

Local Authority Functions

Roads & Transportation

Presentation to Councillors

by

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Cork, Saturday 17th October 2015

Roads General

- Overall 99,600 km of Public Road
 - • National road network of about 5,500 km
 - • Regional & Local Road network of about 94,100 km
 - • Local Authorities are responsible for the administration, construction, and maintenance of the Regional and Local Roads.

National Roads

- National Roads Authority (NRA) and Rail Procurement Agency (RPA) merged to form Transportation Infrastructure Ireland (TII) with effect from 1st August 2015.
- All Motorways under direct control of TII under three national Motorway Maintenance and Renewals Contracts (MMaRC) plus 9 PPP schemes.
- There are 1,187km of motorway in Republic of Ireland

NRA MMaRC & PPP Network Map

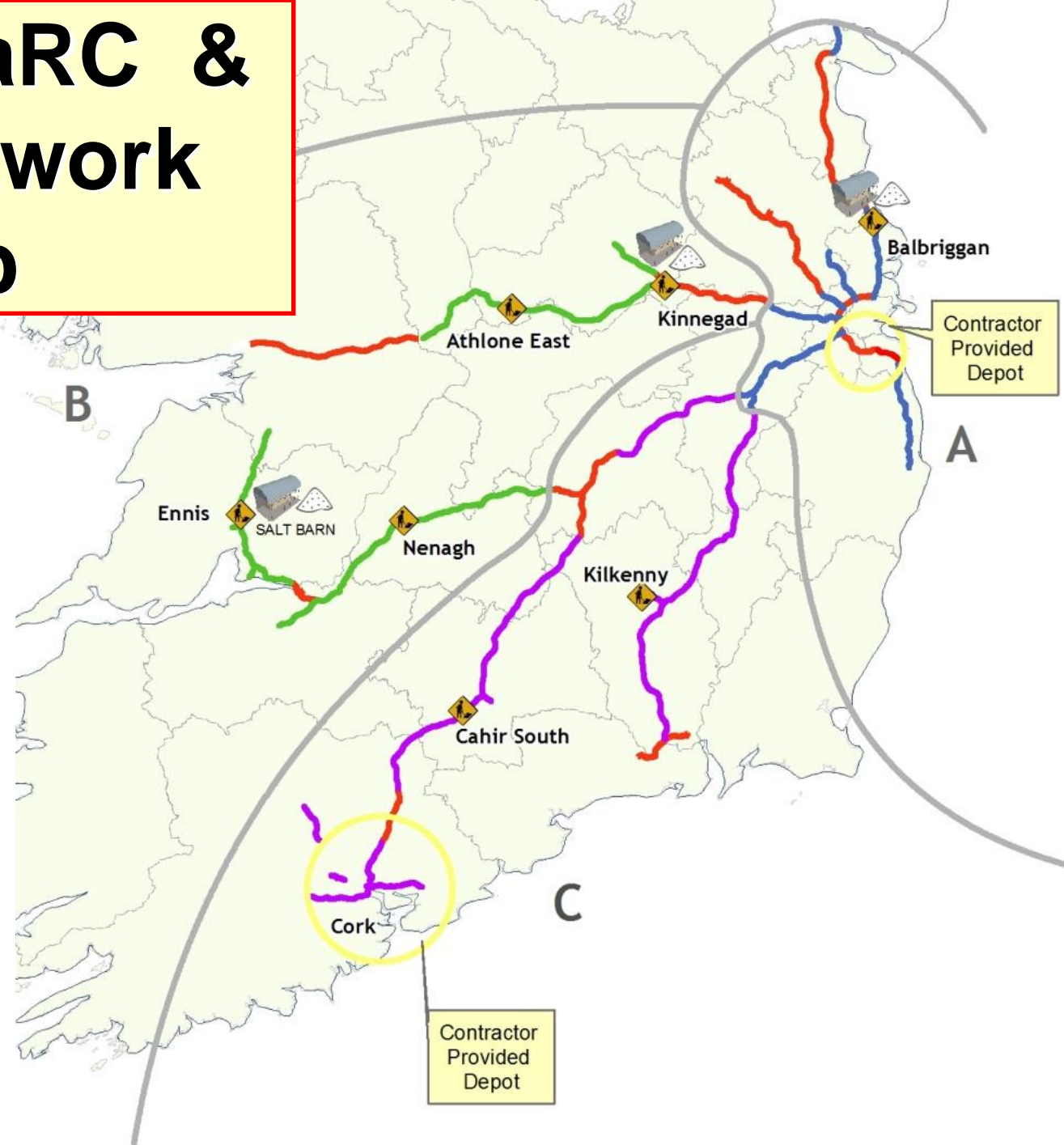
MMaRC Contract

 Strategic Salt Store
SALT BARN

 In Progress

MMaRC Area Summary

-  A - 160 km
-  B - 256 km
-  C - 328 km
-  PPP Roads



National Roads

- 6% of the road network of the State but carry approximately 45% of the traffic
- Maintenance and Improvement Works fully funded (in theory) by the TII
- Maintenance
 - Motorways and high speed Dual Carriageways are maintained directly by the National Roads Authority since 2013 and the current maintenance contract for the southern region is held by Egis Lagan
 - The contact number to report any incidents on these roads is **0818-715-100**
 - Remaining National Road network maintained directly by Local Authorities

Roads Funding

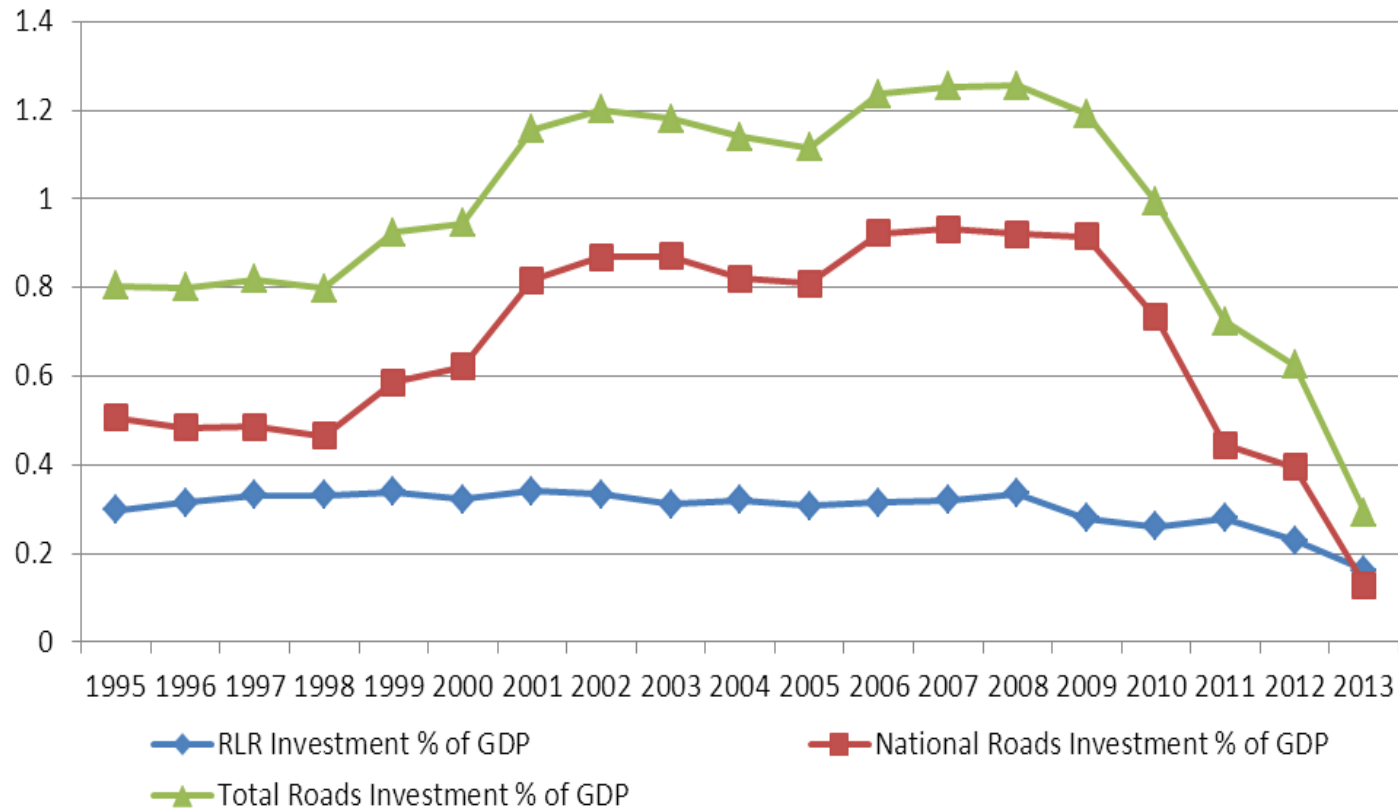
Overall International Context 2013 Spending as a % of GDP

