



An Roinn Iompair
Department of Transport



Cumann Lucht Bainistíochta Contae agus Cathrach
County and City Management Association



ROADS Services Training Group

LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION - 2022

Radisson Blu Hotel & Spa, Sligo May 2022



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LOCAL AUTHORITY ROADS CONFERENCE and EXHIBITION – 2022

Transport Priorities and the Regional & Local Road Investment Programme
Dominic Mullaney
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Department of Transport

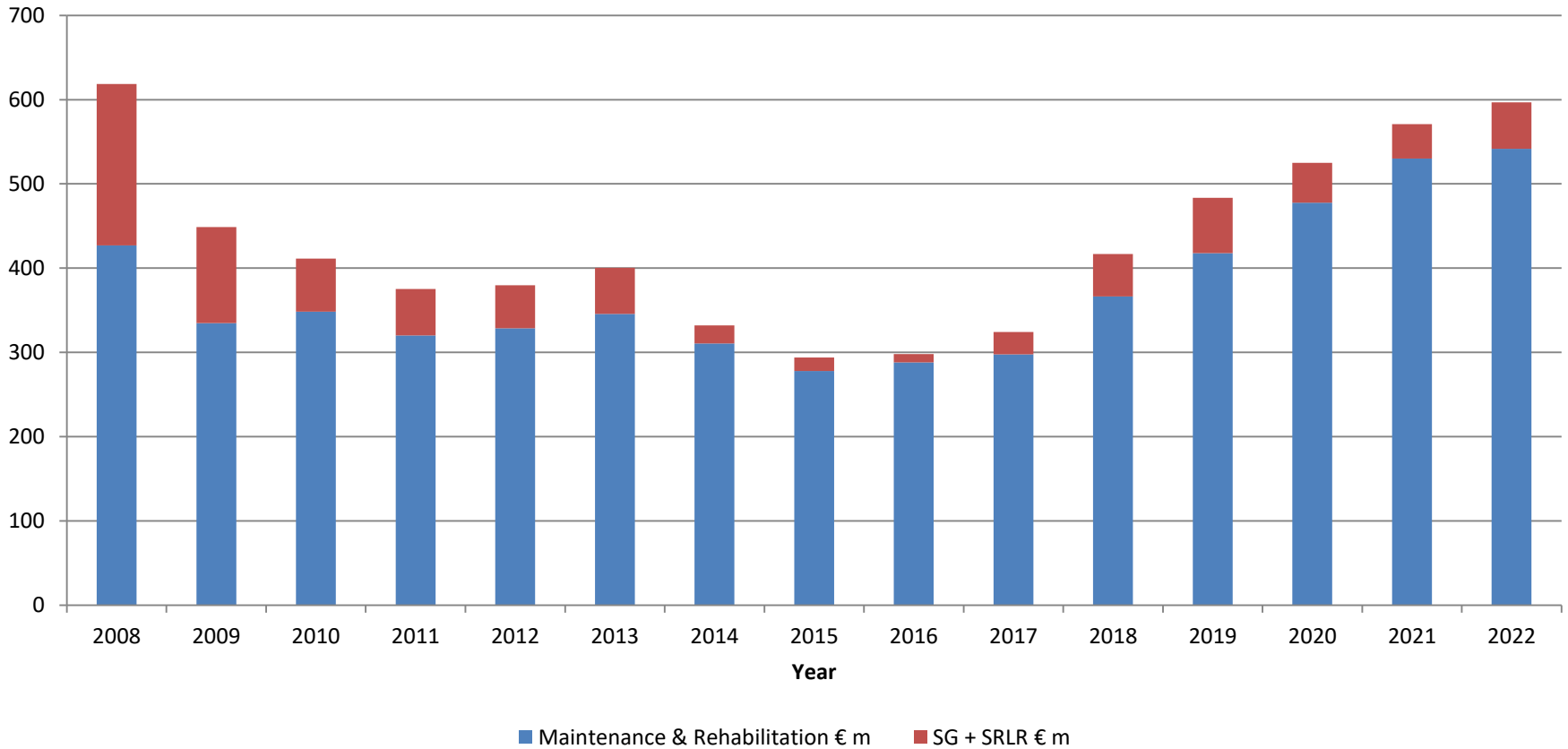
Local Authorities

- 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

Category	Length (km)	Sub-total Lengths (km)
National Primary	2,731	
National Secondary	2,682	
Sub-Total		5,413
Regional	13,371	
Sub-total		13,371
Local Primary	23,842	
Local Secondary	33,708	
Local Tertiary	25,620	
Sub-total		83,170
Total	101,954	

