



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

# Roads Funding, Oversight & EIA Directive

8 May 2019

# Departmental Roads Division Role: Investment, Road Policy & Legislation

- Investment Programme
- Input to Project Ireland 2040
- Tolling Policy + EETS
- PPP programme
- Road Classification
- Road Standards (e.g. DMURS)
- Speed Limits
- Roads Legislation (e.g. transposition of EIAR)

# Road Investment at start of 2019

- **National Roads**

- Total €549 million (up €79m on start of 2018)

- Current           € 34 million

- Capital           €515 million

- **Regional & Local Roads**

- Total €483 million (up €66m on start of 2018)

- Current           €41 million

- Capital           €442 million

- **Total €1,032 million**

# Local Authorities

- Local Authorities are responsible for the administration, construction, and maintenance of Regional and Local Roads. They do so using the various general funding sources available to them which are **supplemented by DTTAS allocations** (except in the case of the Dublin Authorities where DTTAS funding is limited to training and strategic grants)
- In addition to these, Local Authorities are responsible, in partnership with Transport Infrastructure Ireland (TII), for construction and maintenance of the National Road network, comprising of National Primary and National Secondary Roads. Most works on national roads are funded 100% by TII

# Road Lengths

## **Total Network of over 99,000 km (2012 survey)**

- network is over twice the European average in terms of length per head of population
- national road network of 5,300 km
- regional & local road network of over 93,700 km

## **Letter issued to LAs on 12<sup>th</sup> December 2018**

- Revised Lengths sought & due by 18<sup>th</sup> January 2019
- To date 23 returns received from 31 LAs
- Length forms basis for RI, RM and DG grants