- Industrialised National Average 1.03% €2,560 m
- Ireland 0.35% € 870 m

Roads Funding 1995 to 2013

Cumulative

- National Road €8,681,300
- Regional & Local Roads €7,688,000
- Local Authority Own Resources €3,431,100
- Total €19,800,400



Regional & Local Roads – Sources of Funding

1. Department of Transport, Tourism & Sport (DTTaS) – Maintenance & Improvement Grants
2. Council's Revenue Budget – “own resources” – Maintenance work and Public Lighting
3. Council's Capital Budget – principally Development Contributions

Cork County Regional & Local Roads Funding - 2008 to 2015

Maintenance & Improvement Revenue Funding

Initial Allocations

Year	Own Resources	Grants	Total
2008	€17,298,108	€64,994,744	€82,292,852
2009	€14,208,409	€43,880,723	€58,089,132
2010	€10,890,879	€42,384,713	€53,275,592
2011	€8,775,144	€42,900,800	€51,675,944
2012	€7,975,877	€45,330,750	€53,306,627
2013	€7,682,755	€39,724,206	€47,406,961
2014	€7,682,756	€36,978,939	€44,661,695
2015	€7,682,756	€32,213,276	€39,896,032

Inadequate Level of Funding for Regional & Local Roads

- Best practise recommendation of DTTaS in March 2014:
 - Strengthening – minimum 5% of rural network annually or once every 20 years
 - Surface Dressing - minimum 5% of rural network annually or once every 20 years
- 2015 likely Outputs Regional & Local Roads Cork Co. Co. based on current allocations:
 - Strengthening – 2.5% of network or once every 40 years
 - Surface Dressing – 2.5% of network or once every 40 years

Inadequate Level of Funding for Regional & Local Roads

- *It is generally agreed that the current level of funding is only at 50% of where it needs to be in order to maintain roads at their the current state.*
- *“A stitch in time saves nine”* - The financial resources being allocated are not adequate to preserve the asset. The longer roads remain under funded – the greater the level of funding that will be required to bring roads up to a desirable standard.

Regional & Local Roads DTTaS Grants Types (1)

Grant Name	Work Type
Discretionary Grant	Maintenance – drainage, pothole repairs, grass cutting, etc.
Restoration Maintenance	Surface dressing – “tarring”
Restoration Improvement	Road pavement strengthening and overlays. Multi Annual Programme prepared and approved by Members
Low Cost Safety Improvements	Safety improvements at locations that have an accident history
Specific Improvement This type grant is suspended for new schemes at present	Mostly realignment of short sections or significant pavement overlay projects

Regional & Local Roads DTTaS Grant Types (2)

Grant Name	Work Type
Bridge Rehabilitation	A new category introduced in 2014 to carry out repairs to bridges on Regional & Local Roads, which were found to have structural problems.
Strategic Regional & Local This type Grant is suspended for new schemes at present	Major Strategic projects

Community Involvement Schemes

- Relate to public roads – lightly trafficked
- Dedicated grant funding abolished in 2015 but can contribute up to 7.5% of RI and RM Grants
- Community contributions –
 - Minimum financial only contribution is 15%
 - Minimum works only contribution is 30%
- In consequence of liability & safety issues, most Councils consider that a financial contribution is the only feasible option

Local Improvement Schemes

- Relate to private roads and must serve at least two agricultural holdings
- Had dedicated grant funding up to 2011. Abolished in 2012 but conditionally reinstated in 2013 - only if funded from Discretionary Maintenance Grant (up to 15% can be used). Local contribution of 20%.
- Current funding arrangements mean that doing these schemes on private roads impacts on funding available to repair public roads. Accordingly, these schemes are largely not recommended

Outdoor Staff (1)

- Although staff numbers have dropped considerably, budgets have dropped at a faster rate.
- Meeting staff costs is quite challenging in many Areas – wages & materials apportionment.
- In areas where there are large staff numbers there is very little funding available from Maintenance budgets for plant and materials.