RLR Initial Allocations 2008 to 2022



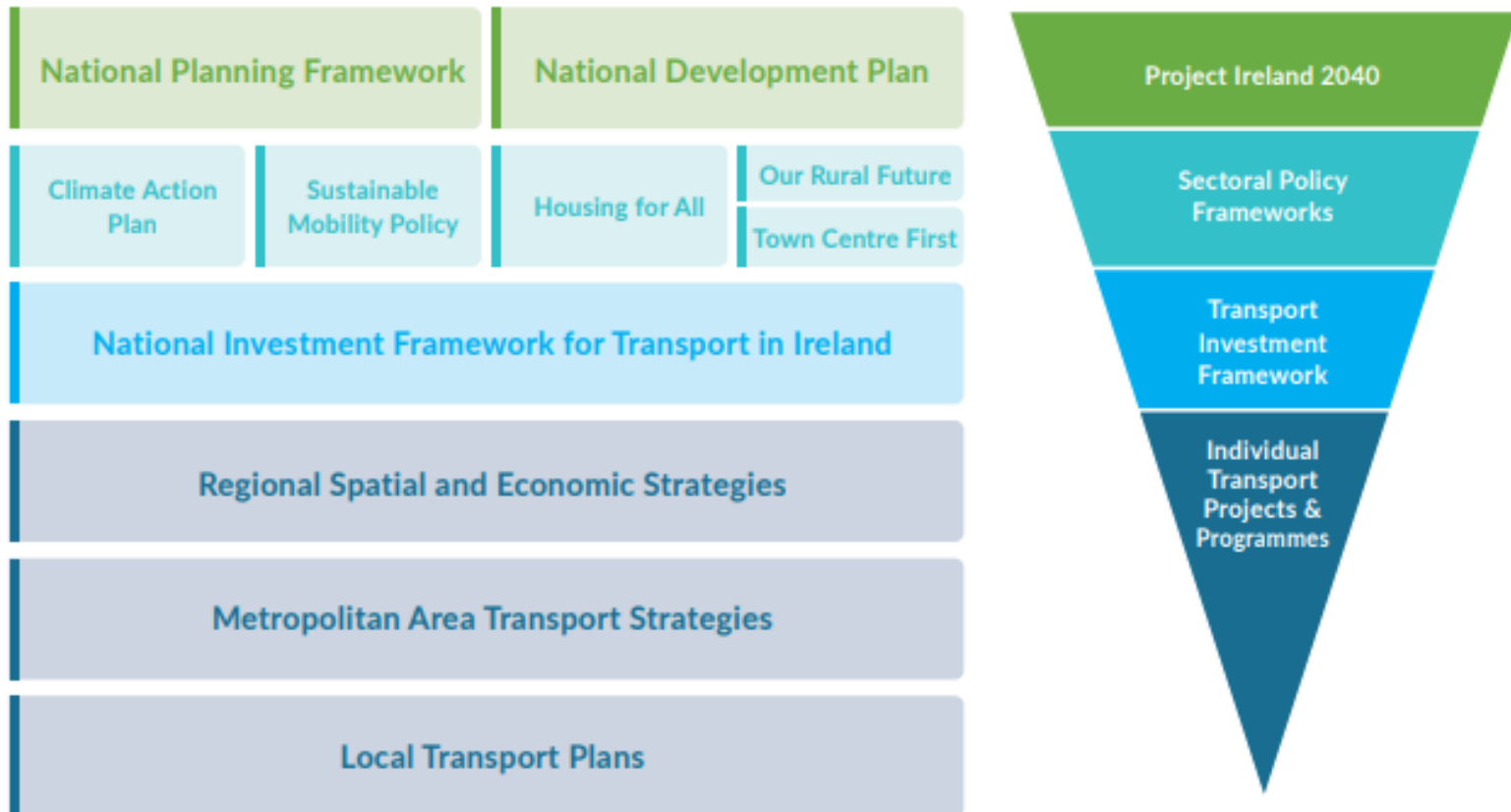
Start of year RLR Allocations

Works Category	2019	2022
	€ million	€ million
Restoration Improvement	215	282
Restoration Maintenance (including Supplementary)	53	75
Discretionary Grant	82	84
Bridge Rehabilitation	11	16
Safety Improvement Works	9	12
CIS	15	15
Drainage	20	20
Specific Grant Projects	15	18
Strategic Grant Projects	50	38
Former National Road Pavements (pilot)	5	9
