

Roadworks Scheme 2023



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Director of Services

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ROADWORKS SCHEME 2023

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DIRECTOR OF SERVICES
REPORT ON
ROADWORKS SCHEME, 2023

1. INTRODUCTION

1.1. The 2023 Roadworks Scheme was prepared to make best use of resources and maximise the number of projects that will be completed to protect and improve infrastructure and improve safety and mobility in County Kilkenny. The key targets are:

- the need to protect and maintain existing road assets;
- the continuous need for improvements to bring the road network up to an acceptable standard;
- a requirement for all roads projects to be identified, managed and reported through the DTTAS Pavement Management System;
- an increasing inventory of public lights, and a commitment to upgrade the lights to LED.
- compliance criteria set out in the Transport Infrastructure Ireland and Department of Transport Memorandum on Roads Grants;
- the requirement to maintain roadside drainage systems to a satisfactory operational standard;
- the increasing length of the public road network throughout County Kilkenny as estates are taken in charge etc.;
- Improve road safety and mobility for everyone.

Funding Streams

Transport Infrastructure Ireland (TII)

2023 Transport Infrastructure Ireland Grants for National Road Improvement and Maintenance total **€11,995,283**. This includes for pavement improvement on the N76 and N77 to be undertaken this year:

There are also 7 no schemes on National Roads that received TII funding to be further advanced in 2023. The schemes are:

- N24 Tower Road Junction Improvement Scheme
- N24 Carrick Road Improvement Scheme
- N78 Castlecomer
- N77 Ballyragget Village to Ballynaslee Improvement Scheme
- N77 Georges Tree to Dunmore West
- N77 Knockroe
- N76 Callan Bypass

2023 Department of Transport

2023 Department of Transport grants for the Non-National Road Network total **€17,767,860** as compared to **€16,981,877** in 2022.

The key target areas for improvement are Restoration Improvement and Restoration Maintenance. They make up 68% of the total allocation.

2023 Roadworks Scheme

- 1.2** The DTTAS Memorandum on Road Grants for Regional and Local Roads provides information on and defines the conditions governing the payment of grants to local authorities in respect of improvement and maintenance works on roads. It also includes conditions on the chargeability against state grants of expenditure incurred on such works. The percentage is based on the direct labour payments and therefore no overheads may be apportioned against design, consultant or contractor payments, holiday pay, sick pay or site allowances agreed nationally. The wages of the outdoor staff on some schemes will be levied by 38.5% towards the cost of EL, PL and Holiday Pay and will have to be paid by Kilkenny County Council own resources.
- 1.3** Due to ongoing requirements in relation to best practice in Health, Safety and Welfare at Work and Staff Training, a provision of €103,000 has been allocated for these purposes.
- 1.4** A Reserve Fund of €145,000 has been allocated for unforeseen circumstances including severe weather and unforeseen costs associated with the management of the road network throughout County Kilkenny.

2.0 ROAD SCHEDULE, MAPROAD, PAVEMENT MANAGEMENT SYSTEM

2.1 The public road network for County Kilkenny is summarised in

Table 1 - 2023

| Road Category | km |
|----------------------|----------------|
| Motorway | 69.46 |
| National Primary | 60.61 |
| National Secondary | 66.98 |
| Regional | 426.53 |
| Local | 2657.96 |
| Total Network | 3281.54 |

Table 2 Road category by Municipal District Area - 2023

| Road Classification | Municipal Districts | | | | |
|---------------------------|--------------------------|--------------------------|------------------------|-------------------------|---------------------------|
| | Castlecomer MD | Callan Thomastown MD | Kilkenny MD | Piltown MD | Totals |
| | (km) (%) | (km) (%) | (km) (%) | (km) (%) | (km) (%) |
| Motorway | 20.48 29.48% | 27.61 39.75% | 0 0.00% | 21.37 30.77% | 69.46 100.00% |
| National Primary | 0 0.00% | 7.33 12.09% | 9.86 16.27% | 43.42 71.64% | 60.61 100.00% |
| National Secondary | 33.55 50.09% | 20.58 30.73% | 12.85 19.18% | 0 0.00% | 66.98 100.00% |
| Regional | 135.56 31.78% | 206.51 48.42% | 30.31 7.11% | 54.15 12.70% | 426.53 100.00% |
| Local Primary | 337.03 42.38% | 232.15 29.19% | 45.53 5.73% | 180.49 22.70% | 795.2 100.00% |
| Local Secondary | 450.14 33.39% | 482.05 35.75% | 39.89 2.96% | 376.16 27.90% | 1348.24 100.00% |
| Local Tertiary | 172.55 33.54% | 160.91 31.27% | 72.56 14.10% | 108.5 21.09% | 514.52 100.00% |
| Totals | 1149.31 35.02% | 1137.14 34.65% | 211 6.43% | 784.09 23.89% | 3281.54 100.00% |

2.2 Map Road/Pavement Management System

From 2015 all DTTAS grant allocations are governed by a Pavement Surface Evaluation and Rating System. This provides for a consistent approach to the evaluation of pavement condition across the state. In turn the pavement evaluation and rating system enables the prioritisation of schemes for inclusion in works programmes etc.

Such evaluation and rating systems form part of an overall road management system that will include for maintenance of the road schedule, project details, bridge management data, road opening licences and administration of state grants associated with the maintenance and improvement of the road asset.

In terms of the Pavement Surface Evaluation and Rating System, below is a brief description on how we rate the roads.

Ratings can be described as follows;

- Rating 1 – 4
 - Road Conditions are ranging from poor to very poor and road needs reconstruction (circa €35 to €44 per sq m).
- Rating 5 - 6
 - Road Conditions reasonable with only localised repairs and routine maintenance required (up to €7.50 per sq m).
- Rating 7-10
 - Road Conditions good to excellent with only routine maintenance required.

3. IMPROVEMENT GRANTS ON NATIONAL ROADS

3.1 Trends:-

The following Table compares the 2023 allocations for improvement works on national roads in County Kilkenny with those in previous years: -

Table 3 National Roads Funding Trends:

| Year | Maintenance Grants | Major Improvements | Total Allocation |
|------|--------------------|--------------------------|---------------------|
| 2000 | €1,131,570 | €14,478,000 | €15,609,570 |
| 2001 | €1,682,750 | €17,155,160 | €18,837,910 |
| 2002 | €1,539,000 | €9,527,066 | €11,066,066 |
| 2003 | €1,975,200 | €13,567,770 | €15,542,970 |
| 2004 | €1,767,300 | €11,160,750 | €12,928,050 |
| 2005 | €1,811,832 | €26,145,000 | €27,956,832 |
| 2006 | €1,841,916 | €87,290,000 | €89,131,916 |
| 2007 | €1,800,784 | €173,538,784 | €175,338,784 |
| 2008 | €1,899,871 | €242,298,000 | €244,197,871 |
| 2009 | €1,468,046 | €199,688,000 | €201,156,046 |
| 2010 | €1,409,700 | €79,424,461 | €80,834,151 |
| 2011 | €1,143,066 | €12,453,673 | €13,596,739 |
| 2012 | €952,652 | €6,857,800 | €7,810,452 |
| 2013 | €773,695 | €914,755 | €1,688,450 |
| 2014 | €636,391 | €924,600 | €1,560,991 |
| 2015 | €641,946 | €6,129,197 | €6,771,143 |
| 2016 | €654,873 | €5,634,197 | €6,289,070 |
| 2017 | €533,852 | €6,459,200 | €6,993,052 |
| 2018 | €593,852 | €5,310,000 | €5,930,332 |
| 2019 | €624,087 | €5,705,000 | €6,329,087 |
| 2020 | €636,503 | €10,790,000 | €11,426,503 |
| 2021 | €636,503 | €7,635,000 | €8,271,503 |
| 2022 | €616,634 | €6,231,763 | €6,848,397 |
| 2023 | €616,633 | €11,368,650 | €11,995,283 |
| | | Total Over Period | €988,101,168 |

3.3 National Road Maintenance Allocations

€616,633

Maintenance allocations provide for the day to day maintenance requirements of the National Road Network throughout County Kilkenny. The allocations fund the provision of winter maintenance (salting), the costs associated with

traffic route lighting and normal repairs to the road surface, drainage infrastructure, safety barriers and signage.

National routes throughout County Kilkenny are the subject of monthly maintenance inspections whereby maintenance requirements are identified and prioritised by way of a new NRA Geo Application.

3.4 *Motorway Maintenance*

Members are advised that since June 2013, the provision of all road maintenance services on the motorway network (including winter maintenance) is provided by contractors Egis Lagan Services in County Kilkenny subject to the provisions of a Motorway Maintenance and Renewals Contract.

4.0 GRANTS FOR NON-NATIONAL ROADS

4.1 Trends

The following Table compares the 2023 allocations for maintenance and improvement works on non-national roads in County Kilkenny with those in previous years: -

Table 4 : Non National Road Allocations 2000-2023

| Year | Own Resources | DTTS Allocation | Total Allocation |
|-------------|----------------------|--------------------------|-------------------------|
| 2000 | € 1,690,650 | € 7,970,145 | € 9,660,795 |
| 2001 | € 1,689,900 | € 9,183,380 | € 10,873,280 |
| 2002 | € 1,816,868 | € 10,535,698 | € 12,352,566 |
| 2003 | € 2,030,000 | € 10,404,000 | € 12,434,000 |
| 2004 | € 2,330,000 | € 10,459,000 | € 12,789,000 |
| 2005 | € 2,415,000 | € 10,864,500 | € 13,279,500 |
| 2006 | € 2,615,000 | € 12,920,500 | € 15,535,500 |
| 2007 | € 2,853,000 | € 14,476,900 | € 17,291,900 |
| 2008 | € 2,714,900 | € 14,775,764 | € 17,590,664 |
| 2009 | €2,303,100 | €11,373,699 | €13,676,799 |
| 2010 | €1,836,000 | €10,490,699 | €12,326,699 |
| 2011 | €1,721,000 | € 9,871,745 | €11,592,745 |
| 2012 | €1,590,600 | €9,898,343 | €11,488,943 |
| 2013 | €1,400,000 | €9,958,007 | €11,358,007 |
| 2014 | €1,613,000 | €9,238,000 | €10,851,000 |
| 2015 | €1,956,099 | €8,876,788 | €10,832,887 |
| 2016 | €1,983,000 | €8,931,601 | €10,914,601 |
| 2017 | €1,700,000 | €9,724,107 | €11,424,107 |
| 2018 | €1,771,000 | €11,972,000 | €13,743,000 |
| 2019 | €1,611,000 | €12,678,250 | €14,449,250 |
| 2020 | €1,601,000 | €14,948,195 | €16,549,195 |
| 2021 | €1,611,000 | €16,795,195 | €18,406,195 |
| 2022 | €1,611,000 | €16,981,877 | €18,592,877 |
| 2023 | €1,611,000 | €17,767,860 | €19,378,860 |
| | | Total Over Period | €327,392,370 |

Table 5 hereunder summarises the detail of the 2023 DTTS grant allocation and compares it with the 2022 allocations:-

Table 5:

| Category | 2022 | 2023 | % Difference |
|---------------------------------------|--------------------|--------------------|---------------------|
| Restoration Improvement Grant | €9,032,500 | €9,545,000 | + 5.5% |
| Restoration Maintenance Grant | €1,393,500 | €1,393,500 | - |
| Supplementary Maintenance Grant | €1,095,000 | €1,095,000 | - |
| Discretionary Grant | €2,642,000 | €2,633,000 | -0.3% |
| Bridge Rehabilitation Grant | €247,000 | €321,000 | + 30% |
| Safety Improvements works | €397,400 | €361,500 | - 9% |
| Training Grant | €66,500 | €66,500 | - |
| Speed Limits | €40,040 | €6,260 | -84% |
| Cycle Sign | €11,750 | €33,000 | + 181% |
| Former National roads | €250,000 | €581,000 | + 132% |
| Climate Adaptation & Resilience Works | €567,000 | €515,000 | -9.1% |
| PSCI Surveys | €25,000 | €25,000 | - |
| Drainage works | €652,195 | €652,000 | - |
| CIR Scheme | €537,900 | €440,100 | -18.1% |
| Strategic Regional & Local Roads | €- | €100,000 | + 100% |
| TOTALS | €16,957,785 | €17,767,860 | |

4.2 Restoration Improvement and Restoration Maintenance

Restoration Grants continue to provide the main focus of the regional and local roads programme. The Improvement Grant allocation will be largely based on the 3-year works programme submitted by local authorities to the DTTAS in 2021. Flexibility is afforded to local authorities to re-prioritise improvement schemes and these are agreed at Municipal District level.

To note local authorities can no longer transfer up to 19% of Restoration Improvement grant allocations to the more maintenance related Discretionary grant category. This reduces the council's capacity to undertake important improvements works such as the upgrade of footpaths.

The Restoration Maintenance and new supplementary maintenance grant provides funds for surface dressing works (tar and chips) which provides for a restoration of skid resistance, and resealing of the road surface thereby preventing the ingress of water to the foundation layers.

4.3 Local and Regional Roads Maintenance €1,429,500

Local and Regional Roads Maintenance is funded from the Council's own resources. The allocation is in line with previous years and is very essential funding for the daily repairs of roads and footpaths.

4.4 Bridge Rehabilitation Works Grant €321,000

Bridge Rehabilitation works, following on from Principal Inspections of the Council's Bridge Stock in recent years, 13 no bridges have been identified for works in 2023. A full list of the bridges is available in the DTTAS circular in appendix II at the back of the report.

4.5 Low Cost Safety Improvement Grants €361,500

This Grant is targeted at the introduction of low cost safety measures on sections of the road network which, it is deemed, present hazards for road users. The total grant available in 2023 is €361,500 for 16 no schemes. A full list of the schemes is available in the DTTAS circular in appendix II at the back of the report.

4.6 Community Involvement Scheme (CIS) €440,100

This Scheme is targeted at the Local Tertiary Road Network (cul-de-sac) on which there are small volumes of traffic and where traffic is largely associated with local residences and local businesses. Each Municipal district will have a priority list for consideration.

4.7 Local Improvement Schemes

€361,156

An allocation of €361,156 for 2023 has been received to date. This grant scheme facilitates the completion of works on non-public accommodation roads and on private lanes. The principles of the Scheme are similar to the Community Involvement in Roadworks Scheme. However, the applicants have a lower % contribution to make.

4.8 Former National Road Rehabilitation

€581,000

This is a source of funding to upgrade sections of former National roads. Two schemes were identified for funding in 2023. This fund is very welcome as these roads still carry significant volumes of traffic and have substantial carriageway widths which lead to additional costs for overlay from the road restoration funding.

4.9 Climate Change Adaptation & Resilience Works

€515,000

The allocation in 2023 is to deal with the impact climate change is having on our regional and local road network. The main projects include but are not limited to the following:

- Preventative measures such as drainage works to mitigate road flooding
- Works at bridges to take account of increased hydraulic loads due to flash floods or other climatic events.

The total grant available in 2023 is €515,000 for 15 no. schemes. A full list of the schemes is available in the DTTAS circular in appendix II at the back of the report.

4.10 Drainage Works

€652,000

This scheme was introduced in 2018 for drainage measures. Significant benefits from this scheme have been seen already in protecting roads and vulnerable areas. The funding may be used for the alleviation of road drainage problems either through new works or remedial works.

4.11 Flood Repairs and Flood Preventative Measures

The OPW has committed € 1bn to a 10 year programme for the implementation of 118 flood schemes nationally and €29m for Kilkenny for the following schemes

- *Ballyhale*
- *Freshford*
- *Graiguenamanagh*
- *Inistioge*
- *Piltown*
- *Thomastown*

Two Engineering staff are currently working on tranche 1 projects Graignamanagh and Ballyhale. The projects will be implemented over the next 10 years.

5.0 PUBLIC LIGHTING

Kilkenny County Council retains responsibility for day to day maintenance and energy supply for in excess of 11,000 public lights. A sum of €1,009,975 has been set aside to fund the management of the public lighting network in 2023. This will cover the maintenance and payback of energy upgrade works over the last number of years.

6.0 ROAD SAFETY

Road Safety plays a key role in our annual roadworks scheme. A road safety plan for the next 10 years will be developed through SPC2 – Transportation Policy/Mobility Management and Water Services Strategic Policy Committee, in 2023.

7. CONCLUSIONS

7.1 Whilst the 2023 Roadworks Scheme largely concentrates on the maintenance of the road assets, there will also be significant enhancements to both National and Non-National Routes and to public realm in villages and towns.

7.2 The issue of Road Safety is a key component of any Roadworks Scheme. The Scheme elements agreed at Municipal District level play a key role in supporting the safety characteristics of the road network and complement and support the measures to be set out in the County Kilkenny Road Safety Plan.

7.3 The attached Roadworks Scheme distributes the funds available in the most effective manner possible, having regard to:

- the current condition of the road network;
- the priorities set out in the 3 year road restoration programme;
- the conditions attached to various grant categories;
- the approval by the Members at the recent Municipal District Meetings;
- the requirements of road safety and Health and Safety at Work legislation.

I therefore recommend that the Council approve the Scheme.

