These Bye Laws titled:		319. Lower case and hyphenation "bye-law". 320. Delete stray space characters after text.
	County of Cork Road Traffic Special Speed Limits (Regional & Local Roads) Bye-Laws (No 2) 2024		
	are hereby made and adopted under the Common Seal of Cork County Council and come in to operation on:		321. Delete "and come in to operation on" as this is dealt with by Bye-law 3. Duplicating the information risks error. 322. If retained, replace the large number of underlined space characters with underscore characters.
	_____ (Date of full council meeting)		323. Delete temporary text "(Date of full council meeting)".

Original text	Original text	Original text	Comment
	and come into operation on _____		324. This seems to duplicate the previous paragraph. Delete completely. 325. Delete completely, as this is dealt with by Bye-law 3. Duplicating the information here risks error. 326. The dates here are largely irrelevant to when the bye-laws come into effect. The important date is the date that the relevant provisions of the Road Traffic Act 2024 are commenced. Hence my comments opposite Bye-law 3 Commencement Date above. 327. Make the lines the same length.
	Present when the Common Seal of Cork County Council was affixed hereto:		328. Ensure that these signatures follow current council protocol. For example, with some councils, the mayor or cathaoirleach is involved.

	Director of Services (Roads & Transportation)		329. Check if this title is current.
	Authenticated by:		

	Nominated Officer		