Climate Adaptation & Resilience Works	0	15
Miscellaneous (less overallocation)	8	13
Total	483	597

Project Ireland 2040 NSOs



Policies in the Transport Sector



National and Sectoral Policies



National and Sectoral policies set targets for the Transport Sector

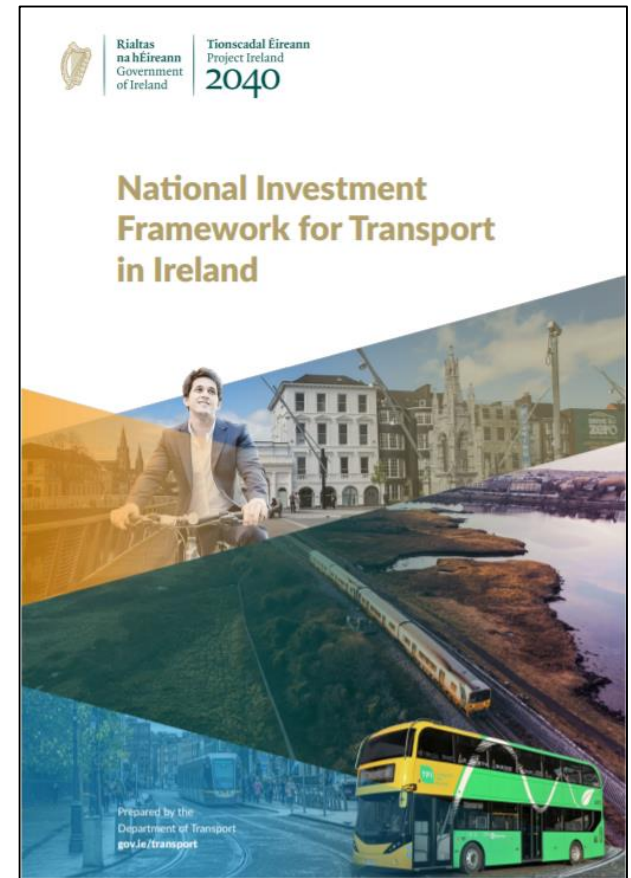
- CAP21 proposes 42-50% reduction in CO2 emissions.
- SMP targets 500,000 additional active and public transport journeys.