Tim Butler,
Director of Services,
Corporate, HR, Roads & Transportation, Water Services, Health & Safety
& Communications

Appendix I..... T.I.I Funding for National Roads



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

2023 Grant Allocations to Local Authorities for National Roads, Active Travel and Greenways

Kilkenny County Council

| PRS Budget Reference | DOT Budget Reference |
|----------------------|---|
| B.1.1a | C3.1.2 Capital Investment - Protection & Renewal & Active Travel (AT) |
| B.1.1b | C3.3 Construction of New Roads |
| B.1.2 | C3.1.1 Current Maintenance - Protection & Renewal |
| B.1.4 | C3.4 PPP Payments |
| E7 | A.4.1 Greenways |

Preamble to the Allocations for National Roads and Greenways for 2023

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1. Introduction

1.1 National Roads Allocations and the NDP

This preamble describes the matters considered for “The 2023 Grant Allocations to Local Authorities for National Roads, Active Travel and Greenways” (the “Allocations”). The Allocations are made by Transport Infrastructure (TII) having regard to the priorities set out in the National Development Plan 2021-2030 (the “NDP”), the objectives of the Climate Action Plan 2023, other national policies, and the terms and conditions set by the Minister for Transport (the “Minister”) pursuant to the Roads Acts 1993 to 2015.

TII is focussed on delivering its statutory duty to secure a safe and efficient network of national roads having regard to the needs of all users. TII is also responsible for overseeing the delivery of a programme of national and regional greenways, pursuant to an agreement between the Minister and the Board of TII.

TII has the function, under the Transport (Railway Infrastructure) Act 2001, to provide, or secure the provision, of light railway and metro infrastructure, on behalf of the National Transport Authority (NTA) or otherwise on behalf of the Minister. To that end, the NTA allocates capital funding to TII for the delivery of Luas projects and the MetroLink project. TII’s light railway and metro functions are not within the scope of coverage of this booklet.

The delivery of the national roads New Roads programme is important for TII’s stakeholders, especially the Local Authorities because it safeguards and improves the performance, reliability and safety of the overall network enabling the mobility of people and goods across the country. Generally, City and County Development Plans, which are statutory plans made by Local Authorities, have key strategic dependencies on the delivery of infrastructure, including national roads New Roads, and Protection and Renewal. For instance, in cities, towns and villages, the reallocation of road space for active travel and Town Centres First improvements, depends on the delivery of bypasses for national roads that currently traverse urban areas.

The Minister has notified TII that the Exchequer Capital Allocation for national roads for 2023 will be €254 million for Asset Protection and Renewal, and €237 million for New Roads. An Exchequer Current Allocation is being provided for national roads maintenance of €34.85 million. A separate Exchequer Capital Allocation is being provided for Greenways of €63 million. TII supplements Exchequer grants through income received from public tolling on the M50 and through revenue share arrangements from PPPs.

The indicative Exchequer Capital Allocation for New Roads in 2024, notified by the Minister to TII, is approximately €145 million.

The amount of the Exchequer Capital Allocation for any given year of the NDP is a key factor in determining the timing of delivery and rate of progress of national roads programmes and projects.

1.2 The National Roads Portfolio

The investment priorities for national roads flow from TII’s statutory duties pursuant to the Roads Acts 1993-2015, namely, to secure a safe and efficient network of national roads having regard to the needs of all users, the objectives of the NDP and CAP, and the terms and conditions set by the Minister in relation to the Exchequer Capital Allocations. National Roads 2040¹ describes TII’s

¹ NR 2040

portfolio of programmes, projects, and operations (including active travel), which is summarised in Figure 1.

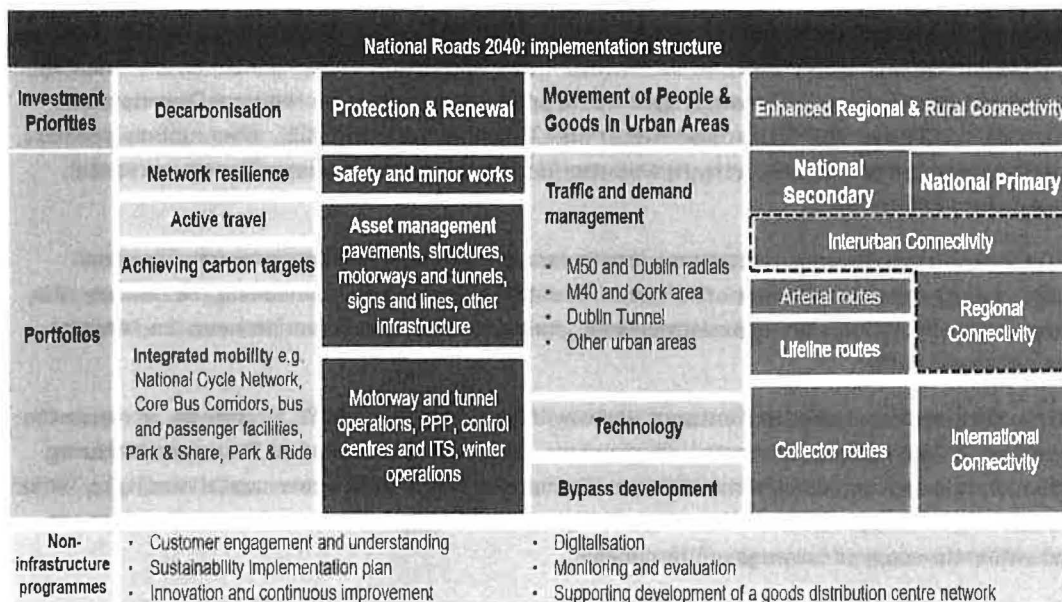


Figure 1 - The National Roads Portfolio

1.3 Statutory Arrangements for Allocations

Further to the general duty of TII to secure the provision of a safe and efficient network of national roads, Section 19 (2) of the Roads Act requires that TII shall, as far as possible, arrange that its functions (including prepare, or arrange for the preparation of, design for construction or improvement works or securing the carrying out of construction works) shall be performed on its behalf by the relevant road authority (i.e., the relevant Local Authority). Therefore, TII provides allocations to Local Authorities on an annual basis, so they can deliver on their road authority functions on behalf of TII in relation to national roads. If for any reason it is not possible to deliver on a particular project or for TII to approve the progression of a project, TII can, and does, reallocate part or all the relevant funding to other national roads programmes, projects, or operations, during the year in question.

Further to a request from the Minister, TII became the Approving Authority for Greenways as of 20 September 2021. The role of Approving Authority is an administrative arrangement specified in the Public Spending Code². The arrangements for delivery of greenways have been incorporated into TII's suite of programme delivery documentation for national roads, so that the systems for delivery of national roads and greenways projects are aligned.

1.4 Terms and Conditions Set by the Minister

The Minister set terms and conditions in relation to the Exchequer Capital Allocations for national roads for 2023, as summarised in this section.

The Exchequer Capital Allocation for New Roads projects is based on the following prioritisation:

² [The Public Spending Code](#) Department of Public Expenditure and Reform, December 2019.

1. Maintenance of existing national road assets, helping to keep them to a safe and robust standard;
2. Progression of projects currently under construction and those close to construction;
3. Progression of the major projects at pre-Decision Gate 2 in the Public Spending Code;
4. For projects further back in the development pipeline, i.e., pre-Decision Gate 1 in the Code, the focus of the remaining funding should be on progressing by-passes and other projects that will contribute to achieving “Town Centre First” objective and “Compact Growth”.

In relation to New Roads, the Exchequer Capital grants to be provided in 2023 under Section 24 of the Roads Acts 1993 to 2015 amount to approximately €237 million, subject to the condition that this funding is allocated toward those projects listed in the Appendix. This is to ensure that key capital projects are advanced to support sustainable transport, including road-based public transport.

1.5 Key Points

Key points to note from this preamble are:

- The Exchequer allocations for national roads and greenways are confined by the funding voted by the Oireachtas and distributed by the Department of Transport (DoT).
- The funding provided to TII is for the purpose of fulfilling TII’s statutory duties and delivering Government policy in connection with national roads and greenways.
- The allocations are an indication of the progress that TII believes is possible on each national roads or greenways project, programme, or operation during 2023, and subject to the terms and conditions specified by the Minister in relation to the Exchequer Capital allocations. The allocations will be used to reimburse the relevant Local Authorities for costs incurred in accordance with national roads and greenways chargeability requirements.
- If the progression of any national roads or greenways project, programme or operation is impeded or priorities change, the funding will be redistributed by TII, in accordance with its statutory remit to other national roads or greenways projects, programmes, or operations.

2. NDP Funding

2.1 Funding 2021-2030

The NDP describes the total funding for the ten-year plan:

“This National Development Plan will incorporate a total public investment of €165 billion over the period 2021-2030. This will bring public investment to 5 per cent of GNI*, well above the EU average. Exchequer funding as approved by the Government and voted by the Oireachtas will account for €136 billion or approximately 80 per cent of the total funding. Non-Exchequer funding by State-backed enterprises and bodies will amount to almost €29 billion or 20 per cent of the total funding.”

(Source: NDP, Section 4.1, page 41)

Over the 2021-2030 period of the NDP, €35 billion is planned to be invested in the transport system, which will transform how people travel and halve Ireland's greenhouse gas emissions by 2030. Public transport is allocated €12 billion in capital funding, with national roads projects allocated €5.1 billion, local and regional roads allocated €675 million, and walking and cycling infrastructure receiving €4 billion.

This funding is further divided into two five-year periods. The NDP notes that funding is indicative (refer to NDP, Section 5.2, page 50). The funding for transport investment is heavily weighted to the second five-year period, i.e., 2026 to 2030. The NDP also provides for a mid-term review in 2025.

The NDP highlights the need for agility to help manage the funding requirements of programmes. Furthermore, the NDP provides for a capital reserve. These are noted in the following excerpt:

“An annual priority reserve is included in the plan and will be allocated each year during the Estimate process. Retaining this element of flexibility is an important principle of efficient public expenditure management. The reserve is not intended as a resource to meet any potential overspends or cost inflation, but rather to maintain the Government's ability to continue to effectively recalibrate investment plans if priorities develop or change over the course of the Government. It is anticipated that there will be substantial Capital Carryover from 2021 into 2022 on account of the construction restriction in 2021 *[because of Covid]*, adding to the considerable delivery challenge in 2022. The NDP will need to use an agile approach to funding allocations and in-plan reprioritisation of funding, particularly where underspends and policy changes are apparent.”

(Source: NDP, Section 4.5, Page 44)

Because the funding for New Roads is weighted to the period 2026 to 2030 in the NDP, the New Roads programme is likely to progress at a faster pace in the years 2026 to 2030 in comparison with the years 2023, 2024 and 2025.

2.2 Multi-annual Period 2021-2025

From discussions between DoT and TII it is understood that approximately €2,400 million is intended to be allocated by DoT to TII over the period 2021-2025 as follows:

- Protection and Renewal: approximately €1,300 million, and
- New Roads: approximately €1,100 million.

The amounts above do not include TII's toll income. Separate allocations for PPPs and greenways are provided by DoT to TII. The amounts are indicative.

2.3 Multi-annual Period 2026-2030

From discussions between DoT and TII it is understood that approximately €5,600 million (exclusive of allocations for PPPs and exclusive of toll income) is intended to be allocated by DoT to TII over the period 2026-2030 as follows:

- Protection and Renewal: approximately €1,600 million, and
- New Roads: approximately €4,000 million.

The precise level of funding for 2026-2030 will be determined in a new NDP for the period 2026-2035 following a scheduled review by Government in 2025.

3.0 NDP Priorities for National Roads

3.1 NDP Priorities

The National Strategic Outcomes (NSO) of Project Ireland 2040³ provide clear strategic direction on the role of national roads (Figure 2). Delivery of **NSO 2: Enhanced Regional Accessibility** has a key dependency on the improvement and maintenance of national roads. National roads also have a strong supporting role in the achievement of:

- NSO 1: Compact Growth
- NSO 3: Strengthened Rural Economies and Communities
- NSO 4: Sustainable Mobility
- NSO 6: High Quality International Connectivity
- NSO 8: Transition to a Low Carbon and Climate Resilient Society

There is a need to balance available funding across the national roads programmes, projects and operations having regard to the NDP. The rate of progress on the delivery of national roads investment priorities is dependent on the availability of funding resources on a multi-annual basis.

The NDP funding profile for 2021-2025 means several projects named in the NDP will be progressed during the period 2026-2030 or post-2030, in line with the projected increased funding expected to be available in the 2026-2030 period of the NDP.



Figure 2 NDP National Strategic Outcomes (NSO)

3.2 National Roads 2040, National Development and Climate Action

The transport sector represents a major source of Ireland's greenhouse gases (GHG) emissions, accounting for approximately 18% in 2021. These emissions are generated from the movement of people and goods on the transport network, driven by emissions from internal combustion vehicles, both private vehicles and freight vehicles as well as the non-electrified public transport fleet. As population and economic growth are linked to travel demand, the transport sector's emissions will continue to grow without interventions as Ireland's population is planned to grow by a million people by 2040.

Beyond addressing the GHG emissions from energy and making energy efficiency improvements, TII is working with delivery partners, stakeholders, and suppliers to reduce the total emissions associated with construction, operation and maintenance of transport infrastructure, and use of TII's transport networks. This includes:

- TII's development of policies, strategies, industry standards and guidelines;
- Working with the supply chain to use more sustainable products and processes for projects; and

³ Project Ireland 2040 comprises (a) the [National Planning Framework](#) and (b) the [National Development Plan](#)

- Encouraging sustainable travel choices through the development of demand management measures and the provision of public transport and active travel infrastructure and services.

National Roads 2040 (NR2040), TII's long-term strategy for planning, operating, and maintaining the National Roads network, aligns with national policy aims set out in the Climate Action Plan 2023 (CAP23)⁴ and the Department of Transport's National Sustainable Mobility policy, as well as the four investment priorities from the National Investment Framework for Transport in Ireland (NIFTI)⁵: decarbonisation, protection and renewal, mobility of people and goods in urban areas, and enhanced regional and rural connectivity (Figure 3).



Figure 3 - NR2040 Investment Priorities

Decreasing the transport sector's GHG emissions involves reducing the use of internal combustion vehicles, and enabling public transport, walking, and cycling as the preferred travel options. There are many factors that contribute to individual travel decisions including the availability of high-quality network infrastructure and services, cost, accessibility, safety, convenience, reliability, and distance of travel. Travel on national roads contributed to 35% of total road transport emissions in 2018-2021.

The NCN will act as the core network connecting towns, cities and destinations across Ireland

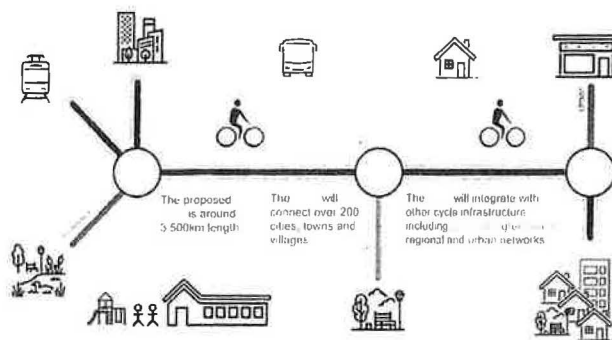


Figure 4 - National Cycle Network

Through the provision of sustainable transport infrastructure and services, including public transport and walking and cycling networks, TII can contribute to encouraging people to make lower carbon travel choices. Ireland's CAP23 contains several transport-focused targets and measures to shift to low energy transport modes such as walking, cycling, and public transport, alongside accelerating the electrification of road

⁴ Climate Action Plan 2023

⁵ National Investment Framework for Transport in Ireland (NIFTI), Department of Transport, December 2021

transport, reducing private car vehicle kilometres, and increasing the use of biofuels. TII is the lead agency for several of these measures including developing the National Cycling Network Plan (NCN)⁶ and the delivery of greenways (Figure 4). TII supports transport sector partners in the planning and delivery of the infrastructure to support the electrification of Ireland's car fleet, reducing the numbers of internal combustion vehicles. TII is progressing several programmes, projects, and studies which will contribute to understanding emissions from travel and supporting sustainable travel choices.

The NR2040 investment priorities are reinforced by a series of commitments which also influence the scope of projects on national roads developed by local authorities or other agencies. These commitments include:

1. **Future Demographic Growth Trends** - TII will continue to analyse possible growth in travel demand, reflecting Project Ireland 2040 population targets.
2. **Decarbonisation** - To reduce emissions, TII will prioritise traffic management investment in freight corridors and where congestion results in high levels of GHG emissions.
3. **Climate Adaptation and Resilience** - TII will enhance resilience of national roads, in particular sections of the rural national secondary road network, that provide lifeline links to individuals and communities.
4. **Sustainability** - TII will work with government agencies and stakeholders to support the CAP23 and government's national climate objective to "transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy by 2050."
5. **Road Safety** - TII will deliver on its actions in the Government's Road Safety Strategy 2021-2030 'Our Journey towards Vision Zero' and collaborate with partners to deliver on supporting actions.
6. **Movement of People** - TII will support the National Transport Authority's (NTA) Connecting Ireland plan. TII is implementing prioritisation measures such as dedicated bus lanes where such prioritisation results in greater transport efficiency.
7. **Movement of Goods and Services** - TII will work to achieve average inter-urban speeds of 90km/h on National Road corridors between Ireland's five cities (Dublin, Cork, Galway, Limerick, and Waterford) and five regional centres (Letterkenny, Drogheda, Dundalk, Sligo, and Athlone).
8. **Urban Congestion** - TII will promote traffic management interventions that help optimise traffic movement on urban national roads.

