

ROADWORKS SCHEME 2014

CONTENTS

1. Report by Director of Services

2. Roadworks Scheme 2014

Appendix I.....N. R. A. Funding for National Roads.

Appendix II..... D.T.T. S. Funding for Non National Roads.

Appendix III.....Allocation of Funds by Electoral Area.

Appendix IV.....Ballyragget Area Allocations.

Appendix V.....Callan Area Allocations.

Appendix VI.....Kilkenny Area Allocations.

Appendix VII.....Thomastown Area Allocations.

Appendix VIII.....Piltown Area Allocations.

Core Service Objective

“To plan for and facilitate the transportation needs of the people residing in and travelling through County Kilkenny by developing and improving infrastructure including the formulation of public transport policy for the City and County.”

Corporate Plan 2010 - 2015

DIRECTOR OF SERVICES

REPORT ON

ROADWORKS SCHEME, 2014

1. INTRODUCTION

- 1.1. The 2014 Roadworks Scheme was prepared against a continuing background of reduced resources in the national economy. The Scheme has regard to
- the impact of the adverse weather during the winter of 2013/2014,
 - the requirement to maintain roadside drainage systems to a satisfactory operational standard and to repair roads damaged by frost and floods,
 - M8 and M9 road maintenance services are now provided by the private sector under contract to the NRA,
 - Compliance criteria set out in the National Roads Authority and Department of Transport Memoranda on Roads Grants 2014,
 - A requirement for all roads projects to be identified, managed and reported through the DTTS Pavement Management System,
 - The virtual exhaustion of available development levies, and
 - The increasing length of the public road network throughout County Kilkenny as estates are taken in charge etc. in addition to an increasing inventory of public lights.

The following points are of note;

- 2014 National Road Authority Grants for National Road Improvement and Maintenance total €1,560,991 compared to €1,688,450 in 2013, a 7.5% reduction. The grant reduction is largely accounted for due to the fact that day to day Motorway Maintenance services are no longer the direct responsibility of Kilkenny County Council.
- Department of Transport, Tourism and Sport grant allocations for the Non National Road Network total €9,238,000 as compared to €8,643,275 in 2013, a 7% increase. A mid-year supplementary grant of €1,400,000 was provided in 2013 but indications are that no supplementary grants will be available in 2014.
- The Council's own budget provision of €1.613 million in 2014 for the upkeep of Local Roads is increased by 15% in comparison to 2013 (€1,400,000).
- The 2014 Road Works Scheme provides for a total expenditure of €15,022,000 inclusive of Urban and Village renewal schemes. This represents an aggregate increase of 8% on the 2013 Road Works Scheme but the net amount of road grants is reduced in comparison to last year.

A comparison between 2013 and 2014 allocations is given in the table below.

	2014 Funds	2013 Funds <i>Does not include supplementary grant of June 2013.</i>	% Difference from 2013
DTTS Non National Roads	€9,238,000	€8,643,275	+7%
NRA National Roads	€1,560,000	€1,688,450	-8%
County Council Own funds	€1,613,000	€1,400,000	+15%
Development Levies	nil	€1,500,000	
Public Lighting Own funds	€90,000	€98,500	+27%
Urban and Village Renewal	€1,721,000	nil	
Total	€15,022,000	€13,930,225	+8%

Table1

- 1.2** The 2014 insurance premium for Employers Liability (EL) and Public Liability (PL) for the Kilkenny County Council is €958,179. The combined insurance premium and holiday pay for Kilkenny County Council is €1,108,179. The Roads share of EL, PL and Holiday Pay is 75% which amounts to €832,000. Of this sum €400,000 is deducted prior to allocation funds to the works programme.
- 1.3** The DTTS Memorandum on Grants for Regional and Local Roads of April, 2012 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. This means that a payment of €400,000 has to be taken from Kilkenny County Council's own funds for EL, PL and Holiday Pay.
- 1.4** Due to ongoing requirements in relation to best practise in Health, Safety and Welfare at work and staff training a provision of €66,000 has been allocated for these purposes, €30,000 from local resources and €36,000 by way of state grant.
- 1.5** Communications with the general public and motorists is an essential part of a successful road works programme. To this end a sum of €35,000 has been allocated for media notices and announcements.
- 1.6** A Reserve Fund of €50,000 has been allocated for unforeseen circumstances including severe weather and unforeseen costs associated with the management of the road network throughout County Kilkenny.
- 1.7** When the above allocations are deducted from the Council Fund of €1,613,000 a balance of €1,098,000 remains. This combined with the (DTTS) Discretionary Maintenance Grant of €2,896,206 gives a total of €3,994,206 for Repair, Surface Dressing and Special Works on Regional and Local Roads.