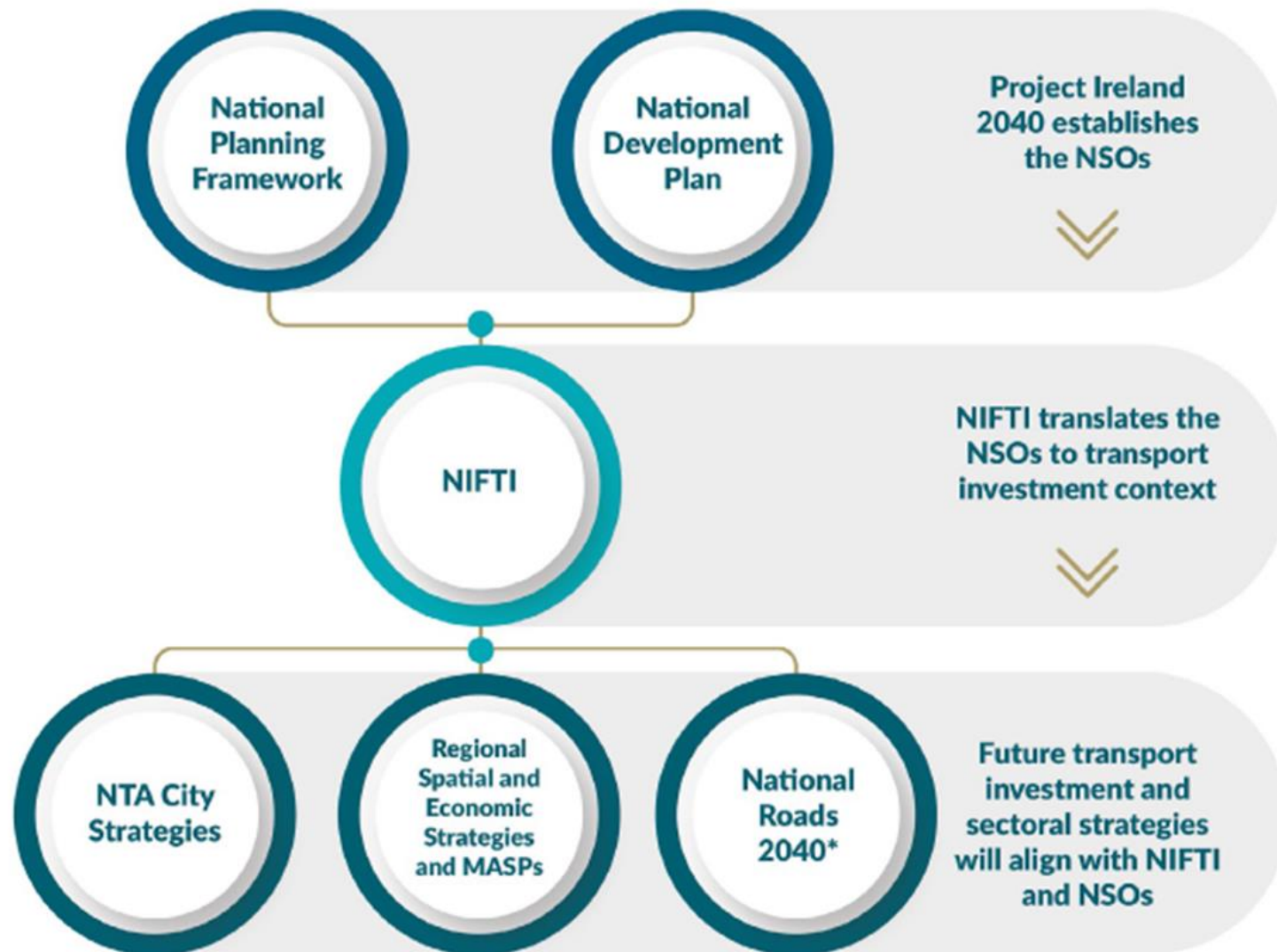
What is NIFTI?



- NIFTI is the Department of Transport's high-level strategic framework to support the consideration and prioritisation of investment in the land transport network.
- Part of Government's Project Ireland 2040 vision.
- It has been developed to ensure that transport investment is aligned with the National Planning Framework and supports the delivery of the ten NSOs, as well as supporting the Climate Action Plan and our national decarbonisation commitments.