3.3 Summary of NDP Priorities for National Roads

In summary, the Allocations seek to achieve the following key outcomes in accordance with the NDP priorities for national roads:

- **Protection and Renewal**
Maximise allocation of funding resources, as close to adequate levels as possible, to Protection and Renewal programmes, projects and operations. Road safety schemes, minor safety improvements projects, bus priority measures, and active travel infrastructure on national roads, are part of Protection and Renewal.

⁶ [National Cycle Network](#)

- **Major Projects in/near Construction (New Roads)**
Allocate sufficient funding resource to Major Projects in construction or commencing construction to meet contractual payment obligations.
- **N/M20 Cork to Limerick (New Roads)**
Allocate sufficient funding to continue planning and design of the N/M20 Cork to Limerick project with a view to achieving approval of its business case and making the application for its planning consent and land acquisition orders in the 2021-2025 period of the NDP. Commencement of main works construction, subject to approvals, expected to commence in the 2026-2030 period of the NDP. Completion of project expected to be post-2030.
- **Connectivity of Ports – Roads with Planning Consent (New Roads)**
Allocate sufficient funding to acquire land and progress advance works contracts for the N28 Cork to Ringaskiddy (planning consent confirmed March 2021) and the N21/N69 Limerick to Adare/Foynes (planning consent subject to confirmation by the courts). Commencement of main works construction of the N28 and N21/N69 projects, subject to approvals from Government, expected to commence in the 2026-2030 period of the NDP.
- **Connectivity of Ports – Roads in Planning (New Roads)**
Allocate sufficient funding to continue planning and design of the N11/N25 Oilgate to Rosslare project with a view to achieving approval of its business case and making the application for its planning consent and land acquisition orders in the period 2021-2025. Commencement of main works construction, subject to approvals by Government, expected to commence in the 2026-2030 period of the NDP.
- **N6 Galway City Ring Road (New Roads)**
Allocate sufficient funding to acquire land and progress advance works contracts for the N6 Galway Ring Road (planning consent remitted by the High Court back to An Bord Pleanála). Commencement of main works construction, subject to approvals by Government, expected to commence in the 2026-2030 period of the NDP.
- **Bypasses in Planning (New Roads)**
Allocate available funding, after meeting other priorities above, to continue planning and design of Major Projects that provide town or village bypasses with a view to supporting Compact Growth and Town Centre First⁷ objectives. Progression of individual projects in the planning consent process will be subject to approvals. A restricted number of projects are expected to commence main works construction, subject to approvals, in the 2026-2030 period of the NDP. Remaining projects are expected to continue progression through planning and/or commence main works construction, subject to approvals, post-2030.
- **Other Major Projects in Planning (New Roads)**
Allocate available funding, consistent with the Section 24 terms and conditions set by the Minister, to other Major Projects, many of which are on the NDP list of national roads projects in planning. Also make provision for funding suspension payments contractually obligated to technical advisers for projects in the planning and design stage that may not be advanced over the 2023-2025 period. Consider allocating funding available to TII, after meeting other priorities above, to other Major Projects proposed by TII or Local Authorities on a case-by-case basis.

⁷ Town Centre First, Department of Rural and Community Development; Department of Housing, Local Government and Heritage, February 2022

4. The New Roads Programme

The components of the New Roads programme for national roads are described in this section.

4.1 New Roads with Planning Approval: M28 Cork to Ringaskiddy

The M28 Cork to Ringaskiddy Project is the upgrade of approximately 12.5km of the N28 National Primary Route from the N40 South Ring Road, at Bloomfield Interchange, to Ringaskiddy, Co. Cork. The N28 corridor is part of the Trans-European Network Transport (TEN-T), accessing the Tier 1 Port at Ringaskiddy. The TEN-T Regulations require that the Port is served by a high-quality road. The planning application for the M28 Cork to Ringaskiddy Project was submitted to An Bord Pleanála in May 2017. An Bord Pleanála approved the planning application with modifications in June 2018. The decision was cleared of all legal challenges in March 2021 and the project has now proceeded to the Advanced Works Stage. These works include land acquisition, site clearance, fencing, utility diversions and archaeology. Land acquisition and advance works commitments arise for all three funding scenarios required by DoT.

The implementation of the Port of Cork Masterplan and the transfer of port activities from the City Docks to new port facilities in Ringaskiddy, has key dependencies on the delivery of the M28 Cork to Ringaskiddy national roads project. The Proposed relocation of Port of Cork activities to lower harbour will leave room for the development of City Docks and Tivoli Docks. The Draft Cork City Development Plan 2022 – 2028 envisages new sustainable, people-centred city neighbourhoods in these locations supporting the NDP objective of Compact Growth.

With the Port of Cork identified as part of the core network in the European TEN-T network (*Figure 5*), land transport access to the new port facilities in Ringaskiddy is a priority. High-quality road access to the port is required to fulfil the port's obligations as a Tier 1 TEN-T port. Currently, container and bulk cargoes are distributed from the port by road to regional and national destinations. The upgrade of the N28 national road as a critical piece of infrastructure is necessary to achieve these requirements.



Figure 5 Trans-European Transport Network (TEN-T)

The Cork Metropolitan Area Transport Strategy 2040 (CMATS) aligns with this

priority stating that “the proposed upgrade of the N28 (to become the M28) is a long-term strategic objective for both Cork City and County Councils” and this has been reiterated in the NDP that identifies it as a national economic priority. The N28 project will enable the relocation of the Port of Cork’s activities to Ringaskiddy.

4.2 New Roads in the Planning Approval Process: N52 Ardee Bypass; N6 Galway City Ring Road; and N21/N69 Limerick Adare Foynes

| PROJECT | STATUS |
|------------------------------------|--|
| N52 Ardee Bypass | Currently the subject of a judicial review |
| N6 Galway City Ring Road (N6 GCRR) | Subject of judicial review proceedings and the High Court quashed the planning approval for the scheme and directed it be remitted back to An Bord Pleanála for a new decision |
| N21/N69 Limerick Adare Foynes | Received planning approval from An Bord Pleanála on 31 August 2022 and is currently the subject of judicial review proceedings of its planning approval |

N52 Ardee Bypass

Louth County Council is progressing the N52 Ardee Bypass, which is proposed to pass to the west of Ardee. It is 4.5 km in length from Mandistown crossroads on the N52 west of Ardee, just inside the Meath county boundary, to Glebe townland on the N2 just north of Ardee. It is designed as a single carriageway road and comprises six junctions, including a proposed roundabout on the N2. The scheme includes two river crossings at the River Dee and the River Garra. Currently, the environmental screening decision of An Bord Pleanála is the subject of a challenge through judicial review. TII must fund Louth County Council's participation, as a notice party, in the legal proceedings to protect the integrity of the State's planning process.

Multiple collisions have been recorded along the N52 from Mandistown cross-roads to the N2 and on the N2 from the N52 junction to the N33 roundabout in the assessment years 2008 to 2016 inclusive. A total of 1 fatal, 5 serious and 31 minor accidents have occurred over this eight-year period, resulting in 34 minor casualties, 4 serious casualties and one fatality. These sections of the N52 and N2 consistently have an above or twice above average collision rate when compared to similar categories of road around the country.

The N52 is important for enhancing regional accessibility and improving connectivity to border counties. The bypass of Ardee would provide greater capacity for passenger and freight traffic on the route, which would support economic expansion of the region. In the context of Ardee, this bypass project supports the Compact Growth objective of the NDP and Town Centres First. In addition, the project supports improved road safety, reduced vehicular traffic in the town, better air quality and more active travel opportunities in the town, thereby providing for a better quality of life for local residents.

N6 Galway City Ring Road

Galway County Council (GCC), on behalf of itself and on behalf of Galway City Council, is proposing the N6 Galway City Ring Road (N6 GCRR) around Galway City (Figure 6). An Bord Pleanála's (ABP) approval of the scheme was quashed arising from judicial review proceedings and has been remitted back to ABP for a new planning decision. TII is funding GCC's participation in the State's planning process.

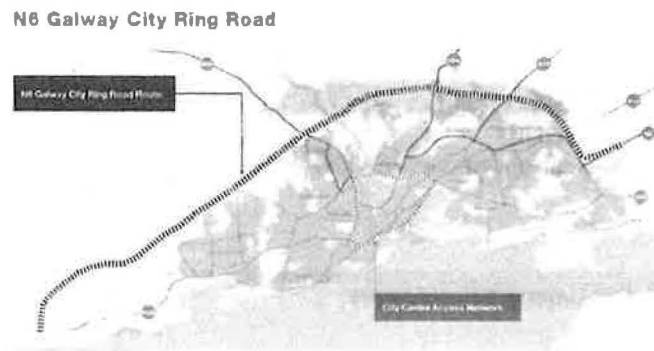


Figure 6 Galway City Ring Road

The N6 GCRR is a key component of the [Galway Transport Strategy \(GTS\)](#) which realises Galway City and County Council's vision of all elements of transport working together to achieve an integrated sustainable transport solution. The GTS will be reviewed in 2023.

This vision recognises that the West Region has a significant and valuable resource in its natural heritage environment with a wide variety of species and habitats of local, national and international importance, whilst also being conscious of the need to establish effective communication links to ensure that the region continues to thrive and to offer an alternative to the East Coast corridor. To get Galway City and its environs working and functioning in a sustainable manner for the future is key to this vision.

Galway City experiences significant transport problems such as:

- Peak period congestion and journey time unreliability;
- Over-reliance on private cars;
- Lack of alternative transport modes; and
- Lack of road space for the development of Smarter Mobility and Public Transport.

The initial studies for this transport solution were undertaken as part of the N6 Galway City Transport Project (GCTP). The N6 GCTP recognised that Galway has a transport problem and confirmed that there is a strong need to address the transport issues facing the city and surrounding areas and to underpin future sustainable growth by establishing a long-term strategy for transport to, within and around the city. The studies undertaken for the N6 GCTP confirmed that a new River

Cross-City Link Concept

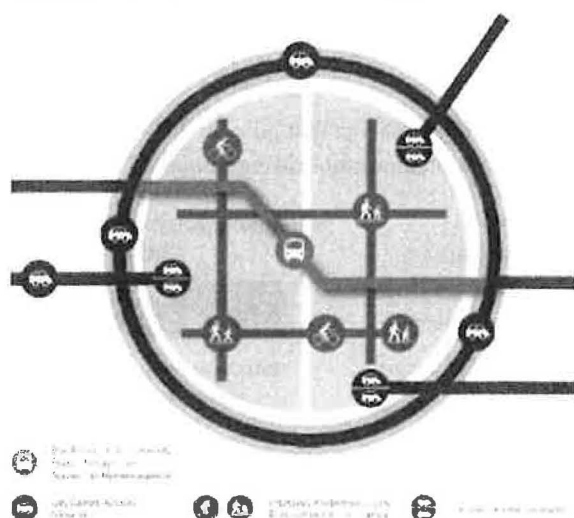


Figure 7 Cross-City Link Concept

Corrib bridge crossing is possible and identified a preferred location for this crossing. A key benefit of the GCRR is that it will enable the Cross-City Link Concept (Figure 7), which will increase priority of walking, cycling and public transport over private cars in the city centre, and remove motorised traffic whose destination is outside the city. Cross-City Link will create a coherent public space that is attractive with a sense of continuity, identity and provide a safe environment for all.

The necessity and benefit of developing a transportation solution were established

during *Phase 1: Scheme Concept and Feasibility Studies*. A suitable study area within which key constraints were identified, alternatives examined, and feasible solutions developed was identified during *Phase 2 – Route Selection Stage*. A systematic assessment of these options was undertaken which led to the selection of the Emerging Preferred Route Corridor for the road component of the transport vision, the N6 Galway City Ring Road. The Emerging Preferred Route Corridor was published in May 2015. The design was then developed during *Phase 3 – Design*, to a stage where sufficient levels of detail exist to establish land take requirements and to progress the scheme through the statutory processes.

N21/N69 Limerick-Adare-Foynes

An Bord Pleanála (ABP) approved the planning for the N21/N69 Limerick-Adare-Foynes scheme on 30 August 2022. The scheme is currently subject to judicial review proceedings seeking to challenge ABP's approval of the planning for the scheme. The project provides TEN-T (Trans-European Transport Network – Transport) Core Network standard road infrastructure for access to the Shannon-Foynes TEN-T Tier 1 Port at Foynes, Co. Limerick, and TEN-T Comprehensive Network standard road infrastructure on the Limerick to Kerry route, in accordance with the TEN-T Regulations. The proposed project is 35km in length and will provide an upgrade of national roads from Attyflin to Rathkeale, in addition to connecting the Shannon-Foynes Port to the motorway network.

The project consists of:

- Approx.15.6 km dual carriageway from Foynes to Rathkeale (with approx.1.9km single carriageway link road between Ballyclogh and Askeaton)

- Approx. 17.5 km motorway from Rathkeale to the existing motorway network at Attyflin (N21/N20/M20 junction)
- A Service Area for Heavy Goods Vehicles near Foynes Port

This project promotes efficient and effective transport links in the Munster region, improving connectivity between Foynes Port, Limerick and the surrounding areas. The project will improve the urban environment of the heritage town of Adare.

4.3 N/M20 Limerick to Cork

The N/M20 Limerick to Cork project is a priority in Project Ireland 2040 (i.e., the NDP and the National Planning Framework). The route is on the TEN-T comprehensive network.

The planning and design for the project is considering sustainable transport every step of the way. The project includes proposals for improving public transport and maximising use of existing infrastructure, e.g., the preferred route utilises up to 40% of the existing N20 corridor. Options for demand management are also being considered.

The preferred option for the project provides 80 kilometres of active travel infrastructure (walking and cycle), connecting together the communities of Cork, Blarney, Grenagh, Rathduff, Mallow, New Twopothouse, Buttevant, Charleville, Bruree, Banoge, Croom, Patrickswell and Limerick.

The N/M20 Limerick to Cork enhances regional connectivity, providing better connectivity between Ireland's second and third largest cities by improving the quality of the transport network which will also address safety issues associated with the existing N20 route and provide for safer and more efficient journey times, saving 200 fatal / serious injury collisions over the 30-year appraisal period (*Figure 8*).

The project includes recommendations for transport networks in the region, including train services, mobility hubs – multi modal travel, bus route enhancements – tying in with NTA plans, town enhancement via reallocation of road space, which will also facilitate implementation of Town

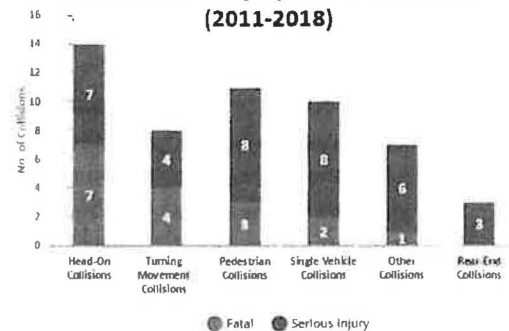
Personal Injury Collision History for N20 (2011-2018)



Total 253 collisions in eight years

● Fatal ● Serious Injury ● Minor Injury

Fatal & Serious Injury Collisions for N20 (2011-2018)



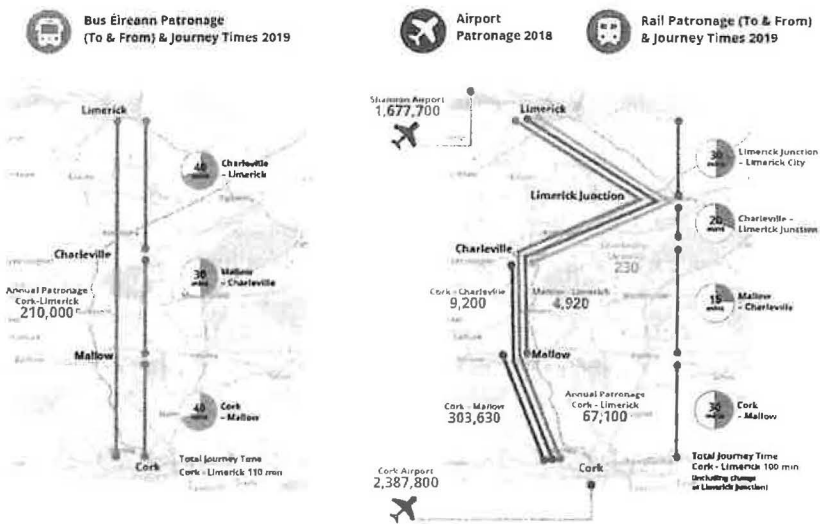
Note: Fatal and serious injury collisions may involve multiple casualties

Figure 8 N20 Collisions

Centre First and Safe Routes to Schools. This is a transportation and land use planning project, not focused on road-based transportation but on delivering strategic outcomes for the region and Ireland holistically. That is, delivery in accordance with national sustainable mobility policy – integrated mobility / avoid-shift-improve / people focused mobility – and integration with

planned transportation networks in the Limerick and Cork metropolitan areas. The project will also deliver wider benefits by enabling sustainable and effective spatial strategy facilitating regional population growth and associated needs by enhancing transport, access to services and greater opportunities for employment.