Outdoor Staff (2)

- There is a significant dependence on Grant Works to meet staff costs in many Areas, with the consequence that Maintenance works can be very limited while the roads programmes are underway from May to September.
- Overtime has had to be abolished in most Councils for Grant works generally, due to budgetary constraints with the result that the effective working day has been reduced and productivity curtailed.

Cork County Council Staff Numbers

	September 2008	June 2015	Reduction
Indoor Staff	1,559	1,068	31.5%
Outdoor Staff	1,285	907	29.4%

Indoor includes Managerial, Professional/Technical and Clerical Admin.

Significant Issues

- The inadequate level of funding and staffing make it very challenging to meet the levels of expectation from the general public in relation to road conditions.
- Footpaths have deteriorated considerably in many Areas, as footpath works were ineligible under the Restoration Grant.
- Maintaining Roads to meet the needs and expectations of the general public is a major challenge
- Hedge Cutting. Under the terms of the Roads Act, 1993, it is the responsibility of landowners (or occupiers) to carry out any necessary tree or hedge cutting where their lands abut the public road. This work should be carried out between 1st September and the 28th February.

Significant Issues

- Damage to rural roads from Forestry vehicles is an ongoing challenge
- Milk production is expected to increase by 50% by 2020. There will be a sharp increase in heavy vehicle movements and in vehicle weights arising from this expansion of the dairy industry, especially in this region.
- The costs associated with the formalised regime of preparation and inspection now in place on foot of severe weather warnings, particularly for flooding, is entirely being met from the Council's Discretionary Roads budgets.
- Local Authorities have no resources to deal with severe weather events
- Compliance with statutory Health & Safety requirements involves significant resources

Speed Limit Review

Currently beginning review for all roads in the country. A major undertaking which has a completion date of Spring 2017. Some work has below already done.