NIFTI role in investment decision making



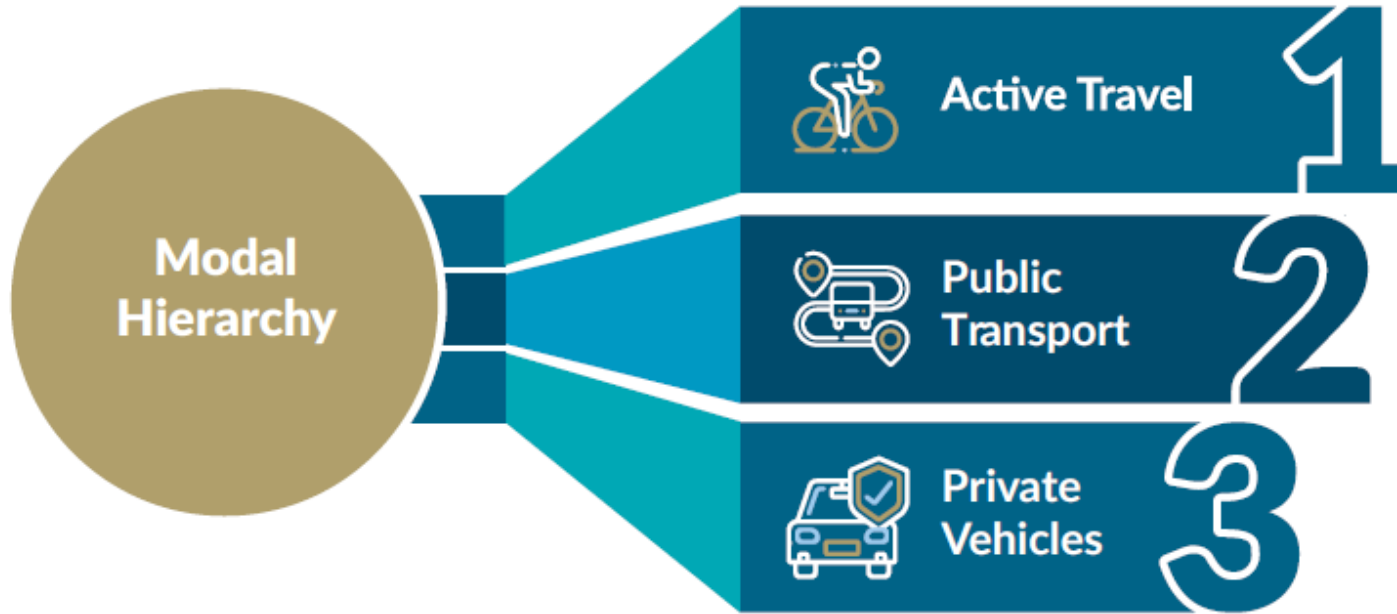
Investment Priorities



Priorities aim to efficiently and effectively address the challenges to realise the NSOs



Modal Hierarchy



Sets out a hierarchy of travel modes to be **accommodated and encouraged** when investments are made.

Intervention Hierarchy



Ensure that investment is **proportionate** to the problem identified and aims to make best use of our existing assets.

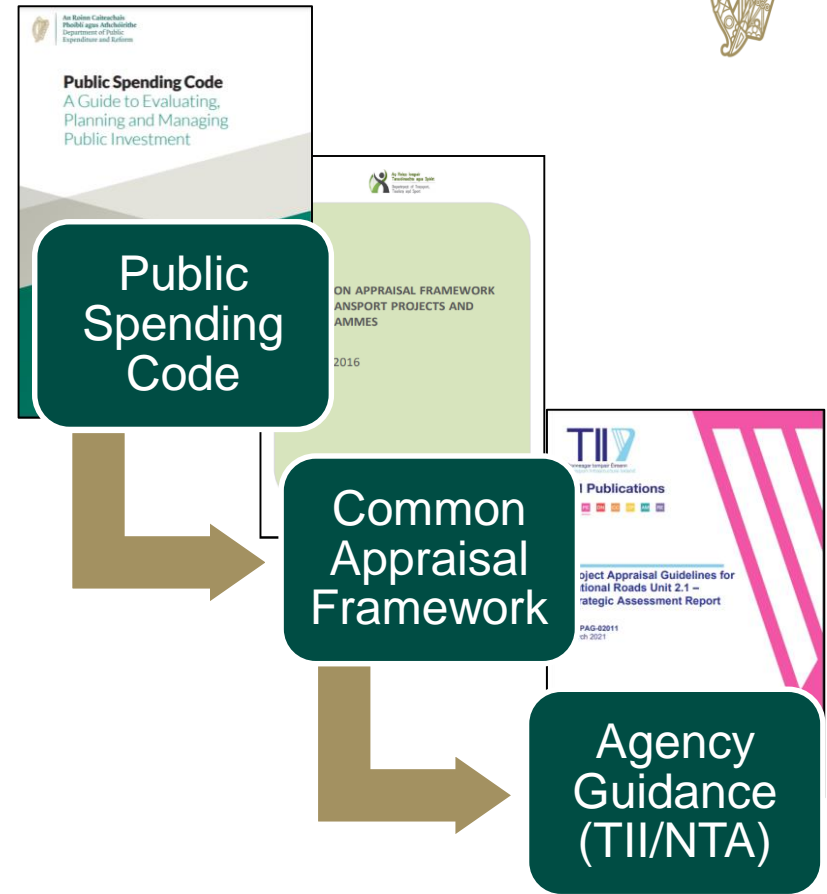
Transport Project Appraisal Process



2019 Public Spending Code

Common Appraisal Framework for Transport Projects and Programmes (CAF)

