



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

# Roads Funding, Oversight & the NDP

9 May 2018

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

- Tolling
- PPP programme
- Capital Plan (e.g NDP)
- Road Classification
- Road Standards (e.g. Design Manual for Urban Roads & Streets issued in March 2013)
- Speed Limits (certain aspects on behalf of RSD)
- Roads Legislation
- Investment Programmes

# 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).
- 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 Facts

Total Network of over 99,000 km

- network is over twice the European average in terms of length per head of population
- national road network of 5,500 km
- regional & local road network of over 93,500 km

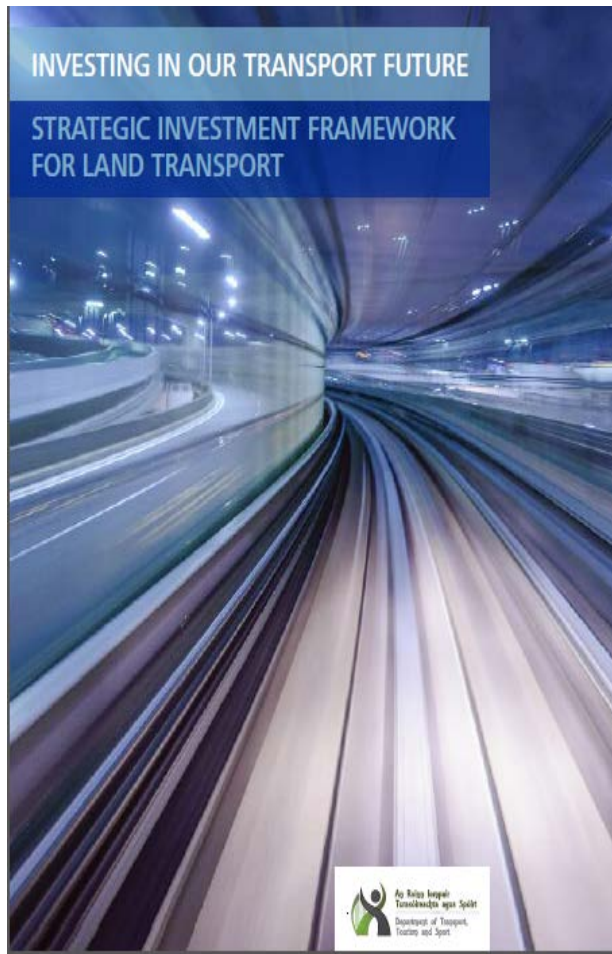
Traffic

- National roads which comprise less than 6% of the network carry 45% of all traffic
- Regional roads which comprise about 13% of the network carry 30% of all traffic

# 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

# Strategic Investment Framework For Land Transport



- Identified key priorities and principles for future investment:
- Compare transport capital funding (0.3% in 2014) to OECD average 0.8% of GDP for 2006 to 2015
- Achieve Steady State maintenance
- Address urban congestion
- Target critical improvements to road network

# SIFLT Steady State Requirements (annual)

Area of Expenditure	Gross	Net	Balance
National Roads	€573 m	€469 m	Tolls
Regional & local Roads	€580 m	€480 m	LA own resources
Public Transport (including integration initiatives)	€429 m	€305 m	Fares
Total (rounded)	€1.6 billion	€1.3 billion	

# 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

# NPF & NDP



Rialtas na hÉireann  
Government of Ireland

Project Ireland 2040

## National Planning Framework



Rialtas na hÉireann  
Government of Ireland

Project Ireland 2040

## National Development Plan 2018–2027



# National Development Plan 2018 - 2027

- Under National Strategic Outcome 2 - Enhanced Regional Accessibility national roads are to receive €6.6 billion (includes 0.9 billion for Cork to Limerick)
- Under National Strategic Outcome 3 – Strengthened Rural Economies and Communities regional and local roads are to receive €4.5 billion

# NPF & NDP

## Project Ireland 2040 Delivery Board

- Project Tracker (DPER)
- Regeneration Agency (DHPLG)
- The 4 Funds including Rural and Urban (incorporates LIHAF)
- Construction Sector Group

# Items of Note 1 of 3

- RW 6 of 2018 which deals with Capital Appraisal Guidelines issued in April 2018
- Revised memorandum
  - revised chapter 4 applied from January 2018
  - paragraph 4.17.1 deferred pending discussions
  - any revisions to paragraph 4.17.1 will be advised to LAs
  - consolidated revision of memorandum later this year
- 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

## Items of Note 2 of 3

- New targeted Grant Programmes (Drainage & ring fenced CIS)
- LIS no longer funded by DTTAS
- New 3 year RI programme will be sought
- Condition Survey of Regional Roads this year
- Will request updated road lengths from local authorities

# Items of Note 3 of 3

- **From 2019 transfer from RI to DG will not be permitted**
- CIS grants to be advised to LAs before the end of May
- Strengthened inspectorate (since October 2017 + audit (since July 2017))