BUS, AIR & RAIL PATRONAGE



4.4 TEN-T Route Improvement Donegal

The objective of this project is to improve the national roads network in County Donegal designated part of the TEN-T comprehensive network so that it complies with the TEN-T Regulations and deliver transport and wider economic and society benefits. The project is highlighted in Project Ireland 2040 and is important for addressing disparities between the North-West and the rest of Ireland, which have been exacerbated in recent years by Brexit. The north and west of Ireland has been downgraded to a “lagging region” by the European Commission after becoming significantly poorer relative to the European average over recent years.

The project will improve connectivity within the county as well as regional and national accessibility to and from Donegal and the North-West. The project will also enhance network resilience, necessary for climate adaptation. Currently on the routes, casualties of approximately 6 fatal, 19 serious and 354 slight injuries have occurred, suggesting the scheme will have a highly positive impact on safety.

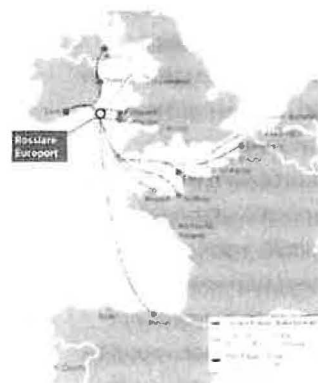
4.5 New Roads in Planning Process - GDA Transport Strategy / Cork CMATS

These projects are contained in the Greater Dublin Area (GDA) Transport Strategy, and the Cork Metropolitan Area Transport Study (CMATS). In general, these projects have the objective to facilitate local movements, enabling active travel and supporting Town Centres First, improving regional accessibility and connectivity, integration with planned transportation networks including by provision of bus priority measures, reducing bottlenecks, and addressing safety issues.

4.6 New Roads in Planning Process - N11/N25 Oilgate to Rosslare (TEN-T Port Connectivity)

The N11/N25 Oilgate to Rosslare is part of the TEN-T comprehensive network. This route also forms part of the European Designated E01 Route and provides a direct link to both mainland Europe and the United Kingdom via Rosslare Europort.

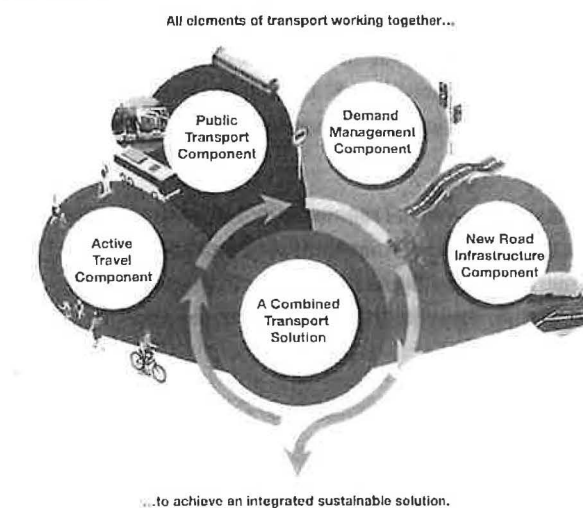
There are very significant additional increases in freight volumes through the Port since the end of the Brexit transition period (over 460% in first half of 2021). This project aims to secure the future resilience of this international land-sea corridor by delivering a safe, sustainable, high quality and cost-effective transport connection with Rosslare Europort enhancing regional, national and international connectivity, and facilitating economic growth of Ireland.



The project will improve the connectivity of transport infrastructure and services, including public transport and active travel, thereby delivering more accessible and equitable mobility options, particularly for vulnerable groups. The planning and design of options being examined all maximise use of the existing corridor.

4.7 New Roads in Planning Process – Town Bypasses / Compact Growth / Town Centres First

This component of the New Roads programme comprises town bypasses or relief roads, which particularly contribute to the NDP objective of Compact Growth in towns and support the national policy Town Centres First.



In general, each town bypass project is listed in Project Ireland 2040. The benefits of the projects include improving connectivity within their counties as well as improving regional and national accessibility to and from their region. In each case, town enhancement via reallocation of road space is planned to follow implementation supporting Town Centres First, Safe Routes to Schools, and integration with mobility hubs, parking controls, active travel and bus enhancement projects. The result is all elements of transport working together to achieve an integrated sustainable solution.

4.8 New Roads in Planning Process – Safety Improvement

This component of the New Roads programme comprises improvements to sections of the national roads network with safety issues significantly above the national average. These projects also provide other significant transport benefits, including enhancing regional accessibility and thereby supporting balanced regional development.

5. Protection and Renewal of National Roads

5.1 Overview of Protection and Renewal

Protection and Renewal includes asset management to maintain the national roads network in an acceptable steady-state condition, Minor Safety Improvement Projects, the National Secondary Roads programme, the Safety Programme, operations and maintenance of motorways and tunnels, Intelligent Transport Systems (ITS), minor projects for active travel, bus priority improvements, and operation of the M50 managed motorway system of variable speed limits and incident management.

5.2 Maintenance

There is a separate Maintenance allocation from the Exchequer that is Current funding. In recent years the Exchequer allocation for Maintenance has been approximately €35 million per year, which is materially below the de minimis amount required for adequate maintenance. TII provides grants to Local Authorities from the Maintenance (Current Funding) budget heading as a contribution to routine maintenance of national roads not otherwise maintained through the Motorway Maintenance and Renewal Contracts (MMARC). The Maintenance (Current) budget heading is materially underfunded with respect to actual routine maintenance requirements and when benchmarked against the budgets for maintenance in other European countries. Therefore, maintenance activity must be supplemented with asset management and rehabilitation programmes through the Protection and Renewal programme (Capital Funding).

5.3 Operations and Asset Management

Protection and Renewal also includes tolling operations, network management, oversight of national roads PPPs, PPP operational and availability payments, intelligent transport systems (ITS), and other TII enterprise costs (excluding pay and rent for TII offices, which comes under the Administration heading of Current expenditure). These are generally paid directly by TII through contractual arrangements between TII and its operations contractors.

The Steady State part of the Protection and Renewal programme consists of various programmes and projects for delivery of asset management and network rehabilitation. This includes pavement rehabilitation, minor safety schemes, winter maintenance, motorway operations and maintenance, tunnel operations and maintenance, bridge maintenance, and other asset management activity essential for securing the safety and upkeep of the national roads network.

5.4 National Secondary Roads

National Roads 2040 sets out TII's long term strategy for the planning, operation, and maintenance of the national roads network. As part of the strategy, the National Secondary Road (NSR) network has been classified into several sub-divisions based on role and function to assist in the identification of future intervention needs. Consistent with the Strategy, National Secondary programmes have been included under Protection and Renewal in 2023 to target interventions on National Secondary Roads: NSR Lifeline Routes, NSR Bypasses, and NSR Resilience.

NSR Lifeline Routes

These routes have high relative importance, provide connections to critical services and facilities, and are often the only acceptable route available being located in coastal and/or mountainous terrain. These projects support regional accessibility, improved safety, and provide lifeline access (i.e., where loss of a section of the road would necessitate very lengthy detours for local people).

NSR Bypasses

The NDP, Town Centre First, and CAP23 support compact growth, the removal of through-traffic from town centres and the reallocation of road-space to active travel. Consistent with these policies this new programme aims to identify and delivery several National Secondary bypasses and urban regeneration projects through the planning and design stage for implementation in the future.

NSR Resilience

The objective of this programme is to secure adequate infrastructure for both the NSR arterial and collector routes. National Secondary Arterial Routes are high demand routes close to large urban settlements. They provide a similar role to National Primary Routes and users are reliant on these routes to access essential services and jobs. National Secondary Collector Routes are normal travel routes, connecting settlements on the most direct lines but with some level of redundancy though alternative routes.

5.5 National Roads Active Travel

TII has a key role in the development of standards and technical guidance relating to active travel and in project delivery. TII's responsibilities include the development of greenway and active travel standards; advancing a programme of major rural active travel schemes; and developing a coherent and connected national cycle network strategy on behalf of DoT. The National Roads Active Travel programme generally comprises minor projects and typically involves the retrofitting of walking and cycling infrastructure to existing sections of national roads.

6. Greenways

6.1 Approving Authority

Following communication from the Minister for Transport in May 2021, TII was identified as Approving Authority with responsibility for the national and regional greenway programme, commencing 20th September 2021. Following this identification, significant engagement between TII and the DoT was necessary to ensure seamless transfer of responsibilities and programme continuity. Moreover, during the handover period, amendments to TII processes, procedures, and standards were enacted or extended to apply to the advancement of the national and regional greenway programme.

6.2 Greenways Strategy

The objective of the Greenways Strategy⁸ is to assist develop nationally and regionally significant Greenways in appropriate locations constructed to an appropriate standard to deliver a quality experience for all Greenway users. The strategy also aims to increase the number and geographical spread of Greenways of scale and quality around the country over the next ten years with a consequent significant increase in the number of people using Greenways as a visitor experience and as a recreational amenity.

Greenways are required to meet the following criteria:

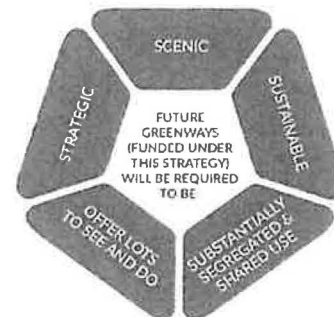
Strategic: National Greenways should be at least 100km long, while Regional Greenways should be at least 20km long, preferably closer to 40km, or else can be extended to connect to a longer strategic route. A Greenway should provide a strategic link to other activities and locations e.g., Walkways, Blueways, and Peatways.

Sustainable: contribute to the economic growth of rural areas, development of tourism and activity-based holidays which helps to promote National & Regional attractiveness as a tourist destination.

Scenic: provide access to/through areas of natural beauty.

Substantially Segregated: from vehicular traffic and shared use by pedestrians, cyclists, and a range of different users.

Offer lots to See & Do: provide access to other facilities i.e., historic sites, tourist attractions and other outdoor activities.



6.3 Greenways Delivery

Feasibility, planning, and development works are continuing a range of national and regional greenway projects as identified under the Strategy for the Future Development of Regional and National Greenways⁹. Regional and national greenway projects cumulatively total approximately 900 kilometres.

⁸ [Strategy for the Future Development of National and Regional Greenways](#)

⁹ [Strategy for the Future Development of National and Regional Greenways](#)

The Greenways Programme comprises Greenways Protection and Renewal, and New Greenways. Most greenways projects are relatively straight-forward in engineering terms with some exceptions, such as the bridge in Athlone crossing the Shannon, as shown in Figure 9.

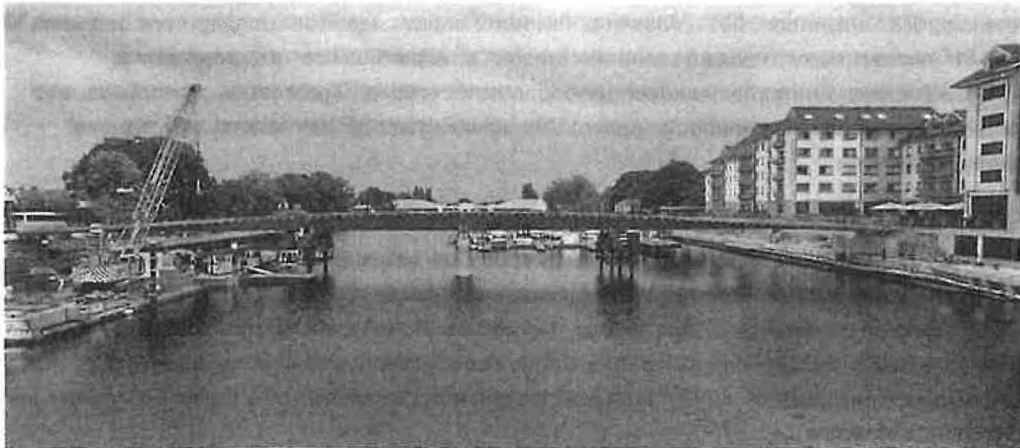


Figure 9 - Dublin Galway Greenway: Athlone Bridge Lift (September 2022)

For 2023 it is anticipated that approximately half of the total allocation for greenways will be spent on projects at or starting construction, while the remainder will mostly be spent on projects at various stages of planning.

7. The Allocations for 2023

In accordance with the Roads Acts 1993 to 2015, it is the general duty of TII to secure the provision of a safe and efficient network of national roads and for that purpose TII has overall responsibility for the planning and supervision of works for the construction and maintenance of national roads. Pursuant to its statutory duty for national roads, and its agreement with the Minister for greenways, TII allocates the Exchequer Capital Allocation for 2023 to Local Authorities for national roads and greenways.

For each Local Authority the allocation for national roads is made under two main headings:

- Improvement: Allocated to specific projects, programmes, and/or operations.
- Maintenance: Separate allocations for national primary and national secondary routes, and further sub-divided across ordinary maintenance, route lighting, and winter maintenance.

In keeping with current practice and procedures, TII and Local Authorities will continue to monitor progress on the planning, design and delivery of programmes, projects and operations set out in the Allocations through established Management Advisory Committees and related reporting and management processes.

Appendix

In relation to New Roads, the Minister has made it a condition, under Section 24 of the Roads Acts 1993 to 2015, that the Exchequer Capital grants to be provided by DoT to TII for 2023 are allocated towards those projects listed in the table below.

| Name | Next PSC Decision Gate | Proposed Allocation - 2023 | COMMENTS |
|---|------------------------|----------------------------|--|
| CLOSE OUT AND COMMITTED LAND COSTS | | | |
| Naas Newbridge Bypass Upgrade | N/A | €460,000 | Outstanding committed payments |
| Collooney to Castlebaldwin | N/A | €1,900,000 | Outstanding committed payments |
| N13 Letterkenny Roundabout | N/A | €50,000 | Close out of construction costs |
| N56 Mountcharles to Inver | N/A | €20,000 | Outstanding committed land payments |
| Tralee to An Daingean | N/A | €300,000 | Outstanding committed land payments |
| Cashel/Mitchelstown | N/A | €25,000 | Outstanding committed land payments |
| Westport to Mulranny | N/A | €300,000 | Outstanding committed land payments |
| Clifden to Oughterard | N/A | €400,000 | Outstanding committed land payments |
| N56 Drumbeigh to Inver | N/A | €50,000 | Close out of construction costs |
| N56 Kilkenny to Letterilly | N/A | €230,000 | Close out of construction costs |
| CONSTRUCTION COMMITMENTS | | | |
| Ballyvourney to Macroom | N/A | €39,000,000 | Committed construction, supervision and land payments required for progression. Includes provision for claims raised by contractor. |
| Dunkettle Interchange | N/A | €1,500,000 | Dunkettle supervision staff employed through Cork County Council. |
| Int Maj - Dunkettle Interchange Upgrade | N/A | €40,000,000 | Committed construction, supervision, and land payments. |
| Moycullen Bypass | N/A | €25,000,000 | Commitment required for construction, land, and supervision. Conciliation to take place in early November, if resolved in 2022 then there could be a potential reduction in commitment required in 2023. |
| Listowel Bypass | N/A | €22,000,000 | Committed construction, supervision, and land payments. |
| Westport to Turlough | N/A | €39,000,000 | Committed construction, supervision and land payments required for progression. Includes provision for claims raised by contractor. |
| Ballaghaderreen to Scramoge | N/A | €12,000,000 | Government decision and approval given to proceed with this contract. Date for tender return is February 24 th , 2023. |
| N56 Dungloe to Glenties | N/A | €140,000 | Committed land costs |
| N56 Kilkenny to Letterilly | N/A | €230,000 | Committed construction costs |

| | | | |
|--|-----|-------------|---|
| N56 Letterilly to Kilraine Junction | N/A | €4,000,000 | Committed construction costs |
| N56 Dungloe to Cloghbolie | N/A | €400,000 | Committed construction costs |
| N56 Letterilly to Kilraine Road Scheme | N/A | €1,000,000 | Committed construction costs |
| WITH PLANNING APPROVAL | | | |
| Cork to Ringaskiddy | DG2 | €19,000,000 | Proceeding to Decision Gate 2. This is a TFN-T Core Route and Port Access project. Funding in 2023 will allow for progression and preparation of tender documentation. |
| IN PLANNING APPROVAL PROCESS | | | |
| Ardee By-Pass (N52) | DG2 | €350,000 | Judicial review underway, this is to account for legal costs. |
| Galway City By-Pass | DG2 | €3,000,000 | Committed land payments and costs associated with dealing with the decision of the Board and further environmental analysis. |
| Foynes Limerick | DG2 | €2,000,000 | Currently the subject of applications for Judicial Review of the decision to grant planning permission. Allocation for 2023 is to cover legal costs. |
| PRIORITY PROJECTS | | | |
| NDP - M20 Limerick to Cork | DG1 | €5,000,000 | Allocation for 2023 covers committed technical advisor fees associated with the planning and design of the preferred route. |
| TEN T /REGIONAL ACCESS/PORT ACCESS | | | |
| TEN-T Route Improvement Donegal | DG1 | €1,500,000 | Committed funding under existing technical advisor contract. Preparing for Decision Gate 1 approval. |
| IN PLANNING PROCESS (GDA & CMATS STRATEGIES) | | | |
| NDP - N3 M50 to Clonee (inc bus priority) | DG1 | €500,000 | Funding in 2023 will meet current project commitments, then reviewed to prioritise buses and cycle ways. |
| NDP - N2 Rath Roundabout to Kilmoon Cross | DG1 | €750,000 | Funding in 2023 will meet current project commitments. |
| NDP - N4 Maynooth to Leixlip (inc bus priority) | DG1 | €0 | This project will be funded as part of the Minors Programme €0.65m (P&R Budget). The Minister wishes to see prioritisation afforded to the Bus Priority measures on M4. |
| NDP - N11/M11 Junction 4 to Junction 14 (inc bus priority) | DG1 | €0 | This project will be funded as part of the Minors Programme €2m (P&R Budget). The Minister wishes to see prioritisation afforded to the Section A and Section C Bus Priority measures on M11. |
| Cork City Northern Transport Project Ring Road (SAR submitted) | DG0 | €100,000 | Funding in 2023 will meet current project commitments. |
| PORT CONNECTIVITY | | | |