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Rural Speed Limit



Current sign



Recommended Rural Speed Limit sign

Housing Estate Speed Limit

Currently being reviewed - on a pilot basis in most counties

New Urban 'Slow Zones' (30km/hr) for housing estates



30 km/h sign

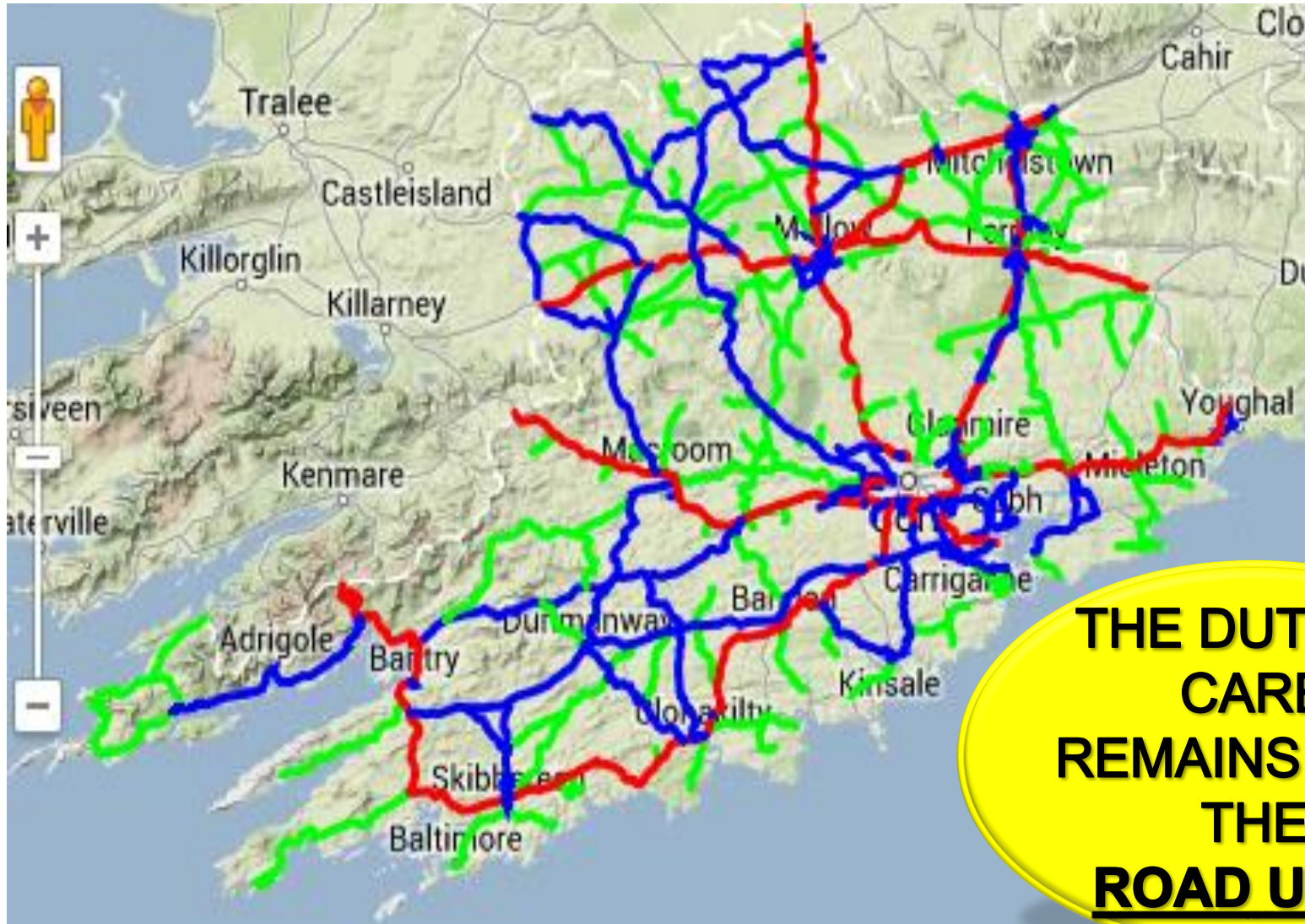


Combination of 30 km/h sign Slow Zone sign.

Emergency Responses and Severe Weather

- There are Roads Emergency call-out crews in almost all Areas
- All Met Eireann Severe Weather warnings are analysed by a Severe Weather Assessment Team and appropriate response is actioned, in accordance with approved Flood and Severe Weather Response Plans.
- Frost, Ice and Snow monitored continuously between October and April using the TII's Weather Prediction System.
- Salt treatment of routes undertaken, based on forecasts, as per published Winter Service Plan (on Council's websites)