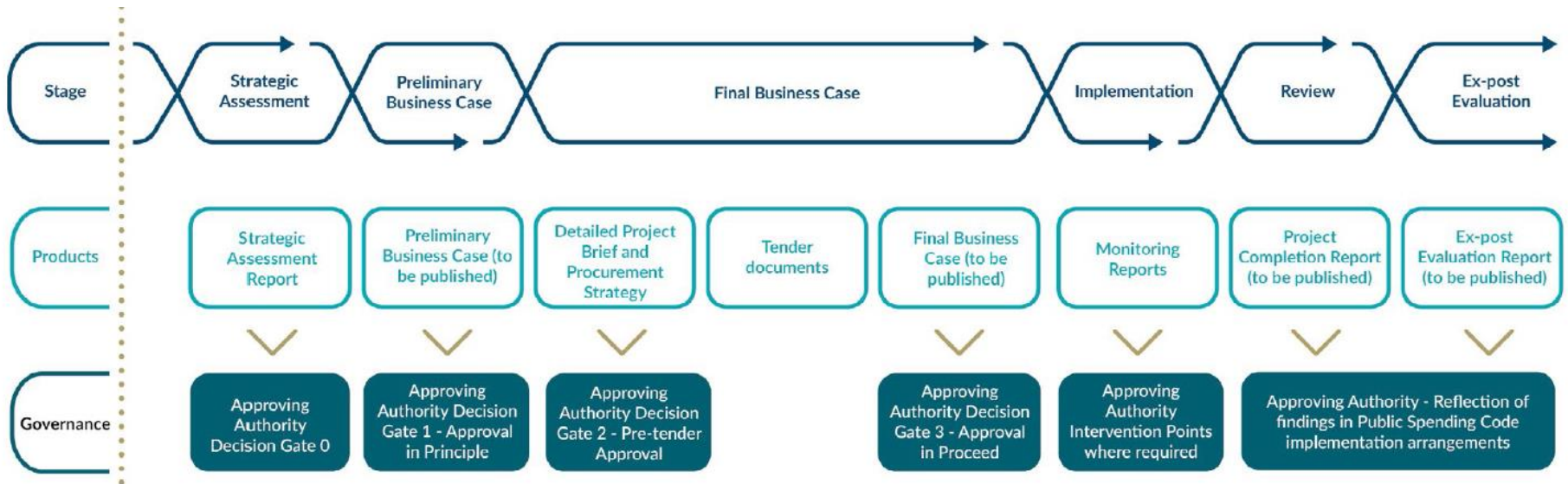
CAF in turn informs agency and sectoral guidance





Public Spending Code Lifecycle

Project lifecycle sets out what is required at each 'Decision Gate'





SAR Requirements

Strategic Assessment Element

Project Rationale

Objectives

Strategic Alignment



Link to National/
Sectoral Policy

Lessons Learned from Previous Projects

Preliminary Demand Analysis

Long-list of options



NIFTI Hierarchies and
consideration of
sustainable transport
modes

Range of Costs

Affordability assessment

Identification of Risks

Framework for determining KPIs

Appraisal Plan

Outline Governance Plan



Preliminary Business Case Requirements

Detailed Assessment Element

Strategic Relevance



Link to National/
Sectoral Policy

Problem Definition / Objectives

Identification of Short-List (Options Assessment)



MCA including
environmental
considerations

Detailed Demand Analysis (Modelling Report)

Economic Appraisal (including qualitative impacts)

Financial Appraisal

NIFTI Hierarchies

Affordability Assessment



CBA/CEA
including
environmental
considerations

Consideration of Deliverability

Risk Assessment and allowance for Optimism Bias

Outline Procurement Strategy

Options for Implementation and Operation

Considerations Outside the PSC Process



- Strategic Environmental Assessment (SEA) at plan or programme level.
- Environmental Impact Assessment (EIA) carried out on individual projects as part of the planning process.

Challenges

- ❑ Financial – good level of own resource expenditure will be crucial
- ❑ Inflation / Supply Chains
- ❑ Implementation / Public Consultation / Allocation of road space