| | | | |
|--|-----|---------------------|--|
| N11/N25 Oilgate to Rosslare | DG1 | €1,150,000 | Funding provided to match TEN-T grant from EU for planning and design. |
| BYPASSES | | | |
| N22 Farranfore to Killarney (safety project and bypass of Farranfore) | DG1 | €190,000 | Funding in 2023 will meet current project commitments. |
| N3 Virginia Bypass | DG1 | €2,000,000 | The Minister wishes to see prioritisation afforded to the provision of the bypass and the provision of a concurrent Traffic Management Plan for Town centre |
| N4 Carrick-on-Shannon to Dromod (bypass of Carrick On Shannon) | DG1 | €2,500,000 | The Minister wishes to see prioritisation afforded to the provision of the bypass and the provision of a concurrent Traffic Management Plan for Town centre |
| N21 Newcastle West Relief Road | DG1 | €1,450,000 | The Minister wishes to see prioritisation afforded to the provision of the bypass and the provision of a concurrent Traffic Management Plan for Town centre |
| N21 Abbeyfeale Relief Road | DG1 | €1,450,000 | The Minister wishes to see prioritisation afforded to the provision of the bypass and the provision of a concurrent Traffic Management Plan for Town centre. |
| N72/73 Mallow Relief Road | DG1 | €100,000 | Funding In 2023 will meet current project commitments. |
| N2 Slane Bypass and Public Realm Enhancement Scheme | DG1 | €350,000 | Funding in 2023 allows the further progression of this project |
| N24 Cahir to Limerick Junction (Tipperary Bypass) | DG1 | €1,000,000 | Funding in 2023 allows the further progression of this project |
| N58 Foxford Bypass (*not in NDP) | DG1 | €250,000 | Funding in 2023 allows the further progression of this project |
| Midleton to Youghal - bypasses Castlemartyr and Killeagh (*Not in NDP) | DG0 | €800,000 | Funding in 2023 allows the further progression of this project |
| UPGRADES | | | |
| N2 Ardee to South of Castleblaney Bypass | DG1 | €600,000 | Funding in 2023 will meet current project commitments. |
| N17 Knock to Collooney | DG1 | €400,000 | Funding in 2023 will meet current project commitments. |
| N4 Mullingar to Longford | DG1 | €200,000 | Funding in 2023 will meet current project commitments. |
| N24 Waterford to Cahir | DG1 | €2,000,000 | Funding in 2023 allows the completion of route selection. |
| N2 Clontibret to the Border | DG1 | €2,500,000 | Funding provided to match TEN-T grant from EU for planning and design. |
| Total | | €237,055,000 | |

2023 Allocations

| Classification | PRS Type | Name | Route No: | Allocation (€) |
|--|------------------------------------|--|-----------|------------------|
| Both NP/NS | HD15 and HD17 Minor Works 1a - Nat | Fencing Retrofit 2023 KK | - | 25,000 |
| | LA Eng Support - B.1.1a - Nat | Local Authority Support (Improvement) 2023 KK | - | 230,000 |
| National Primary | HD15 and HD17 Minor Works 1a - Nat | N24KK_100.0 Tower Road | 24 | 5,000,000 |
| | Minor Works 1a - Nat | N24 Carrick Road Improvement (Minor 2016) | 24 | 100,000 |
| National Secondary | HD15 and HD17 Minor Works 1a - Nat | N78KK Castlecomer RSIS | 78 | 20,000 |
| | | N78KK Castlecomer RTL (RSI) | 78 | 10,000 |
| | Minor Works 1a - Nat | N77 Ballyragget Village to Ballynaslee Road Improvement (Minor 2016) | 77 | 750,000 |
| | Pavement 1a - Nat | N76 Callan Bypass | 76 | 2,000,000 |
| | | N77 George's Tree to Dunmore West | 77 | 883,000 |
| | | N77 Knockroe | 77 | 260,650 |
| C3.1.2 Capital Investment - Protection & Renewal & Active Travel (AT) Total | | | | 9,278,650 |

Kilkenny County Council

Construction of New Roads

Total Allocation

11,995,283

C3.3 Allocation

2,000,000

| Classification | PRS Type | Name | Route No: | Allocation (€) |
|---|-----------------------|------------------------------|-----------|------------------|
| National Primary | Major Scheme 1b - Nat | NDP - N24 Waterford to Cahir | 24 | 2,000,000 |
| C3.3 Construction of New Roads Total | | | | 2,000,000 |

| Classification | PRS Type | Name | Allocation (€) |
|--|------------------------|--|----------------|
| Both NP/NS | LA Eng Support - B.1.2 | Local Authority Support (Maintenance) 2023 KK | 33,000 |
| | | Local Authority Support (Winter Maintenance) 2023 KK | 10,000 |
| National Primary | Ordinary Maintenance | NP Ordinary Maintenance 2023 KK | 105,708 |
| | | NP Motorway MMarC Lighting 2023 KK | 46,892 |
| | Route Lighting | NP Route Lighting 2023 KK | 38,735 |
| | | NP Winter Maintenance 2023 KK | 129,500 |
| National Secondary | Ordinary Maintenance | NS Ordinary Maintenance 2023 KK | 84,962 |
| | Route Lighting | NS Route Lighting 2023 KK | 68,336 |
| | Winter Maintenance | NS Winter Maintenance 2023 KK | 99,500 |
| C3.1.1 Current Maintenance - Protection & Renewal Total | | | 616,633 |



Kilkenny County Council

Greenways

Total Allocation

11,995,283

A.4.1 Allocation

100,000

| PRS Type | Name | Allocation (€) |
|------------------------------|--|----------------|
| Greenway - Nat | Inistioge (Woodstock Estate) to New Ross (South East Greenway) | 100,000 |
| A.4.1 Greenways Total | | 100,000 |



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**Appendix II.....Dept of Transport Funding for Non –
National Roads**



An Roinn Iompair
Department of Transport

CIRCULAR RW 02/2023

2023 REGIONAL AND LOCAL ROAD GRANT ALLOCATIONS

Dear Director of Service,

1. I am directed by the Minister for Transport to enclose details of the 2023 grant allocations to your authority in respect of the maintenance and improvement of regional and local roads. The total grant allocation in 2023 under this Circular is **€626 million**. This Circular contains the following Appendices:

Appendix 1: Amounts available nationally under the various grant headings
Appendix 2: Individual local authority allocations and scheme details
Appendix 3: Completion dates for works
Appendix 4: Assignment of Inspectors to each Council
Appendix 5: 2023 Discretionary Grant Programme (see attached excel sheet)
Appendix 6: 2023 Drainage Grant Programme (see attached excel sheet)

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. The last revision of the Memorandum came into effect in March 2021 (RW 04/2021).

A revised Memorandum on Grants for Regional and Local Roads will be issued to local authorities by Circular in the coming weeks.

In the context of the substantial Exchequer grant support being provided to local authorities, the Minister again wishes to emphasise to Councils the importance of road maintenance and improvement works which promote the safety of all road users, including cyclists and pedestrians. Measures, including appropriate road pavement edge treatment, maintenance of verges, embankments and cuttings, roadside drains together with repairs of road pavement and associated footways and cycleways, can all contribute to road safety and are eligible for grant assistance.

3. Completion dates and drawdown of funds deadline

Local authorities must ensure that all works undertaken on foot of State grants are completed in accordance with the applicable conditions by the various intermediate and completion dates set out in **Appendix 3**.

In addition, local authorities should vigorously pursue outstanding invoices from contractors during the year to ensure the timely claiming of grants in 2023. Local authorities should claim eligible payments as soon as possible and should not wait until the end of the year to do so.

This issue will be addressed further in the revised Memorandum on Grants for Regional and Local Roads.



4. Output returns for individual grant programmes will be required after the final grant payments for the year are made.
5. Progress on all grant-aided works will be reviewed regularly and grants will be re-allocated where a shortfall in expenditure is expected. Such adjustments may entail the distribution of the sum involved to another local authority.

MapRoad – Asset Management System (AMS)

6. All Local Authorities are reminded that they must upload and maintain full records of all pavement projects on the AMS. All projects for RI and RM/SRM will continue to be submitted and managed through AMS. Any pavement interventions across other grant categories (including those funded by any Government Department or Agency) or using own resources must also be uploaded to the AMS.

As you are aware, the Department has now moved from a paper/email-based Form A / Form B return to an online system through the AMS. It is, therefore, essential that each LA maintains records of **all pavement works** on the AMS system.

7. Section 10 (5) of the Roads Act 1993 requires that each Road Authority maintain a schedule and map of all public roads for which it has responsibility. Each Local Authority is required to keep this schedule up to date on AMS. The payment of grants is linked to this requirement.

Restoration Improvement Programme (RI)

8. The RI Programme continues to be the main focus of the regional and local roads programme. An overall amount of €298 million will be provided under the 2023 Restoration Improvement Grant.
9. Circular RW 11/2021 requested Councils to submit a multi-year RI programme for 2022, 2023 and 2024 based on a budget estimate of 100% of your Council's initial 2021 RI grant allocation. The Circular specified that the programme should be submitted on AMS. Based on the allocation under this Circular, Councils should now submit an updated RI programme for 2023 by the **14th March 2023** on AMS.
10. Should the Council wish to change its RI programme during the year it should advise the relevant Department Inspector by email and copy the email to RLR@transport.gov.ie. A list of inspectors as currently assigned to different councils is given in **Appendix 4**.

Restoration Maintenance Programme

11. The Restoration Maintenance (RM) Programme continues to be an important programme aimed at protecting road surfaces.
12. Given continuing constraints in relation to current funding for the RM programme, the provision of a Supplementary Restoration Maintenance (SRM) Grant using capital funding is being continued in 2023. An overall grant amount of €75 million will be provided for the surface dressing programme in 2023.
13. **The Department wishes to emphasise that Restoration Maintenance and Supplementary Restoration Maintenance is to be treated by the Council as one Restoration Maintenance Surface Dressing programme with claims made against the RM grant until that grant is fully expended. Only then should Councils draw down funding from the SRM grant. In order to ensure compliance with this requirement SRM grant allocations will not be put on PRS initially.**
14. RM and SRM grant funding **may only be used for Surface Dressing works**. If sealing works are required, other than surface dressing, then they should be included under the RI or Discretionary Grant programmes or funded through LA own resources.



This means that works such as slurry sealing, clause 942 material, wearing course macadam and HRA which are often used in urban areas may now be only carried out under the RI or Discretionary Grant programmes.

15. Councils should record their 2023 surface dressing works under the Restoration Maintenance programme on AMS by the **14th March 2023**.

Inflation/Supply Chain Delay Co-operation Framework

16. With reference to Circular RW13/2022 regarding the charging of Ex-gratia payments relating to pavement works funded under the RI or Former National Roads programmes, the Circular indicates that:

- Ex-gratia payments in relation to pavement renewal works can be charged to individual projects once approved by the Department;
- Ex-gratia payments cannot be claimed on the PRS as part of a general grant claim. A separate claim must be made in respect of the Ex-gratia payments indicating the project, the Ex-gratia payment and the final account figure on which it is based and the Ex-gratia claim can only be made on receipt of Departmental approval.

The Department wishes to advise local authorities that in 2023, once a proposed Ex-gratia payment relating specifically to pavement works is approved by the relevant Department Inspector, a separate allocation will be put on PRS to cover the amount of the claim.

Discretionary Grant (DG)

17. Discretionary Grants (DG) amounting to €84 million approx. will be available to meet the cost of road maintenance and improvement works selected by local authorities pursuant to relevant Departmental Circulars.
18. The cost of salt used by local authorities in the winter period of 2021/2022 has been deducted from each authority's Discretionary Grant. Local authorities can use Discretionary grant monies towards staff or plant costs associated with salting operations or for the purchase of salt. In certain cases a contribution for the conversion to Brine plants may be chargeable to DG but this should be discussed and agreed with the Department inspector in advance.
19. Councils are required to submit details of their proposed 2023 DG Programme on the excel sheet attached in **Appendix 5**. This return should be submitted to the Department at RLR@transport.gov.ie by the **14th March 2023**.

Community Involvement Scheme (CIS)

20. Ring-fenced funding for the Community Involvement Scheme was introduced in 2018. Since then, funding has been allocated for 2-year periods with a view to giving local authorities more flexibility in delivering this programme.
21. Following a further application process in 2021 the same approach is being taken for the current tranche of CIS funding with funding allocated for a two-year period covering 2022 and 2023. The allocation for your local authority for 2023 is set out in **Appendix 2**. These allocations are consistent with the indicative 2023 allocations advised to Councils last year. Where the overall amount sought by a local authority exceeds the allocation, the local authority will have to prioritise the projects to be funded. The final programme should then be submitted on MapRoad.
22. Grants allocated under other Departmental grant programmes cannot be used for the community contribution.



Drainage Grant (DR)

23. Grant funding of €20 million is being provided in 2023 for drainage measures. The allocation for your local authority is set out in **Appendix 2**. The funding may be used for the alleviation of road drainage problems either through new works or remedial works.
24. The works which will be undertaken should be set out in the form - Drainage 2023 - attached in **Appendix 6** and the completed form should be returned to the Department at RLR@transport.gov.ie by **14th March 2023**.
25. The Guidelines for Road Drainage, which outline best practice in relation to road drainage, were revised and new Guidelines issued last year. Local authorities should refer to these Guidelines when planning and implementing drainage works. The Guidelines are available on www.rmo.ie

Lower Cost Bridge Rehabilitation (BR)

26. Grant allocations will continue to be provided in 2023 to fund bridge rehabilitation works and your authority's allocation is included in **Appendix 2**. While it is not necessary for Local Authorities to seek approval to transfer funding among the approved schemes, the Department should be notified of such transfers. Where local authorities wish to introduce a new scheme, for example, if implementation of an approved scheme is delayed, then approval should be sought from the Department.

Lower Cost Safety Scheme (LCS)

27. The Lower Cost Safety scheme remains in place for 2023 and your authority's allocation is set out in **Appendix 2**. While it is not necessary for local authorities to seek approval to transfer funding among the approved schemes, the Department should be notified of such transfers. Where local authorities wish to introduce a new scheme, for example, if implementation of an approved scheme is delayed, then approval should be sought from the Department.

Former National Road Rehabilitation Grant (FN)

28. In light of the 2018 regional road pavement condition survey findings, the Department introduced a grant in 2019 to assist local authorities with the rehabilitation of sections of former national roads with a poor condition rating and this grant is being continued this year.

Following consideration of applications received from local authorities, grants allocations under this heading are included in **Appendix 2**.

Climate Change Adaptation & Resilience (CCAR)

29. As the impact of climate change on the road network is becoming more apparent, the Department has introduced a Climate Change Adaptation & Resilience Grant. Allocations under this heading in 2023 are in **Appendix 2**.
30. Where any changes are proposed to approved CCAR projects, local authorities are required to liaise with the relevant Department Inspector.

Rural Limit Speed Sign

31. With a view to supporting the roll out of the Rural Speed Limit sign as provided for in the Guidelines for Setting and Managing Speed Limits, local authorities were able to apply for funding this year for the deployment of the sign and supplementary plate.
Note: Local authorities are encouraged to complete implementation of these signs this year as this dedicated funding programme will be closing.
32. Where applicable, grant allocations under this grant programme are set out in **Appendix 2**.



Speed Limit Signage in Housing Areas

33. Local authorities were requested to submit details of proposed expenditure in 2023 on signage related to implementing 30km/h speed limit/slow zone signage programme in housing areas. Where applicable, grant allocations under this grant programme are set out in **Appendix 2**.

Note: Local authorities are encouraged to complete implementation of these signs in accordance with their approved speed limit bye laws as soon as possible.

Cycle “Safe Passing” Signs

34. Following the inclusion in the updated Traffic Signs Manual of a new cycle warning sign which advises motorists of the need to leave adequate space when overtaking cyclists, Circular RST 04/2019 issued to all local authorities on the 19th December 2019.

This Circular included an Advice Note to assist local authorities in determining where the provision of such signs would be most effective. Where applicable, grant allocations for these cycle signs are set out in **Appendix 2**.