# 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



# 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.

# Road Investment in 2018

- **National Roads**

- Capital €434 million
- Current € 32 million
- **Total €466 million**

- **Regional & Local Roads**

- Capital €381 million
- Current € 36 million
- **Total €417 million**

**Total €883 million**


# Returns Required

Return
2017 Form A – Summary data
2017 Bridge rehabilitation projects
2017 Safety Works projects
2017 The 30 km/h speed limit data
2017 Form C – grant expenditure & Own Resources (2015 to 2017)
2017 Restoration Improvement – end*
2017 Restoration Maintenance – end*
2018 Discretionary Grant works
2018 Drainage Grant
2018 CIS Applications
2018 Restoration Improvement – start*
2018 Restoration Maintenance – start*
* To be returned via MapRoad



# DTTAS Regional & Local Roads Grant Types

- Restoration Improvement €195m
- Restoration Maintenance +Supplementary €48m
- Discretionary Grant €71m
- Community Involvement Scheme €10m
- Drainage Grant €10m
- Safety Improvement / 30 km/h speed limits €8m
- Bridge Rehabilitation €10m
- Specific / Strategic Projects €50m
- Training €2m
- Miscellaneous (incl. MapRoad & Salt) €13m



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26<sup>th</sup> January 2018 Circular RW 1/2018

**2018 Regional and Local Road Grant Allocations**

Dear Director of Service,

1. I am directed by the Minister for Transport, Tourism & Sport to enclose details of the 2018 grant allocations to your authority in respect of the maintenance and improvement of regional and local roads. The total grant allocation in 2018 under this Circular is **€416.8 million**. The amounts available nationally under the various grant headings are set out in Appendix 1 and individual local authority allocations and scheme details are set out in Appendix 3.
2. The conditions applying to the payment of allocations under the various grant categories are set out in the **Memorandum on Grants for Regional and Local Roads subject to any revisions that may be notified to local authorities.**



- **Restoration Maintenance (RM) :**

The **Restoration Maintenance (RM)** element of the grant aims to protect the structural integrity of the road by way of surface dressing (and necessary basic preparatory works). If more than basic preparatory works are required then this does not constitute RM. The purpose of RM is to maintain the asset before it requires improvement. As the current funding budget for regional and local roads has been reduced this year, a Supplementary Restoration Maintenance (SRM) Grant using capital funding is being introduced. An overall amount of €48 million will be provided under the RM and SRM programmes in 2018.





- **Community Involvement Schemes:**

Facilitate works being carried out to public roads that likely otherwise would not be funded by road grants because of length of road network. Ring-fenced funding of €10 million is being made available for the Community Involvement Scheme in 2018.

- Local authorities were given the opportunity to 'bid' for funds under this revised scheme. Grants should be announced before the end of May



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19<sup>th</sup> February, 2018

RW 04/2018

Community Involvement Schemes

Dear Director of Services,

I refer to the 2018 regional and local road grant allocations notified to your authority in Circular RW 1/2018 on 26<sup>th</sup> January 2018 and in particular to the provision of €10 million countrywide for Community Involvement Schemes (CIS).

As outlined in the Circular, County Councils may no longer set aside a percentage of their Restoration Programmes towards the CIS. Instead, this year local authorities must apply directly to the Department for funding for the CIS. This is similar to a Pilot Community Involvement Scheme that was completed in 2014.

The new CIS will be based on community contributions within the range of 15% to 30% and will be based on the following terms:

- Where the local community contribution is monetary only a minimum contribution rate of 15% will apply;
- Where the local community contribution comprises works only the minimum contribution rate will be 30%;
- Where the local community contribution is a combination of monetary and works then the local authority may set a minimum rate on a pro rata basis (between 15% and 30%).

The following requirements will apply to the new CIS:

1. Local authorities will assess the condition (PSCI) of any local roads, for which they intend to apply for funds, using the Paving Rating Manual (rating range is 1 to 10 with 1 being very poor and 10 being excellent). Where schemes are approved and proceed the "after" condition must be subsequently rated.
2. Local authorities will record the road length and width and the number of dwellings along the roads under consideration.
3. Local authorities should then estimate the overall cost of the scheme taking account of material, labour, machinery and traffic management costs. The community contribution may in each case be in money or in kind (labour/machinery) or both. This will then determine the percentage contribution.
4. Taking into account the findings of points 1 to 3 above, Councils may then prioritise the roads which would be eligible under the 2018 CIS and apply to the Department for funding.





- **Drainage Grant**

Separate grant funding of €10 million is being provided in 2018 for drainage measures. The funding may be used for the alleviation of road drainage problems either through new works or remedial works.

Councils should refer to the Guidelines for Road Drainage which outlines best practice in relation to road drainage.





- **Local Improvement Schemes:**

Provides funding for road and laneways that councils have not taken in charge (not public roads).