County Cork Winter Maintenance Road Treatment Routes



Red –
Priority 1

Blue –
Priority 2

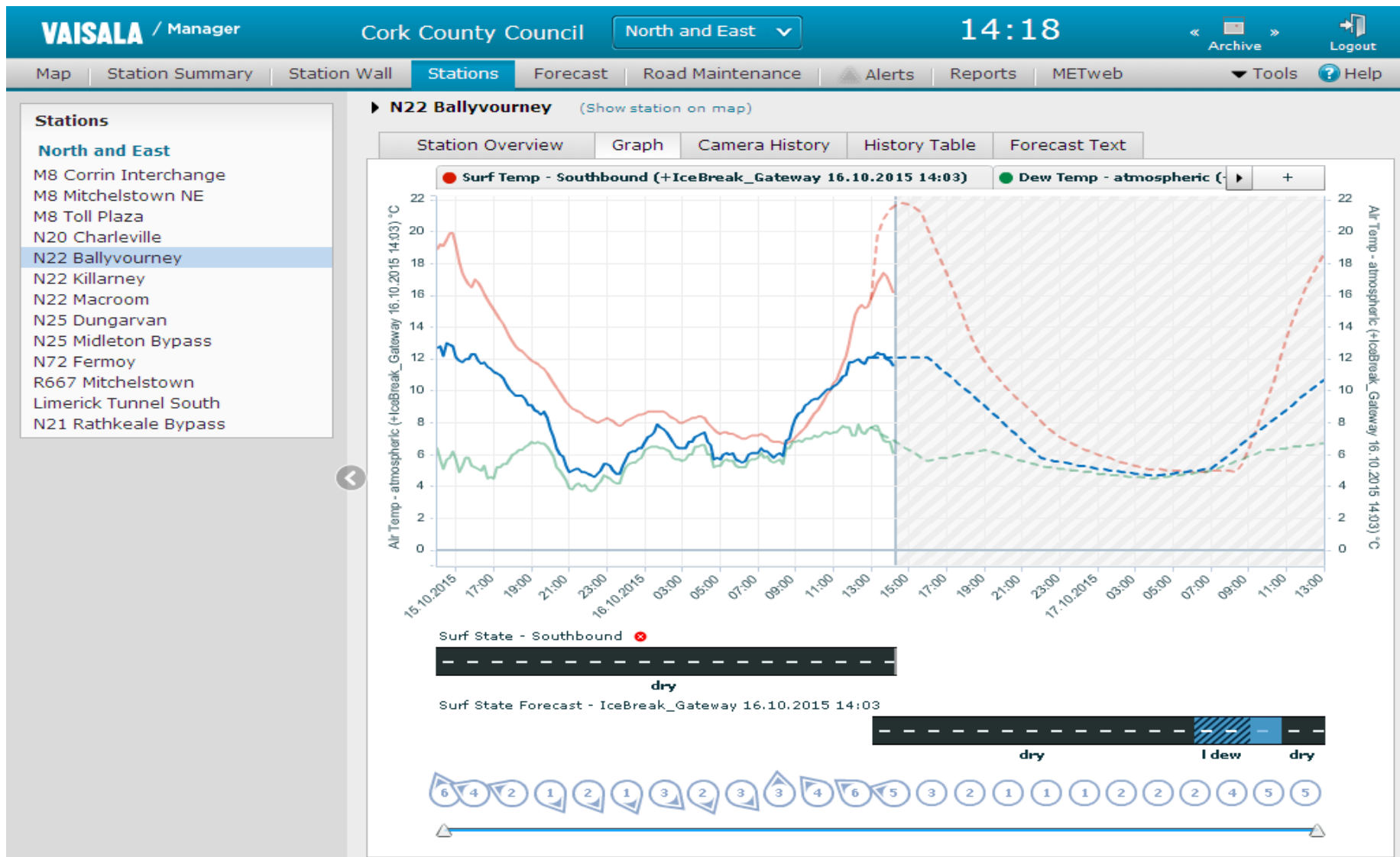
Green –
Priority 3

**THE DUTY OF
CARE
REMAINS WITH
THE
ROAD USER**

Weather Station



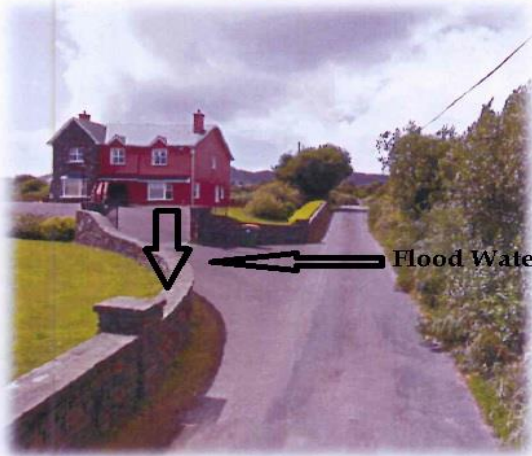
Winter Service - Salt Treatment Decision Making



Erecting Flood Barriers in Mallow



Flood Damage in Bantry Area on 11 September 2015



Flood Water reached top of wall



Flood Damage in Bantry Area on 11 September 2015



Public Lighting

- The ESB historically acted as sole service provider to Local Authorities for the installation, maintenance and energy supply of public lights throughout the country
- Maintenance of public lighting and energy supply is now, or will soon, be subject to competitive tendering in most Councils. This is resulting in significant savings.
- Most budgets are limited to the cost of maintenance and energy, with perhaps a small capital budget for asset replacement, which seeks to replace elements of certain lights which are corroded.
- Most Councils have no budget available for new lights, except in cases where Specific Development contributions have been levied and paid.
- Councils are obliged to reduce their energy costs and carbon emissions by 33% by 2020 and as Public Lighting is one of the main consumers, it will be necessary to introduce a programme of replacing existing lights with LED lights
- The Local Authorities take over the maintenance of lights in housing estates, once the estates are taken in charge.