PSCI Surveys (PSCI)

35. A grant to assist local authorities in meeting the network survey requirements set out in Circular RW3/2018 and the Pavement Survey Standard is again being made available this year. Drawdown of this grant is subject to the receipt of a RMO certificate regarding the amount of the required 2023 PSCI survey completed. For this reason, the PSCI allocation included in **Appendix 2** will not be put up on the PRS until later in the year.

Local Improvement Scheme (LIS)

36. In the period 2013 to 2018 local authorities were permitted to use a proportion of their initial Discretionary Grant towards local improvement schemes should they wish to do so.
37. The Department for Rural and Community Development (DRCD) introduced ring-fenced funding for LIS in 2017 and is continuing to operate this scheme. **The option of allocating funding to LIS from the Discretionary Grant will not, therefore, apply in 2023.**

Own Resources

38. 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. In particular 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.

39. It is vital that full consideration is given to utilising the Local Property Tax to boost own resources expenditure on regional and local road maintenance and renewal.

Contingency Provision

40. Local authorities are advised that the Department is not setting aside contingency monies to address possible severe weather events and that in line with established practice, **a contingency provision should be reserved** from the overall resources available to each authority for regional and local roads so as to deal with damage caused by severe weather conditions, including flooding.

Claims for payment of Grants

41. Local authorities should note that claims should continue to be made through Transport Infrastructure Ireland's (TII) Project Reporting System (PRS). These claims will be processed by the Department of Transport. Local authorities should continue to attach general ledger expenditure reports making up the claim on the PRS.



42. As part of the claim approval process each local authority has to nominate an official to verify that a claim is in accordance with the requirements for chargeability of expenditure and that all amounts have been checked in full and are in order for payment. **The Department would like to emphasise that it considers that this verification is a key part of the financial control system and expects this role to be executed with due diligence and care.**
43. **The Department also wants to emphasise that local authorities are required to submit claims on PRS before 12.30pm on the relevant date identified in the pay run schedule and if the claim is not submitted by that time, the Department will not be in a position to process the claim until the following month. Grant allocations only apply for the year in which they are allocated and cannot be carried forward. Any element of a grant allocation which is not claimed and approved for payment under the final pay run of the year is, therefore, lost.**

Expenditure Review Requirements

44. The accuracy of all figures submitted by local authorities e.g., grant claims, output data, details of own resources expenditure etc., is of the utmost importance. These figures are used in providing progress reports for Ministers and others. As part of our on-going review of the regional and local roads grant system, it may be necessary from time to time to introduce new requirements to further enhance the control systems in operation between local authorities and this Department.
45. You are reminded that this Department can at any time carry out either a full onsite spot-check or a desk-check on regional and local roads expenditure claimed on PRS.

Sign Clutter

46. The Department wishes to draw local authorities' attention to the requirements of the Traffic Signs Manual in respect of regulatory signs. While these requirements reflect the necessity to inform motorists that particular restrictions or prohibitions exist, local authorities should ensure that signage is installed without creating a hazard and that reasonable safe access and accessibility is provided for all. In this regard section 1.3 of Chapter 1 of the Traffic Signs Manual (www.trafficsigns.ie) provides extensive detail on the 'Siting' and 'Placement' of signs and, in particular, 1.3.43 sets out measures which should be considered to avoid street clutter.

Weather Warnings

47. As part of the 2023 allocations Local authorities are again reminded of the need to ensure that the necessary arrangements are in place with Met Eireann to receive weather warnings. **In addition, in times of above average rainfall, local authorities should ensure that gullies and drains in high-risk areas are kept clear, to reduce the risk of flooding.**

Yours sincerely,

Mary McCullagh
Assistant Principal Officer
Regional & Local Roads Division
14th February 2023

c.c. Each Chief Executive, Director of Services Roads and Transportation, Senior Engineer Roads



Grants available in 2023 under Main Grant Headings

Grants being allocated to local authorities under this Circular comprise the following:

| Category | Amount € m |
|---|------------|
| Restoration Improvement (RI) | 298 |
| Restoration Maintenance (RM) | 42 |
| Supplementary Restoration Maintenance (SRM) | 33 |
| Discretionary Grant (DG) | 84 |
| Drainage Grant | 20 |
| Community Involvement Scheme (CIS) | 13.3 |
| Lower Cost Bridge Rehabilitation | 15.8 |
| Specific Grants | 26 |
| Grants for Strategic Projects | 43.6 |
| Climate Change Adaptation & Resilience | 16.2 |
| Training | 2.2 |
| Lower Cost Safety Scheme | 10.3 |
| Rehabilitation of Former National Roads | 11.7 |
| RLR Signage | 1.1 |
| PSCI Survey Support | .75 |
| Miscellaneous (incl. MapRoad, salt reserve) | 8.0 |



Grant Allocations

| Kilkenny County Council | |
|--|--------------------|
| Restoration Improvement | €9,545,000 |
| Restoration Maintenance | €1,393,500 |
| Supplementary Restoration Maintenance | €1,095,000 |
| Discretionary Grant | €2,633,000 |
| Bridge Rehabilitation | €321,000 |
| Strategic Regional & Local Roads | €100,000 |
| Safety Improvement Works | €361,500 |
| PSCI: Survey Support | €25,000 |
| Training Grant | €66,500 |
| Drainage Works | €652,000 |
| Former National Roads | €581,000 |
| Cycle Signs | €33,000 |
| Speed Limits (Housing Area Signage) | €6,260 |
| Climate Change Adaptation & Resilience Works | €515,000 |
| Community Involvement Scheme | €440,100 |
| Total Allocation | €17,767,860 |

Kilkenny County Council

2023 Climate Change Adaptation and Resilience Works

| Project Code | Road Number | Scheme Title | LA Allocation |
|----------------|-------------|--|-----------------|
| KK/CCAR/22/002 | R698 | Fiddown pipe capacity increase | €30,000 |
| KK/CCAR/22/003 | R910/L2611 | Waterford Road to Outrath Road Stormwater Evaluation | €100,000 |
| KK/CCAR/22/005 | R699 | Goatsbridge Bridge Repairs and Resurfacing | €60,000 |
| KK/CCAR/22/008 | R700 | Castle Road | €20,000 |
| KK/CCAR/22/009 | R699 | Dunamaggin Road | €50,000 |
| KK/CCAR/22/011 | R704 | Arrgile River Bridge | €15,000 |
| KK/CCAR/22/012 | L2612 | Ballyfoyle Road Culvert Works | €19,000 |
| KK/CCAR/22/015 | L1044 | Ballynametagh Flood Relief | €20,000 |
| KK/CCAR/22/016 | L6600 | Thornback Road piping | €22,000 |
| KK/CCAR/22/017 | R 702 | Drainage at Grange, Goresbridge | €50,000 |
| KK/CCAR/22/019 | L3401 | Clogga Bridge | €15,000 |
| KK/CCAR/22/020 | L4205 | Stoneen Kilfane | €40,000 |
| KK/CCAR/22/022 | L2600 | Dunningstown Road | €22,000 |
| KK/CCAR/22/023 | R692 | Mill Street Callan | €25,000 |
| KK/CCAR/22/024 | R693 | Freshford, Kilkenny | €27,000 |
| Total | | | €515,000 |

2023 Strategic Regional and Local

| Scheme Name | LA Allocation |
|--------------------------|-----------------|
| Kilkenny North Ring Road | €100,000 |
| Total | €100,000 |

2023 Bridge Rehabilitation Works on Regional and Local Roads

| Project Code | Road Number | Location | LA Allocation |
|--------------|-------------|---------------------------------------|-----------------|
| KK/BR/23/001 | L-2631 | Lavistown Bridge, Sion Road, Kilkenny | €30,000 |
| KK/BR/23/002 | L-5885 | Coolraheen Bridge Culvert, Uskerty | €25,000 |
| KK/BR/23/003 | R-692 | Kings River Bridge, Callan | €30,000 |
| KK/BR/23/004 | L-7553 | Kilmacow Bridge, Kilmacow | €30,000 |
| KK/BR/23/005 | L-3435 | Harristown Bridge, Lukeswell | €30,000 |
| KK/BR/23/006 | L-10081 | Lates Bridge, Tullaroan | €40,000 |
| KK/BR/23/007 | L-10003 | Purcellsgarden Bridge, Conahy | €25,000 |
| KK/BR/23/008 | L-5129 | Pil River Bridge, Piltown | €20,000 |
| KK/BR/23/009 | L-1818 | Lismain Bridge, Conahy | €20,000 |
| KK/BR/23/010 | L-7512 | Ballyverneen Bridge, Glenmore | €20,000 |
| KK/BR/23/011 | L-2609-1 | St Francis Bridge, Kilkenny | €16,000 |
| KK/BR/23/012 | L-4202 | Ballyinch Bridge | €20,000 |
| KK/BR/23/013 | L-5074 | Croan Bridge | €15,000 |
| Total | | | €321,000 |

2023 Safety Improvement Works on Regional and Local Roads

| Project Code | Road Number | Location | LA Allocation |
|--------------|-------------|---|-----------------|
| KK/BS/23/002 | R695 | Drakelands Middle, Kilkenny City | €81,000 |
| KK/BS/23/004 | L3411 | Slieverue. Junction with LT34112 junction | €60,000 |
| KK/BS/23/005 | R702 | Clashmagrath/Redbog, Gowran. Junctions with LP2640 & 2643 | €5,000 |
| KK/BS/23/006 | R712 | Blanchvillepark (Old Carlow Road) | €5,000 |
| KK/BS/23/007 | R712 | Kilkenny City. Old Dublin Road at Cillin Hill/Lyrath. | €5,000 |
| KK/BS/23/008 | R697 | Kells Village | €25,000 |
| KK/BS/23/009 | R426 | Clogh Village. Junction with LP1830. | €50,000 |
| KK/BS/23/010 | L1007 | Tullaroan Road, Kilkenny City. | €9,000 |
| KK/BS/23/011 | R713 | Stonyford. Junction with LP4202 & 4206. | €25,000 |
| KK/BS/23/013 | L3408 | Mullinabro | €40,000 |
| KK/BS/23/014 | R695 | Graigie Cross Roads, Kilmanagh. Junction with the LS 5031 | €10,000 |
| KK/BS/23/015 | R700 | Kilkenny City. Bennettsbridge Road near Dukesmeadows. | €4,500 |
| KK/BS/23/016 | R692 | Callan. Junction with LS5136 on Clonmel Road. | €15,000 |
| KK/BS/23/018 | R704 | Ballynooney East. Junction with L7451. | €7,000 |
| KK/BS/23/019 | R 435 | Horse & Jockey Cross Roads - Junction with the LP1801 | €10,000 |
| KK/BS/23/021 | L1038 | Garryduff | €10,000 |
| Total | | | €361,500 |

| Kilkenny County Council | | | |
|--|-------------|-----------------------------|-----------------|
| 2023 Former National Road Rehabilitation Works | | | |
| Project Code | Road Number | Former National Road Number | LA Allocation |
| KK/FN/23/002 | R712 | N10 | €348,000 |
| KK/FN/23/005 | R448 | N9 | €233,000 |
| Total | | | €581,000 |



Intermediate and Final Completion Dates for Regional and Local Road Works

| Operation | Intermediate Completion Dates | Final Completion Date |
|---|---|------------------------------|
| Surface Dressing (SD) | 1/3 by end June 2/3 by end July 3/3 by end August | 31 August |
| Road Reconstruction (RR) and Surface Restoration (SR) | 1/3 by end May 2/3 by end July 3/3 by end September | 30 September |
| All works other than SD, RR and SR (except schemes which of their nature must continue into the following year) | 1/3 by end June 2/3 by end August 3/3 by end of October | 31 October |

Notes:

1. Road Reconstruction involves the regulation or reconstruction of the existing road pavement and overlaying with bound or unbound materials with or without surface dressing and the provision of drainage, where necessary.
2. Where work is completed by the various dates, the cost incurred should be reflected in the following months expenditure return.



Assignment of Inspectors

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

Appendix III.....Allocation of funds by Municipal District Area.

| | Kilkenny MD | Thomastown\Callan MD | Castlcomer MD | Piltown MD | Subtotal | Central | Total |
|--|-------------|----------------------|---------------|------------|----------|-------------------|-------------------|
| National Secondary Roads | | | | | | | |
| Local authority support B.1.2 (Winter Maintenance) | | | | | | €10,000 | €10,000 |
| Local authority support B.1.2 (Maintenance) | | | | | | €33,000 | €33,000 |
| Ordinary Maintenance | €15,817 | €26,201 | €42,944 | €0 | €84,962 | | €84,962 |
| N5 route lighting | | | | | | €68,336 | €68,336 |
| Winter Maintenance | | | | | | €99,500 | €99,500 |
| Minor Works | | | | | | | |
| N77 Ballyragget Village to Ballnaslee Road Improvement | | | | | | €750,000 | €750,000 |
| HD15 and HD17 Minor works | | | | | | | |
| N78 Castlecomer (RTL) | | | | | | €10,000 | €10,000 |
| N78 Castlecomer RSIS | | | | | | €20,000 | €20,000 |
| Pavement improvements | | | | | | | |
| N77 Georges Tree to Dunmore West | | | | | | €883,000 | €883,000 |
| N76 Callan bypass | | | | | | €2,000,000 | €2,000,000 |
| N77 Knockroe | | | | | | €260,650 | €260,650 |
| Total National Secondary | | | | | | €4,219,448 | €4,219,448 |

Inistioige (Woodstock Estate) to New Ross (South East Greenway)

€100.000

€11.995.283

| | Kilkenny MD | Thomastown/Callan MD | Castlcomer MD | Piltown MD | Subtotal | Central | Total |
|---|-------------------|----------------------|-------------------|-------------------|--------------------|------------|--------------------|
| Local & Regional Road improvements | | | | | | | |
| Resoration Improvement | €728,452 | €3,317,343 | €3,331,924 | €2,167,281 | €9,545,000 | | €9,545,000 |
| Restoration Maintenance | €64,581 | €500,024 | €502,221 | €326,674 | €1,393,500 | | €1,393,500 |
| Supplementary Supplementary Maintenance | €50,747 | €392,914 | €394,641 | €256,698 | €1,095,000 | | €1,095,000 |
| Drainage Works | €54,570 | €223,728 | €226,572 | €147,130 | €652,000 | | €652,000 |
| Former National roads | | €233,000 | €348,000 | | €581,000 | | €581,000 |
| Discretionary Grant | €497,323 | €753,534 | €756,846 | €492,297 | €2,500,000 | | €2,500,000 |
| Total | €1,395,673 | €5,420,543 | €5,560,204 | €3,390,080 | €15,766,500 | | €15,766,500 |
| Ordinary Maintenance (Regional) | €83,077 | €92,926 | €60,756 | €22,241 | €259,000 | | €259,000 |
| Ordinary Maintenance (Local) | €298,176 | €305,462 | €335,567 | €231,295 | €1,170,500 | | €1,170,500 |
| Active Travel (NTA) | | | | | | €3,120,000 | €3,120,000 |
| Roads Contingencies | | | | | | €145,000 | €145,000 |
| Health & Safety | | | | | | €25,000 | €25,000 |
| Training & Equipment | | | | | | €11,500 | €11,500 |
| Winter Maintenance P1 and P2 (Discretionary) | | | | | | €80,000 | €80,000 |
| Additional PSCI (Discretionary) | | | | | | €53,000 | €53,000 |
| Training Grant | | | | | | €66,500 | €66,500 |
| PSCI: Survey Support | | | | | | €25,000 | €25,000 |
| Strategic Regional & Local roads | | | | | | €100,000 | €100,000 |
| Climate Adaptation& Resilience Works | | | | | | €515,000 | €515,000 |
| Safety Improvement works | | | | | | €361,500 | €361,500 |
| Bridge Rehabilitation | | | | | | €321,000 | €321,000 |
| Speed Limits/cycle signs | €9,815.00 | €9,815.00 | €9,815.00 | €9,815.00 | €39,260 | | €39,260 |
| Community Improvement Scheme | | | | | | €440,100 | €440,100 |
| Local MD Fund | €50,000 | €50,000 | €50,000 | €50,000 | €200,000 | | €200,000 |
| | €441,068 | €458,203 | €456,138 | €313,351 | €1,668,760 | €5,263,600 | €6,932,360 |

| | | | | | |
|------------|------------|------------|------------|-------------|-------------|
| €1,836,740 | €5,878,746 | €6,016,343 | €3,703,431 | €17,435,260 | €22,698,860 |
|------------|------------|------------|------------|-------------|-------------|

€34,694,143

Appendix IV.....Municipal District of Kilkenny City.