In recent years there has been no ring-fenced allocation available from DTTAS for LIS. Instead LAs could use a proportion of their initial Discretionary Grant towards LIS if they wish to do so. The Department for Rural and Community Development introduced ring-fenced funding for LIS in 2017 and proposes to continue to operate this scheme in 2018. **The option of allocating funding to LIS from the Discretionary Grant will not, therefore, apply in 2018.**





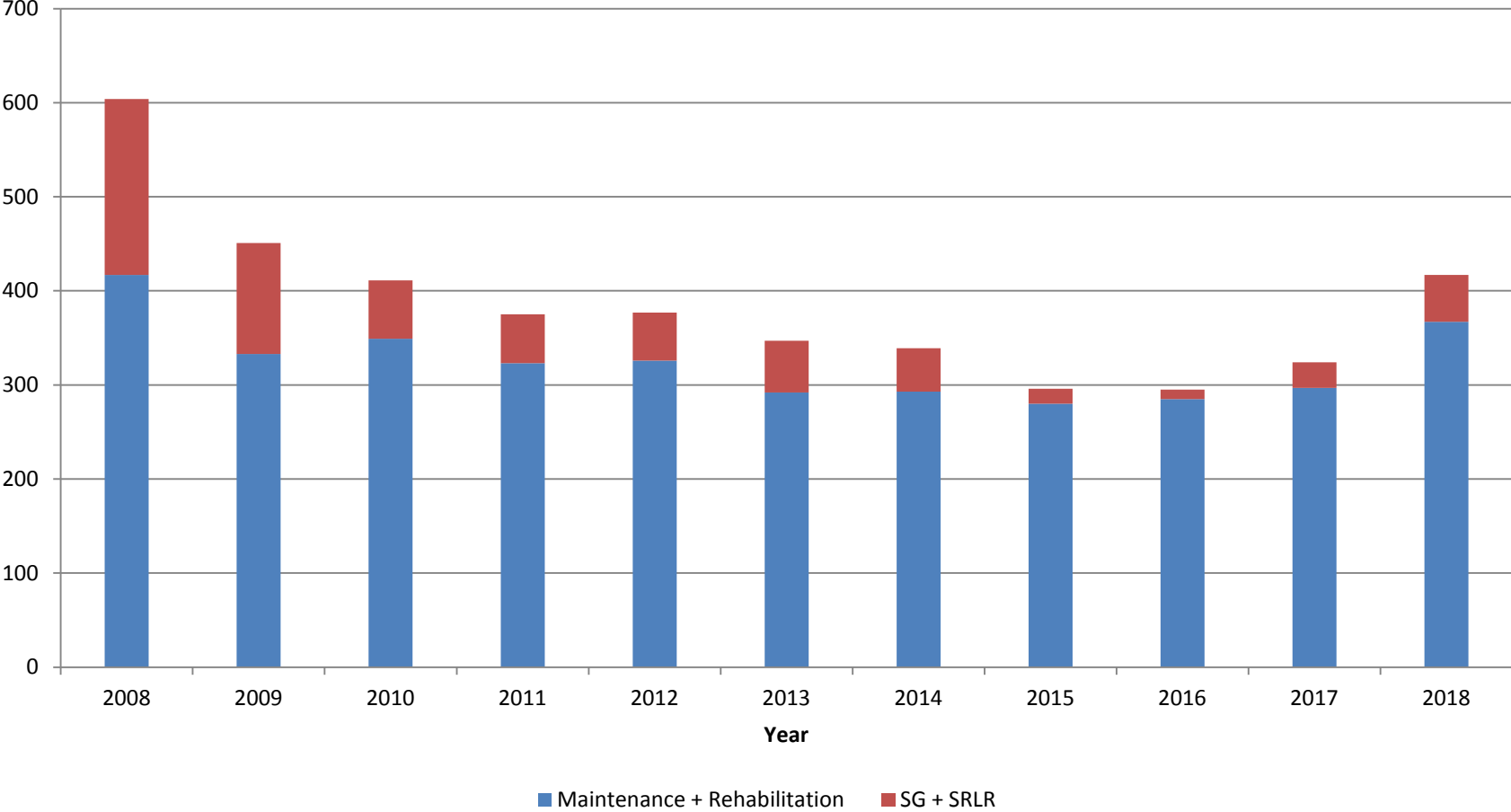
- **Own Resources:**

The commitment of local authorities to contribute significantly from their own resources towards the cost of improving and maintaining the regional and local roads network is essential.

It is vital that local authorities at least maintain and increase, where possible, monies available for the maintenance and strengthening of road pavements.

It may be necessary for local authorities to postpone major widening and realignment schemes to achieve this objective but the first priority must be the satisfactory protection of the existing road network.

# RLR Expenditure 2008 to 2018



# In future years how should any extra available monies be prioritised?

Programme	Priority	Comments / Reasons
Restoration Improvement		
Restoration Maintenance		
Discretionary Grant		
Bridge Rehabilitation		
Safety		
Specific / Strategic		
Other (Specify)		
Name:	Local authority:	