New LED Lighting



Road Safety Promotion & Education

Road Safety Together Working Groups being established.

The aim of RSTWG is to reduce fatalities and serious injuries on the county's road network through an integrated strategic approach from all agencies involved

Produce a Road Safety Plan - Objectives of Plan should focus on the 4 Es:-

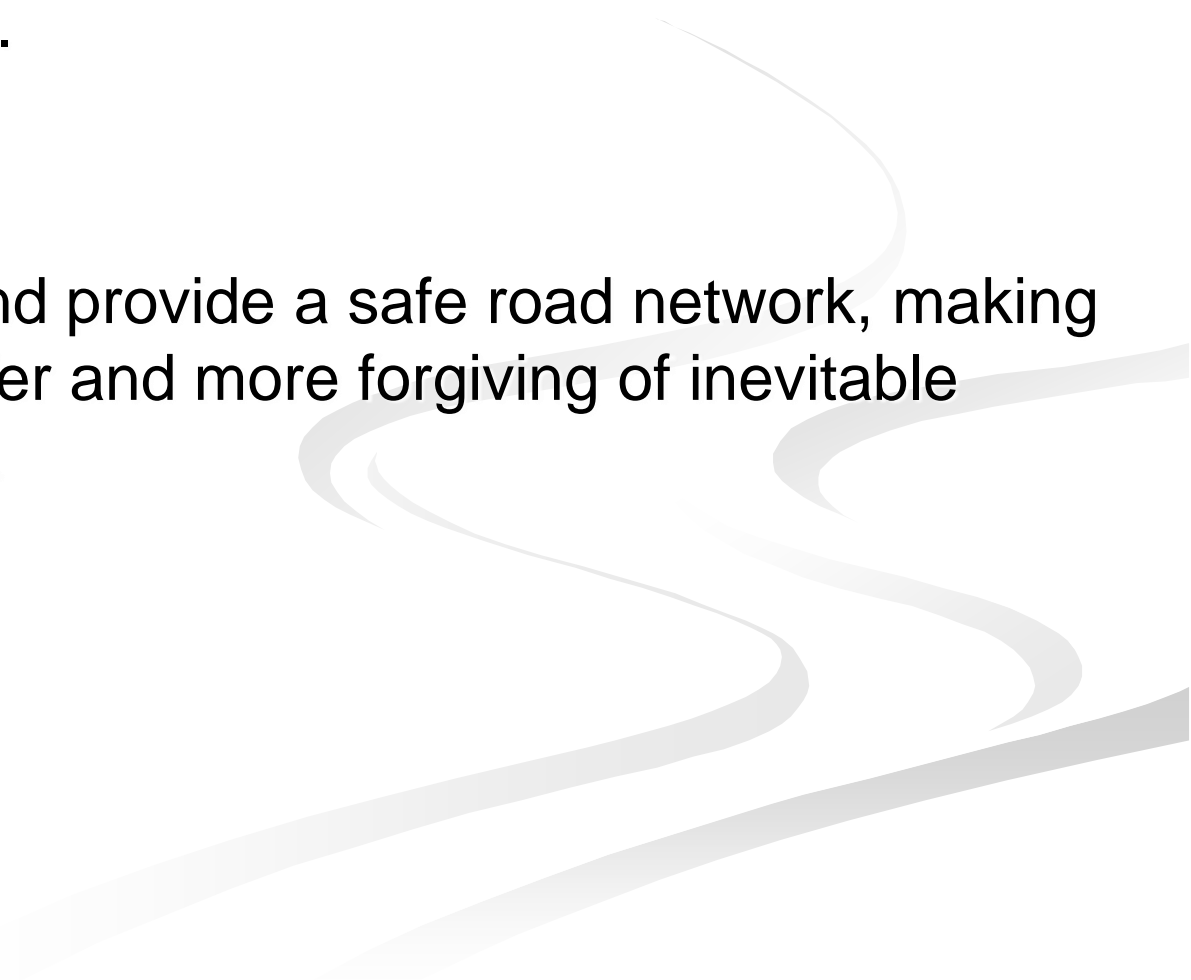
- Education
- Engineering
- Enforcement
- Evaluation

Education

The promoting awareness of road safety through knowledge, understanding of risk, attitude and behavioural changes for all road users, at individual, community and organisational levels.