Kilkenny Municipal District - Roadworks Expenditure 2023

| Year Code | Road Number | Scheme Description | Budget (€) |
|-----------|-------------|---|---------------|
| | | National Road - Ordinary Maintenance | |
| 2023 | N10 | National Primary | 15,243 |
| 2023 | N76/N77/N78 | National Secondary | 15,817 |
| | | | 31,060 |

| | | | |
|------|---------|---|----------------|
| | | Non-National - Restoration Improvement | |
| 2023 | R880 | Green St & Greensbridge | 68,000 |
| 2023 | R910 | Upper Patrick Street - Ormonde Road to Jacob Street | 45,000 |
| 2023 | R693 | Bishops Hill | 72,500 |
| 2023 | R693 | Freshford Road (adj. Sycamores incl. roundabout) | 66,000 |
| 2023 | R695 | Ballycallan Road @ Drakeland Upper | 130,000 |
| 2023 | R695 | Drakelands Phase 2 | 60,000 |
| 2023 | L2669 | Dominic Street | 107,800 |
| 2023 | L6881 | Abbey Street | 30,000 |
| 2023 | Various | Housing Estates (Loreto Park) | 30,000 |
| 2023 | L68882 | St. Fiacre's Place | 102,000 |
| 2023 | L6648 | Bonnettsrath Road | 17,152 |
| | | | 728,452 |

| | | | |
|------|-------|---|----------------|
| | | Non National - Restoration Maintenance | |
| 2023 | L6600 | Thornback | 91,255 |
| 2023 | L6648 | Bonnettsrath Road | 24,073 |
| | | | 115,328 |

| | | | |
|--|--|-------------------------------------|--|
| | | Community Involvement Scheme | |
| | | | |

| | | | |
|------|-------|---|---------------|
| | | Non-National - Low Cost Safety Improvement | |
| 2023 | R695 | Shared Surface @ Drakelands | 80,000 |
| 2023 | R712 | Old Dublin Road at Cillin Hill/Lyrath - Driver Feedback Signage | 5,000 |
| 2023 | R700 | Bennettsbridge Road, Kilkenny City - Driver Feedback Signage | 4,500 |
| 2023 | L1007 | Tullaroan Road, Kilkenny City - Driver Feedback Signage | 9,000 |
| | | | 98,500 |

| | | | |
|------|-------------|--|----------------|
| | | Non National - Ordinary Maintenance (Council Funding) | |
| 2023 | Reg. Roads | Regional Road Groups | 83,077 |
| 2023 | Local Roads | Local Road Groups | 198,176 |
| | | | 281,253 |

| | | | |
|------|---------|---|---------|
| | | Non National - Discretionary Maintenance (Council Funding) | |
| 2023 | Various | Pavement Maintenance | 100,000 |

| | | | |
|------|---------|--|--------|
| | | Non National - Discretionary Maintenance | |
| 2023 | Various | Drainage Maintenance | 50,000 |
| 2023 | Various | Traffic Signals & Electronic Signage Maintenance | 50,000 |
| 2023 | Various | Signage Maintenance | 25,000 |

| | | | |
|------|---------|---|---------|
| 2023 | Various | Maintenance of Urban Road Infrastructure | 20,000 |
| 2023 | Various | Renewal of Road Markings | 30,000 |
| 2023 | Various | Footpath Repairs - Localised Defects | 50,000 |
| 2023 | Various | Vegetation Maintenance (Grass/Trees/Hedges) | 35,000 |
| 2023 | Various | Winter Maintenance | 15,000 |
| 2023 | Various | Car Road Maintenance | 15,000 |
| | | | 290,000 |

| Non National - Discretionary Improvement | | | |
|--|-----------------|--|---------|
| 2023 | R700 | Castle Road Footpaths | 10,000 |
| 2023 | R712 | Dublin Road (Northern side from O'Loughlin Road - Maudlin St.) | 9,000 |
| 2023 | R712 | Leggettsrath | 7,500 |
| 2023 | L2668 | Blackmill Street/Abbey Street Junction Improvement | 8,000 |
| 2023 | L66351 | Cedarwood Avenue | 12,000 |
| 2023 | L26691 | DeLoughry Place | 7,500 |
| 2023 | L68882 | Saint Fiacre's Place Footpaths | 55,000 |
| 2023 | L66371 | Marble Crest | 21,000 |
| 2023 | L66034 | Talbots Grove | 4,500 |
| 2023 | L68762 | St. Thomas's Square | 3,000 |
| 2023 | L6640/L6810 | Westfield | 11,000 |
| 2023 | City & Environs | Retexturing of Limestone Kerbs in City Centre | 7,500 |
| 2023 | n/a | HCV Signage (Design & Implementation) | 22,000 |
| 2023 | L2604 | Newpark Drive Traffic Calming | 20,000 |
| 2023 | L2670 | Circular Road Traffic Calming | 9,323 |
| | | | 207,323 |

| Non National - Drainage Works | | | |
|-------------------------------|--------|--|--------|
| 2023 | R887 | Canal Square Drainage Investigation Works | 2,000 |
| 2023 | L20681 | Melville Heights Drainage Improvement Works | 6,000 |
| 2023 | L2665 | Green's Hill Drainage Improvement Works | 6,000 |
| 2023 | L2600 | Dunningstown Road Drainage Improvement Works | 24,570 |
| 2023 | L6604 | Glendine Heights Drainage Improvement Works | 16,000 |
| | | | 54,570 |

| Non National - Climate Adaptation & Resilience 2022 | | | |
|---|------------|---|---------|
| 2023 | R910/L2611 | Waterford Road to Outrath Road Stormwater System Evaluation | 100,000 |
| 2023 | R700 | Castle Road Flooding Remedial Works | 20,000 |
| 2023 | L2612 | Ballyfoyle Road Culvert Improvement Works | 19,000 |
| 2023 | L6600 | Thornback Road Drainage Improvement Works | 22,000 |
| 2023 | L2600 | Dunningstown Road Drainage Improvement Works @ Hilcrest | 22,000 |
| | | | 183,000 |

| Non National - Speed Limits/Cycle Signs | | | |
|---|---------|-------------------|-------|
| 2023 | Various | Speed Limit Signs | 9,815 |

| Additional Local Fund Allocation | | | |
|----------------------------------|--|--|--------|
| 2023 | | To be allocated as agreed with KMD Committee | 50,000 |

Appendix V..... Municipal District of Callan\Thomastown.

2023 CALLAN/THOMASTOWN MUNICIPAL DISTRICT ROADWORKS SCHEME

| Year | Road No. | | Budget 2023 |
|------|-------------|---------------------------------|-----------------------|
| | | National Primary | |
| 2023 | N10 | Ordinary Maintenance | € 16,038.00 |
| | | Sub-Total | € 16,038.00 |
| | | National Secondary | |
| 2023 | N76 | Ordinary Maintenance | € 22,000.00 |
| 2023 | N76 | Ordinary Maintenance | € 4,201.00 |
| | | Sub-Total | € 26,201.00 |
| | | Non National Roads | |
| | | Restoration Improvement | |
| 2023 | L6724 | NEIGHAM | € 69,750.00 |
| 2023 | L8308 | COOLNABRONE/MILTOWN | € 43,245.00 |
| 2023 | L4204 | POLLAGH GRAIG/KK ROAD | € 166,237.50 |
| 2023 | L8218 | TOMNAHAHA/CHURCH SKEAUGH | € 108,500.00 |
| 2023 | L8215 | BOHERMORE/MONEEN | € 159,250.00 |
| 2023 | L8289 | COOLNAMUCK | € 100,750.00 |
| 2023 | R705 | MUNGAN REGIONAL ROAD | € 123,760.00 |
| 2023 | 6729 | CURRAGHLANE-CATHAL MORAN | € 32,550.00 |
| 2023 | L7494 | BROWNSTOWN TULLAGHER | € 69,440.00 |
| 2023 | L2633 | SMITHSTOWN DUNBELL | € 117,100.00 |
| 2023 | L8202 | STATION ROAD/MT. JULIET/NEWTOWN | € 67,053.00 |
| 2023 | L8271 | BAUNSKAHA/CHAPEL HILL | € 153,140.00 |
| 2023 | L3431 | GLENBALLYVALLY/TULLAGHER | € 186,000.00 |
| 2023 | L6706 | BLANCHVILLETOWN/DUNBELL | € 142,135.00 |
| 2023 | L2638 | KNOCKANROE | € 143,840.00 |
| 2023 | L5032 | KILLALOE L5032 | € 111,600.00 |
| 2023 | R695 | KILLALOE R695 | € 18,600.00 |
| 2023 | I2629 | CASTLEINCH/AUGHTANNY | € 120,900.00 |
| 2023 | 1026 | KELLS VILLAGE TO 50K SIGN-SMA | € 48,125.00 |
| 2023 | L5064/L5063 | COURTNABOOLA (2 SECTIONS) | € 108,500.00 |
| 2023 | R695 | R695 TOWARDS KILLALOE | € 186,000.00 |
| 2023 | L1014 | MARNELL'S CROSS TOWARDS CALLAN | € 209,560.00 |
| 2023 | L4200 | DANESFORT GAA ROAD | € 32,550.00 |
| 2023 | L1028 | BALLYHALL JUNCTION (SCHOOL) | € 110,670.00 |
| 2023 | L1031 | KILLAMARY CROSS | € 213,125.00 |
| 2023 | L5076 | CLONE/ROGERSTOWN | € 108,500.00 |
| 2023 | L5081 | BUTLERSTOWN | € 151,900.00 |
| 2023 | L5097 | TULLAHOUGHT VILLAGE SMA | € 90,562.50 |
| 2023 | I1034 | BALLYNALINAGH TULLAHOUGHT | € 124,000.00 |
| | | Sub-Total | € 3,317,343.00 |
| | | Restoration Maintenance | |
| 2023 | R705 | BALLYOGAN | € 50,400.00 |
| 2023 | R703 | CUPPANAGH CROSS | € 50,400.00 |
| 2023 | R700 | INISTIOGE | € 84,000.00 |
| 2023 | L6729 | CURRAGHLANE | € 35,840.00 |
| 2023 | R700 | LAGAN/THOMASTOWN 50K | € 63,700.00 |
| 2023 | L2632 | MADDOXTOWN TO ROADSTONE 1000M | € 65,646.00 |
| 2023 | L8203 | STATION ROAD (MOUNT JULIET) | € 16,800.00 |
| 2023 | L8237 | CARRICKMOURNE | € 33,075.00 |
| 2023 | L8271 | BAUNSKAHA/CHAPEL HILL | € 26,600.00 |
| 2023 | L3431 | GLENBALLYVALLY | € 21,000.00 |
| 2023 | R691 | BALLYLINE CROSS | € 54,600.00 |
| 2023 | R699 | MALLARDSTOWN TOWARDS CALLAN | € 54,600.00 |

| | | | |
|------|-------|---|---------------------|
| 2023 | L2629 | CASTLEINCH | € 24,077.00 |
| 2023 | L1016 | DANESFORT GAA NEWLANDS | € 43,400.00 |
| 2023 | L4201 | ANNAMULT ROAD | € 47,250.00 |
| 2023 | R698 | COOLAGH | € 63,000.00 |
| 2023 | R701 | KYLE (KNOCKTOPHER/KILMOGANNY) | € 50,400.00 |
| 2023 | R697 | BARNATHONA TO JUNCTION L5086 | € 40,950.00 |
| 2023 | R698 | TULLAHOUGHT | € 67,200.00 |
| | | Sub-Total | € 892,938.00 |
| | | CIR & LIS | |
| | | | |
| | | Sub-Total | € - |
| | | Non National Discretionary Improvement | |
| | | Footpath Works | |
| 2023 | | Footpaths Callan North | € 60,000.00 |
| 2023 | | Footpaths Callan South | € 60,000.00 |
| 2023 | | Footpaths Thomastown East | € 60,000.00 |
| 2023 | | Footpaths Thomastown West | € 60,000.00 |
| | | Sub-Total | € 240,000.00 |
| | | Drainage Improvements | |
| 2023 | | Drainage Measures Reg/Local (CN) | € 50,000.00 |
| 2023 | | Drainage Measures Reg/Local (CS) | € 50,000.00 |
| 2023 | | Drainage Measures Reg/Local (TE) | € 50,000.00 |
| 2023 | | Drainage Measures Reg/Local (TW) | € 50,000.00 |
| | | Sub-Total | € 200,000.00 |
| | | Safety Measures | |
| 2023 | | Safety Measures (Lining, Signage etc.) | € 20,000.00 |
| 2023 | | Safety Measures (Lining, Signage etc.) | € 20,000.00 |
| 2023 | | Safety Measures (Lining, Signage etc.) | € 20,000.00 |
| 2023 | | Safety Measures (Lining, Signage etc.) | € 20,000.00 |
| | | Sub-Total | € 80,000.00 |
| | | General Works | |
| 2023 | | Local/Reg Road Repairs (CN) | € 50,000.00 |
| 2023 | | Winter Maintenance (CN&CS) | € 16,767.00 |
| 2023 | | Local/Reg Road Repairs (CS) | € 50,000.00 |
| 2023 | | Local/Reg Road Repairs (TE) | € 50,000.00 |
| 2023 | | Winter Maintenance (TE & TW) | € 16,767.00 |
| 2023 | | Local/Reg Road Repairs (TW) | € 50,000.00 |
| | | Sub-Total | € 233,534.00 |
| | | SUB TOTAL FOR NON NATIONAL DISCRETIONARY IMPROVEMENT | € 753,534.00 |
| | | Additional Drainage Measures | |
| 2023 | | DR 2023 Inistioge High Street Drainage | € 6,728.00 |
| 2023 | | DR 2023 Hayden's Moneen | € 10,000.00 |
| 2023 | | DR 2023 Rosbercon Pipe Drain | € 7,000.00 |
| 2023 | R700 | DR 2023 Towards Ferrybridge | € 10,000.00 |
| 2023 | | DR 2023 Holden's Graiguenamanagh | € 10,000.00 |
| 2023 | | DR 2023 Kilcross Drainage & Road Crossing | € 10,000.00 |
| 2023 | | DR 2023 Carranroe The Rower Flooding Declan Savage | € 5,000.00 |
| 2023 | R700 | DR 2023 Hennessy's Yard beyond Wallslough | € 5,000.00 |
| 2023 | | DR 2023 Additional Gully Gowran Road at School | € 3,000.00 |
| 2023 | R700 | DR 202 Lanigan's Bbridge on main road | € 5,000.00 |
| 2023 | | DR 2023 Hurling Pitch Drainage since new works Bbridge | € 5,000.00 |
| 2023 | R448 | DR 2023 Jerpoint | € 10,000.00 |
| 2023 | | DR 2023 Mount Juliet back entrance | € 15,000.00 |
| 2023 | | DR 2023 Ballyshane | € 10,000.00 |

| | | | |
|------|-------|---|-----------------------|
| 2023 | | DR 2023 Haggard Road, Kells, Road Crossing & Gullies | € 7,000.00 |
| 2023 | | DR 2023 Ennisnag, Kells Road Crossing & Open Dyke | € 10,000.00 |
| 2023 | | DR 2023 Cuffsgrange, Tierney's, Soakpit & Inlets | € 7,000.00 |
| 2023 | L1020 | DR 2023 Moanmore Commons, House Flooded | € 15,000.00 |
| 2023 | | DR 2023 Minauns Road, raise road | € 7,000.00 |
| 2023 | R701 | DR 2023 Newmarket -Sheepstown, new Road Crossing & Dyke | € 15,000.00 |
| 2023 | R701 | DR 2023 at Grand Gates, new Road Crossing & Dyke | € 10,000.00 |
| 2023 | R701 | DR 2023 Newmarket Village, new Grate & Piping | € 2,000.00 |
| 2023 | | DR 2023 Kildrummy | € 2,000.00 |
| 2023 | | DR 2023 Kilamery Hill | € 15,000.00 |
| 2023 | | DR 2023 Knocktopher Naughton main street | € 10,000.00 |
| 2023 | | DR 2023 Norelands Road, Stonyford | € 7,000.00 |
| 2023 | | DR 2023 Fogarty's, Ballyhale | € 5,000.00 |
| | | Sub Total | € 223,728.00 |
| | | Low Cost Accident Scheme | |
| 2023 | R697 | SAFETY KELLS VILLAGE JUNCTION | € 25,000.00 |
| 2023 | R692 | SAFETY CALLAN - SAFETY ON CLONMEL ROAD | € 15,000.00 |
| 2023 | R713 | SAFETY STONYFORD SCHOOL | € 25,000.00 |
| | | Sub-Total | € 65,000.00 |
| | | Climate change adaption & resilience works | |
| 2023 | R699 | GOATSBRIDGE - RAISING OF ROAD LEVELS | € 60,000.00 |
| 2023 | R699 | DUNAMAGGIN ROAD DRAINAGE ISSUES N7 | € 50,000.00 |
| 2023 | L4205 | 2023 CA Stoneen,Kilfane-filling dykes | € 40,000.00 |
| 2023 | R692 | MILL STREET CALLAN FLOODING | € 25,000.00 |
| | | Sub- Total | € 175,000.00 |
| | | Active Travel | |
| | | | |
| | | Sub-Total | € - |
| | | Local Funds | |
| 2023 | | Local MD Fund (CN &CS) | € 25,000.00 |
| 2023 | | Local MD Fund (TW & TE) | € 25,000.00 |
| | | | € 50,000.00 |
| | | Other Codes | |
| | | Former National Roads | € 233,000.00 |
| | | Speed Limits/Cycle Signs | € 9,815.00 |
| | | Ordinary Maintenance | |
| 2023 | | Ordinary Maintenance(Local) (CN) | € 76,365.50 |
| 2023 | | Ordinary Maintenance(Regional) (CN) | € 23,231.50 |
| 2023 | | Ordinary Maintenance(Local) (CS) | € 76,365.50 |
| 2023 | | Ordinary Maintenance(Regional) (CS) | € 23,231.50 |
| 2023 | | Ordinary Maintenance(Local) (TE) | € 76,365.50 |
| 2023 | | Ordinary Maintenance(Regional) (TE) | € 23,231.50 |
| 2023 | | Ordinary Maintenance(Local) (TW) | € 76,365.50 |
| 2023 | | Ordinary Maintenance(Regional) (TW) | € 23,231.50 |
| | | Sub-Total | € 398,388.00 |
| | | | |
| | | | |
| | | TOTALS | € 6,160,985.00 |

Appendix VI Municipal District of Castlecomer.