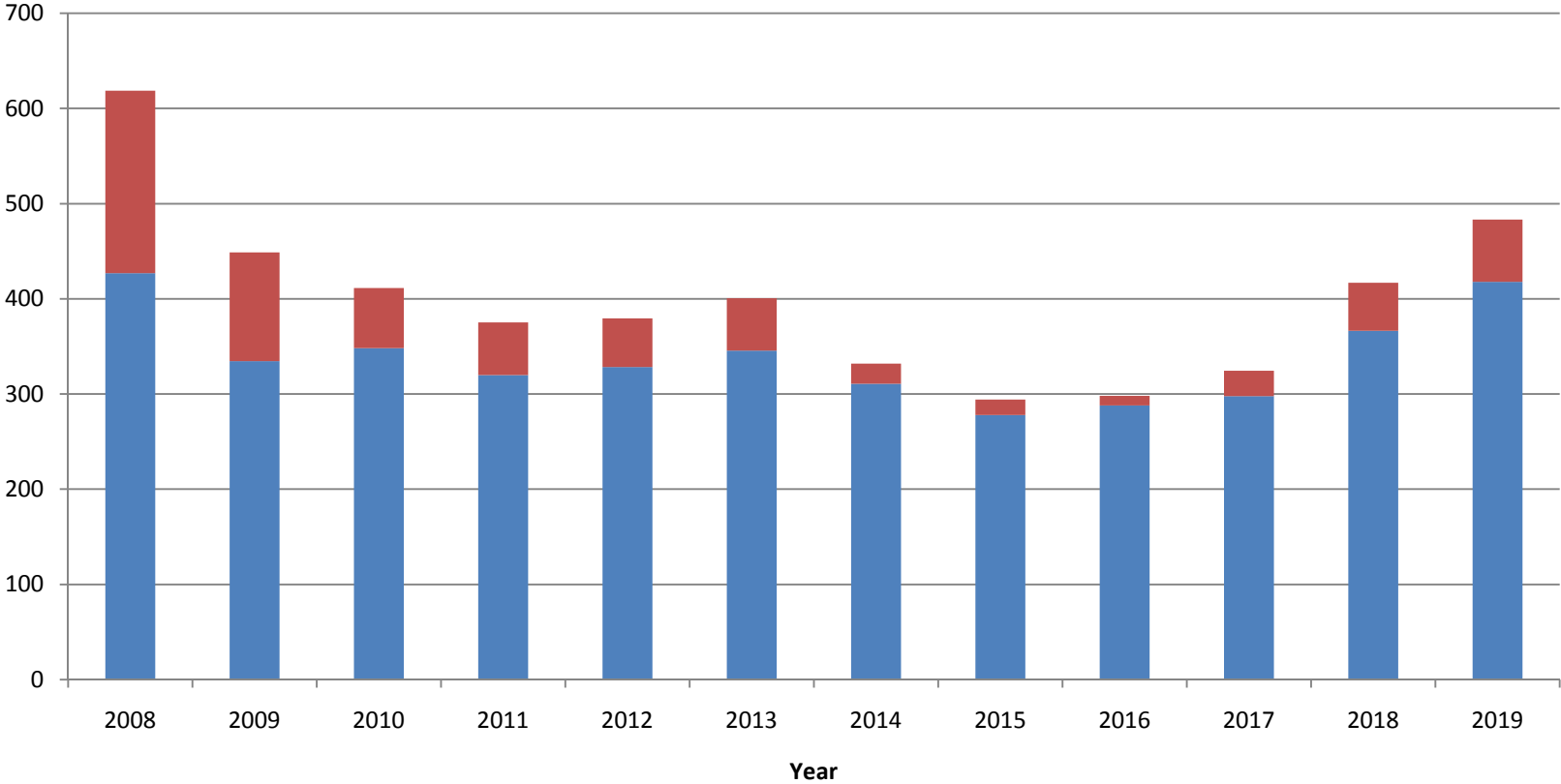
# Start of year RLR Allocations

Works Category	2018	2019
	€ million	€ million
Restoration Improvement	195	215
Restoration Maintenance (including Supplementary)	48	53
Discretionary Grant	71	82
Bridge Rehabilitation	10	11
Safety Improvement Works	8	9
CIS	10	15
Drainage	10	20
Specific Grant Projects	13	15
Strategic Grant Projects	38	50
Former National Road Pavements (pilot)	0	5
Miscellaneous (less overallocation)	14	8
<b>Total</b>	<b>417</b>	<b>483</b>

# Main Changes in 2019

- Overall RLR grants are up 16% on 2018 (and 49% on 2017)
- RI, RM & DG all increased
- Drainage Grant doubled
- CIS increased
- New 2 year CIS programme will be sought for 2020 / 2021

# RLR Initial Allocations 2008 to 2019



■ Maintenance & Rehabilitation € m    ■ SG + SRLR € m



# Maintenance Requirements

- Minimum length of Surface Dressing required per year is 4,700 km (about 5% of network)
- Minimum length of strengthening required per year is 4,700 km (about 5% of network)
- In 2005 estimated backlog was in the order of €2.7 billion
- In 2017 estimated backlog from limited data is in the order of €4.5 billion.
- More accurate estimates will be prepared using information from MapRoad as further condition ratings are input

# RLR Steady State Requirements (annual)

		SFILT	PLUTO
Item		€ million	€ million
1	Total required for maintenance and Rehabilitation	580	630
2	LA Own Resources	100	100
3	Item 1 – Item 2	480	530
4	2019 Total Allocation	483	483
5	2019 Specific / Strategic	65	65
6	Item 3 – Item 4	418	418
7	2019 Funding Gap (Item 3 – Item 6)	62	112

# Planning Land Use & Transport – Outlook 2040 (PLUTO)

Study will build on SIFLT & NPF & objectives include:

- Identify cost of maintaining current & future transport network
- Identify transport infrastructure needed in urban centres (cities & towns)
- Measures needed to improve international links
- Examine approaches which could be taken to mitigate emissions in the transport sector

# PLUTO Implications for Roads

- Update cost estimates for annual maintenance and rehabilitation (use MapRoad data)
- Estimate extent of backlog (2018 regional road survey + MapRoad data)
- Reevaluate quantum of own resources expenditure on roads by councils
- Need to bid for monies under different headings in the NDP