Engineering

Improve, maintain and provide a safe road network, making the road network safer and more forgiving of inevitable errors by road users.

A decorative graphic consisting of several overlapping, wavy, light gray lines that flow from the bottom left towards the top right, creating a sense of movement and depth in the lower half of the slide.


Enforcement

Continued visible enforcement of the road traffic laws, acting as a deterrent and increasing compliance with road traffic laws.

Evaluation / Effectiveness

Ensuring sustainable reduction in road deaths and serious injury by constant research into the efficacy of actions undertaken.

Possible stakeholders of the RSTWG include:

- Local Authority Personnel
 - Elected Representatives
 - HSE Ambulance Service
 - Garda Síochána
 - Road Safety Authority
 - Vocational Educational Committee
 - Health Service Executive
 - Youth Council representative
 - Community representative
 - National Roads Authority
 - Fire Service
 - Fás
 - Youthreach
 - Sports partnership
 - RAPID coordinator (if present)
 - Representative from local Third Level Institution
- 

Cork County Council's Road Safety Development Officer

- Provided training for all School Wardens
- Visited schools and advised parents, teachers and schoolchildren on road safety issues
- Introduced Road Safety Certificate for Junior Infants in Cork County who have completed the Practice School Warden Crossing Procedure with their Teacher & the Co. Council School Warden
- Produced a leaflet on 'Road Safety at Schools' and certificates which are given to schools when she calls
- Launched Road Safety Board Game & Road Safety Loop Card Game

Look & Listen Leaflet



Look & Listen Certificate of Completion



Newspaper Advert



BE **VISIBLE** LOOK AND LISTEN

Cork County Council Road Safety at Schools

For more information
go to www.corkcoco.ie
To register for a Road Safety
School Visit or to request Road
Safety Education Leaflets email
caroline.casey@corkcoco.ie

Information for Parents and Drivers School Warden Crossing Signals

PEDESTRIANS
NOT READY TO CROSS



VEHICLES
PREPARE TO STOP



VEHICLES STOP
CHILDREN CROSSING



County Council Area Offices in Municipal Districts

1. Primary point of contact for elected members and the public on all roads issues.
2. All Maintenance issues for National, Regional & Local Roads.
3. Selection and prioritisation of roads for repairs, surface dressing and pavement overlay works.
4. Preparation and support to surface dressing works.
5. Construction of Pavement Overlays when done by direct labour.
6. Community Involvement Schemes.
7. Reporting on Planning applications (in most LAs).
8. Providing Engineering input to all Municipal District Services.

Road Design Section

Most Councils have this Section which carries out the following

1. Road Design work.
2. Tendering for improvement works, overlays, road lining.
3. Low Cost Safety Improvement Schemes.
4. Green routes, cycleways, bus lanes.
5. Visual and street enhancement; traffic calming works.
6. Bridge Management.

Roads Administration

Most Councils have an Administration Section which carries out the following

1. Monitoring Financial performance of Roads Service.
2. Communications - website, public notices, advance work notices to media, Gardai, transport providers & residents.
3. Road closure press notices & submissions
4. Management of Road Openings system & issuing of licences. Will soon transfer to the Road Management Office (RMO)
5. Abnormal load permits.
6. Extinguishment of Rights of Way.
7. Provide admin support for DTTaS returns.

Fleet Management & Stores Section

1. Management & Deployment of all Council fleet & plant. Many counties now have no internal Machinery Yards.
2. Purchase/hire/utilisation/disposal of fleet.
3. Fleet servicing, maintenance, repairs & testing
4. Overview of Surface Dressing crews and machinery.
5. Purchase of Road Materials – Bitumen etc.
6. Management of Stores, procurement of Signage, PPE etc.

Blacktop Paving



Typical Road Strengthening with Grader



Surface Dressing / Tarring



Rosco Patcher



Other Modern Velocity Patchers



Bridge Repair



Go raibh maith agaibh

Questions?



Acknowledgement to Tom Stritch, Director of Services, Cork County Council who helped with putting this presentation together.