2023 Castlecomer Municipal District Roadworks Scheme

National Secondary (N77 & N78)

| | | |
|------------------------------|---|--------------------|
| Ordinary Maintenance | | € 42,944 |
| Minor Works | N77 Ballyragget Village to Ballynaslee Road Improvement | € 750,000 |
| N 78 RSIS | HD15 & HD17 Minor Works | € 30,000 |
| Pavement Improvements | | |
| | N77 Georges Tree to Dunmore West | € 883,000 |
| | N77 Knockroe | € 260,650 |
| | | € 1,966,594 |

Non National Roads

| | | |
|--------------------------------|--|--------------------|
| Former National Road | R.712 Clara to Blanchestownpark | € 348,000 |
| Restoration Improvement | | € 3,331,924 |

Castlecomer Central

| | | |
|---------|----------------------------------|-----------|
| LS 5005 | Moate Road, Freshford | € 161,975 |
| LP 1003 | Sart to Ballyroe | € 204,600 |
| R 694 | Seven Cross Roads to Byrnesgrove | € 228,644 |
| LS 5855 | Seven Cross Road to Toor | € 195,300 |
| LS 5857 | Conahy Rocks Road | € 66,960 |

Castlecomer West

| | | |
|---------|--|-----------|
| LP 1803 | Gathabawn to Glashare | € 170,500 |
| LP 1011 | Kilmanagh to Ballyfrunk | € 208,320 |
| LP 1008 | Kilmanagh to Banse Glebe | € 113,925 |
| LS 5806 | Laois Co Bounds to Rathpatrick & Rathpatrick to Crosspatrick | € 130,200 |
| LP 1800 | The Islands | € 201,500 |

Castlecomer South East

| | | |
|---------|-------------------------------|-----------|
| LS 6666 | Ballygorteen to Carlow Bounds | € 195,380 |
| R 702 | Clashmacgrath to Grange | € 188,760 |
| LP 1851 | Mountnugent to Reevanagh | € 268,770 |
| LS 5886 | Knokmajor to Cassagh | € 171,120 |

Castlecomer North East

| | | |
|---------|---------------------------|-----------|
| LP 1826 | Chatsworth to Crutt | € 199,330 |
| LP 1821 | Kilmacar to Maudlin | € 159,340 |
| R 426 | Clogh Village | € 229,775 |
| LS 5853 | Barrack Hill, Castlecomer | € 142,975 |
| LP 1835 | Yellow Road, Aghamucky | € 94,550 |

| | | |
|--------------------------------|--|------------------|
| Restoration Maintenance | | € 896,862 |
|--------------------------------|--|------------------|

Castlecomer Central

| | | |
|---------|---------------------------------------|----------|
| LP 1010 | Ballycallan Church to R.695 | € 49,140 |
| LP 1010 | Mountgale to Corstown | € 44,770 |
| LS 5010 | Tulla to Killaree | € 43,875 |
| R 694 | Finnan | € 50,680 |
| LP 1804 | Balleen Cross Roads to Balleen Little | € 35,750 |

Castlecomer West

| | | |
|---------|----------------------------|----------|
| LS 5030 | Pollagh | € 33,800 |
| LS 5024 | Brabstown to Hunstown | € 32,110 |
| LS 5830 | Kildrinagh to Parks | € 11,375 |
| LS 5830 | Parks to Newtown | € 24,195 |
| LP 1816 | Tubbrid Upper Knocknamuck | € 32,500 |
| R 435 | Rathdowney Road, Johnstown | € 75,375 |
| LS 8297 | Rathpatrick | € 14,820 |

| | | |
|-------------------|--|------------------|
| | Castlecomer South East | |
| LS 6654 | Johnswell to Carrigeen | € 34,320 |
| LP 2622 | Baurnafea | € 32,500 |
| LS 6666 & LP 2624 | Ballygorteen | € 24,375 |
| LS 6706 | Castlellis Gowran | € 54,600 |
| LS 6656 | Ballysallagh to Kilmagar | € 23,350 |
| LP 2639 | Barraghcore to Goresbridge | € 43,877 |
| R 702 | Talbotshill (Retexturing) | € 11,200 |
| | | |
| | Castlecomer North East | |
| LS 5879 | Coon Ns to Barry's Cross | € 58,500 |
| LP 1835 | Croghtenclogh to Aughamucky | € 35,750 |
| LS 5851 | Stoney Road | € 32,175 |
| R 426 | Kiltown (Retexturing) | € 29,250 |
| LS 5875 | Coolbawn Junction to Upper Coolbawn | € 42,250 |
| LS 5885 | Knockmajor to Snow Hill | € 26,325 |
| | | |
| | Safety Improvement Works | € 80,000 |
| | | |
| R 702 | Clashmagrath/Redbog, Gowran. Junctions with LP2640 & 2643 | € 5,000 |
| R 712 | Blanchvillepark (Old Carlow Road) | € 5,000 |
| R 426 | Clogh Village. Junction with LP1830. | € 50,000 |
| R 695 | Graigue Cross Roads, Kilmanagh. Junction with the LS 5031 | € 10,000 |
| R 435 | Horse & Jockey Cross Roads - Junction with the LP1801 | € 10,000 |
| | | |
| | Drainage Works (Specific Grant) | € 226,572 |
| | | |
| | Castlecomer Central | |
| LP 1004 | Drainage at Ballynamara | € 25,000 |
| LP 1810 | Drainage at Balleen | € 31,660 |
| | | |
| | Castlecomer West | |
| R 639 | Drainage at The Square & Cemetery, Johnstown | € 7,500 |
| LP 1011 | Drainage at Kilmanagh | € 20,000 |
| LS 5020 | Drainage at Canvarstown, Tullaroan | € 29,160 |
| | | |
| | Castlecomer South East | |
| LS 6675 | Drainage at Ballinvally | € 30,000 |
| R 702 | Drainage at Goresbridge | € 11,660 |
| R 702 | Drainage prior to overlay at Clashmacgrath | € 15,000 |
| | | |
| | Castlecomer North East | |
| LS 5870 | Drainage at Toortane | € 15,892 |
| LS 5873 | Drainage at Massford | € 10,000 |
| LP 1823 & LS 5860 | Drainage at Lisnafunshion | € 23,200 |
| LT 59001 | Draianage at Hillside View, Castlecomer | € 7,500 |
| | | |
| | Climate Change Adaptation & Resilience Works | € 77,000 |
| R 702 | Drainage at Grange, Goresbridge | € 50,000 |
| R 693 | Freshford | € 27,000 |
| | | |
| | Bridge rehabilitation works | € 140,000 |
| LP 2631 | Lavistown Bridge, Sion Road, Kilkenny | € 30,000 |
| LS 5885 | Coolraheen Bridge Culvert, Uskerty | € 25,000 |
| LT 10081 | Lates Bridge, Tullaroan | € 40,000 |
| LT 10003 | Purcellsgarden Bridge, Conahy | € 25,000 |
| LP 1818 | Lismaine Bridge, Conahy | € 20,000 |
| | | |
| | Signage | € 140,000 |
| | | |
| | Signage Maintenance, Grass cutting operation / Castlecomer Central area | € 35,000 |
| | Signage Maintenance, Grass cutting operation / Castlecomer West area | € 35,000 |
| | Signage Maintenance, Grass cutting operation / Castlecomer South East area | € 35,000 |
| | Signage Maintenance, Grass cutting operation / Castlecomer North East area | € 35,000 |
| | | |
| | Speed Limits / Cycle Signage | € 9,815 |
| | | |
| | Regional & Local Roads - Discretionary Maintenance | € 200,000 |

| | | |
|---|---|--------------------|
| Local Tertiary Roads - Maintenance | | € 60,000 |
| Drainage Measures (Minor works) | | € 120,000 |
| | Drainage Measures Reg/Local / Castlecomer Central area | € 30,000 |
| | Drainage Measures Reg/Local / Castlecomer West area | € 30,000 |
| | Drainage Measures Reg/Local / Castlecomer South East area | € 30,000 |
| | Drainage Measures Reg/Local / Castlecomer North East area | € 30,000 |
| Special Works | | € 216,846 |
| | Castlecomer Central | |
| LP 1003 | Drainage prior to overlay, Knockroe, Freshford | € 10,000 |
| LS 5855 | Drainage at Toor Road, Kilmacar | € 39,446 |
| R 694 | Provision of Driver feedback sign, Ballyragget | € 5,000 |
| | Castlecomer West | |
| LS 5821 | Drainage & road repairs at Coolcashin | € 34,200 |
| R 435 | Provision of Driver feedback signs in Johnstown | € 10,000 |
| LP 1803 | Provision of Ramps at Gathabawn NS | € 10,000 |
| | Castlecomer South East | |
| LP 2622 | Repairs prior to SD, Baurnafean | € 12,000 |
| LS 5889 | Drainage and passing bays at Cloghpook | € 15,000 |
| LS 6655 | Resurfacing in Johnswell Village | € 12,000 |
| LP 2639 | Repairs prior to SD at Barraghcore | € 15,000 |
| | Castlecomer North East | |
| R 694 | Footpath reconstruction, Barrack Street, Castlecomer | € 40,000 |
| LT 59191 | Provision of parking at Cois Na Abainn, Clogh | € 14,200 |
| Winter Maintenance Priority 3 / Severe Weather | | € 20,000 |
| Community Involvement Scheme | | |
| Local Funds | | |
| Ordinary Maintenance(local) | | € 335,567 |
| Ordinary Maintenance(Regional) | | € 60,756 |
| Castlecomer MD Local Fund | | € 50,000 |
| Total | | € 8,279,936 |

Appendix VII..... Municipal District of Piltown.

| PILTOWN MUNICIPAL DISTRICT - Road Works Scheme (RWS) 2023 | | | |
|---|-------------|--|------------------|
| Year | Road Number | Scheme Description / Location | Budget (€) |
| | | National Primary - Ordinary Maintenance | 74,427 |
| | N24 | Ordinary Maintenance | 39,268 |
| | N25 | Ordinary Maintenance | 25,019 |
| | N29 | Ordinary Maintenance | 10,140 |
| | | | |
| | | Non-National - Restoration Improvement | 2,167,281 |
| 1 | R698 | R698 Piltown Main St. to Fiddown | 197,550 |
| 2 | R698 | Anthony's Inn to St. Pauls NS | 63,301 |
| 3 | LP1043 | Killinaspick | 46,500 |
| 4 | LS7573 | Garryduff | 74,400 |
| 5 | LS5105 | Jamestown to Kilmanahin | 125,550 |
| 6 | LS7558 | Portnascully | 62,000 |
| 7 | LS7433 | Grannyknock | 119,350 |
| 8 | LS7419 | Chapel St. Mooncoin | 94,000 |
| 9 | R448 | Castlegannon | 222,750 |
| 10 | LP3408 | Ballinorea | 161,200 |
| 11 | LP3435 | Harristown | 114,080 |
| 12 | LS7412 | Clonassy | 114,700 |
| 13 | LP3415 | Drumdowney | 148,800 |
| 14 | LP3417 | Bishopsmountain to Three Friars | 125,550 |
| 15 | LS7494 | Rahora | 93,000 |
| 16 | LS7455 | Carrickinnane | 111,600 |
| 17 | LS7456 | Farnogue to Bigwood | 153,450 |
| 18 | LS7484 | Sommers X to Tullogher Village | 139,500 |
| | | | |
| | | Non National - Restoration Maintenance | 583,372 |
| 19 | LP1043 | Ballyglassoon | 65,000 |
| 20 | LS7408 | Ballynaboley | 55,900 |
| 21 | LS5115 | Milltown | 36,260 |
| 22 | LP1041 | Barrabehe & Listrolin | 32,500 |
| 23 | R448 | Newrath Roundabout | 30,000 |
| 24 | R448 | Newrath | 21,000 |
| 25 | LP3411 | Milepost | 31,687 |
| 26 | LP3409 | Ballyrobin | 39,000 |
| 27 | LS7459 | Rossinan | 26,000 |
| 28 | LS5117 | Ballynacoooley | 19,500 |
| 29 | LP1037 | Lismateige | 39,000 |
| 30 | LS7451 | Ballynooney to Ballintlea | 33,800 |
| 31 | LP3425 | Milltown | 39,325 |
| 32 | LP3424 | Macs Cross to Ballyfasy | 36,400 |
| 33 | LS7512 | Shanbogh Upper | 70,200 |
| 34 | LS7521 | Robinstown | 7,800 |
| | | | |
| | | Non-National - Community Involvement in Roadworks | |
| 35 | | | |
| | | | |

| | | | |
|----|-------------|---|----------------|
| | | Non-National - Bridge Rehabilitation Works | 100,000 |
| 36 | LS5129 | Pil River Bridge | 20,000 |
| 37 | LS7553 | Kilmacow Bridge | 30,000 |
| 38 | LP3435 | Harristown Bridge | 30,000 |
| 39 | LS7512 | Ballyverneen Bridge | 20,000 |
| | | | |
| | | Non-National - Low Cost Improvement | 117,000 |
| 40 | LP1038 | Garryduff | 10,000 |
| 41 | LP3411 | Slieverue Linear Park Access | 60,000 |
| 42 | LP3408 | Mullinabro Traffic Calming | 40,000 |
| 43 | R704 | Ballynooney East Jcn LS7451 | 7,000 |
| | | | |
| | | Non National - Regional Road Groups | 492,297 |
| | Reg. Roads | Regional Roads Ordinary Maintenance (Groups) | 22,241 |
| | Reg. Roads | Regional Roads Discretionary Maintenance | 22,000 |
| | | | |
| | | Non National - Local Road Groups | 253,536 |
| | Local Roads | Local Roads Ordinary Maintenance (Groups) | 231,295 |
| | Local Roads | Local Roads Discretionary Maintenance | 74,000 |
| | | | |
| | | Non National - Discretionary Maintenance | |
| | Reg & Local | Pavement Maintenance | 147,000 |
| | Reg & Local | Drainage Maintenance | 176,000 |
| | Reg & Local | Signage & Lining Maintenance | 29,500 |
| | Reg & Local | Vegetation Maintenance | 22,000 |
| | Reg & Local | Traffic Signal & Electronic Signage Maintenance | 11,800 |
| | Reg & Local | Winter Maintenance | 9,997 |
| | Reg & Local | Speed Limits/cycle signs | 9,815 |
| | | | |
| | | Local MD Grant | 50,000 |
| 44 | | Ullid Fencing | 6,000 |
| 45 | | Hillcrest Parking | 10,000 |
| 46 | | Kilmurry drainage | 10,000 |
| 47 | | Mullinavat access to school, handball alley | 14,000 |
| 48 | | Glenmore car park lighting | 5,000 |
| 49 | | Glenmore car park paving | 5,000 |
| | | | |
| | | Non National - Drainage / Flood Remedial Works | 147,130 |
| 50 | LS7441 | Portnahully | 14,200 |
| 51 | LP1040 | Barrabehy | 8,250 |
| 52 | LS7414 | Emil | 14,800 |
| 53 | LS7568 | Barrabehy | 6,000 |
| 54 | LP3410 | Cloone | 8,700 |
| 55 | LT74611 | Melville | 11,800 |
| 56 | LS7453 | Glendonell | 15,700 |
| 57 | LS7478 | Kilmurry | 7,080 |
| 58 | LP3419 | Ballyfasy Lower | 18,500 |
| 59 | LP3429 | Scartnamoe | 16,700 |
| 60 | LP3425 | Ballyeden | 13,000 |
| 61 | LP7484 | Tullagher | 12,400 |

| PILTOWN MUNICIPAL DISTRICT - Other Allocations | | | |
|--|---------|---|--------|
| | | Local Improvement Schemes (LIS) | tbc |
| | | | |
| | | | |
| | | CLÁR Schemes | |
| | | Listerlin Public lights | |
| | | Kilmogue Dolmen | |
| | | | |
| | | Town & Village Renewal | |
| | | | |
| | | | |
| | | Allocations from Other Departments | |
| | n/a | Maintenance of Amenities Waterford Area | 18,000 |
| | n/a | Burial Grounds Piltown | 15,000 |
| | Various | Street Cleaning Piltown | 60,000 |

| PILTOWN MUNICIPAL DISTRICT - Climate Adaption & Resilience Works Allocations | | | |
|--|---------|----------------------|--------|
| 62 | LSP3401 | Clogga Bridge | 15,000 |
| 63 | R698 | Fiddown | 30,000 |
| 64 | LP1044 | Ballynametagh | 20,000 |
| 65 | R704 | Arrigle River Bridge | 15,000 |