# Items of Note

- Revised memorandum applied from 1.12.2018
- Continued need to demonstrate compliance with Public Spending Code; tables required for:
  - Capital & current expenditure being considered
  - Capital & current expenditure being incurred
  - Capital & current expenditure recently ended
- From 2019 transfer from RI to DG is not permitted
- New two year CIS programme for 2020/2021 will be sought
- Details of assignment of counties to inspectors on next slide

# Inspectorate

John McCarthy Senior Adviser	David O'Grady Engineering Inspector	James McCrum Engineering Inspector
Cavan Donegal Dublin City Fingal Leitrim Longford Louth Meath Monaghan Sligo	Carlow Clare Kildare Kerry Kilkenny Laois Limerick Tipperary South Dublin Waterford Wexford Wicklow	Cork County Cork City Dun Laoghaire Galway County Galway City Mayo Offaly Roscommon Westmeath

# Returns Required

Return	Received to date	Number of LAs
2019 Discretionary Grant works	19	27
2019 Drainage Grant	19	27
2019 Restoration Improvement – start*	22	27
2019 Restoration Maintenance – start*	19	25
* To be returned via MapRoad		

# Role of Inspectorate 1 of 3

- Examination of Restoration Improvement and Restoration Maintenance works input by LAs onto the MapRoad system at year start and at year end.
- Examination of applications from local authorities in respect of bridge rehabilitation works, safety works and specific/strategic grants. Applications for specific/strategic grants are not sought from local authorities each year but are dealt with on a case by case basis. Approved projects are monitored by the inspectors.



# Role of Inspectorate 2 of 3

- Inspection of works across the various programmes with priority given to higher cost projects. Review progress and quality of works and compliance with required standards.
- In relation to Specific/Strategic projects inspectors deal with approvals in respect of the appointment of consultants, contract documents, business cases, timing of submission of projects to An Bord Pleanála and tender approvals. (see recent Circular RW 06/2018)

# Role of Inspectorate 3 of 3

- Assist in the preparation and implementation of new standards and the amendment of existing standards in the area of road & bridge design/maintenance, sign design, road safety, traffic management & control, intelligent transport systems, pavement management and geographical information systems
- Provide a technical assessment of proposals in respect of design, appraisal and prioritisation.

# Environmental Impact Assessment Regulations

- Regulations arise out of Ireland's obligations under EU Directive 2011/92/EU as amended by Directive 2014/52/EU
- Due to be signed and in force in coming weeks
- Has implications for DTTAS, Local Authorities and TII

# Environmental Impact Assessment Regulations

## **Section 50:**

- LA/TII still conduct EIA for certain types of road development.
- Screening continues to be carried out on projects which may have significant effects on the environment.
- ABP now have power to seek further information from the road developer prior to making screening decision.
- Obligation on LA/TII to prepare an Environmental Impact Assessment Report on road developments subject to EIA containing the specific information listed in the Regulations.

# Environmental Impact Assessment Regulations

## **Section 51**

- LA/TII must send an electronic version of the planning notice, EIAR and map of the road development location to ABP.
- ABP to make EIAR public on its website.
- ABP to also send to prescribed bodies including EPA.
- Provisions for ABP to request additional information and publishing same on ABP website.
- Provides for the consideration and decision making by ABP and approval/refusal of applications.

# Environmental Impact Assessment Regulations

## **Sections 51C – 51G**

- LA/TII have a duty to notify competent authority and comply with environmental modifications or conditions in an ABP order.
- DTTAS/TII have powers to check that the ABP environmental conditions are being complied with and also have powers to enforce compliance.

## Responses to informal survey from last year (2018 Conference)

Priority	Preferred Works in General Order of Priority
1	Restoration Improvement
2	Specific / Strategic
3	Bridge Rehabilitation
4	Discretionary Grant, Restoration Maintenance, Safety
5	Drainage