2.0 ROAD SCHEDULE, MAPROAD, PAVEMENT MANAGEMENT SYSTEM

2.1 The public road network for County Kilkenny is summarised in Table 2 below;

Road Category	kms	miles
Motorway	67	42
Dual Carriageway	6	4
National Primary	80	50
National Secondary	69	43
Regional	394	246
Local	2533	1583
Total Network	3149	1968

Table 2 Road Network Categories

The breakdown between the five Engineering/Electoral Areas is as follows:-

Road Category	Callan km	Castlecomer km	Kilkenny km	Thomastown km	Newrath km
Motorway	14	11	0	12	21
Dual carriageway	0	0	0	0	6
National Primary	19	0	5	4	52
National Secondary	21	35	13	0	0
Regional	106	90	29	116	53
Local	541	696	73	518	705
TOTAL	701	832	120	650	837
Percentages	22.3%	26.5%	3.8%	20.7%	26.7%

Table 3 Road Category by Electoral Area

It should be noted that a review of the statutory road schedule is currently underway and will take account of taking in charge of housing estates and recent road reclassifications.

2.1 *Map Road/Pavement Management System*

All DTTS grant allocations will, from 2014 onwards, be 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 I confirm that surveys have been conducted in County Kilkenny in 2013 associated with the Local Primary and Local Tertiary Network. The attached maps detail the ratings on an area by area basis for the Local Primary Network.

Ratings can be described as follows;

- Rating 1 – 4
 - Road Conditions are ranging from poor to very poor and road needs reconstruction (circa €20 to €24 per sq m).
- Rating 5 - 6
 - Road Conditions reasonable with only localised repairs and routine maintenance required (upto €5/sq m).
- Rating 7-10
 - Road Conditions good to excellent with only routine maintenance required.

The Table below summarises the condition ratings across the Local Primary and Local Tertiary Network for County Kilkenny.

	Rating 1 - 4	Rating 5 - 6	Rating 7 - 10
Local Primary Network (755km)	10.0%	43.0%	47.0%
Local Tertiary Network (397km)	43.0%	12.0%	45.0%

3. IMPROVEMENT GRANTS ON NATIONAL ROADS

3.1. Trends:-

The following Table compares the 2014 allocations for improvement works on national roads in County Kilkenny with those in previous years: -

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
Total Over Period			€917,256,798

Table 5 National Roads Funding Trends

3.2 **Major Schemes- New Ross By Pass**

Wexford County Council is the lead authority for the delivery of the N25 New Ross By-Pass. The project is designated as a PPP Scheme and the tender period commenced in November 2013 to conclude in May 2014. Current indications are that the scheme will proceed to construction in 2015. Kilkenny County Council has provided the NRA with details of road strengthening works required on the National and local Road network in order to facilitate access to the site works whilst retaining the existing road network in a satisfactory condition. These works largely

relate to the existing N25 and to the local Pink Rock Road. Once funding details are available Elected Members will be notified.

3.3 Pavement and Minor Works €924,600

The National Road Schemes are currently funded under this improvement category:

- (i) N76 Callan Road Realignment €500,000
Preliminary design and Part 8 approval are in place for this scheme since 2007. The scheme is 2.3km in length extending from Shellumstrath to Brownstown. The scheme requires the acquisition of 17.5 acres of land and a CPO has been prepared in respect of same. Kilkenny County Council has received NRA approval to publish the CPO and to lodge same with An Bord Pleanala. Thereafter the €500,000 will part facilitate the commencement of negotiations/land acquisition from the affected landowners.
- (ii) N77 Ballynaslee Realignment €100,000
All planning, design, land acquisition and advance works have been completed in respect of this scheme. Procurement documents are finalised in respect of the main works contract and Kilkenny County Council awaits confirmation from the NRA that the €2.7million required to complete the main works contract is in place.
- (iii) N77 Ballyragget Pavement Overlay €250,000
NRA pavement condition surveys have identified a 900m (Castle Street Bridge to Freshford Road) stretch of the N77 through Ballyragget as being in need of pavement rehabilitation. Kilkenny County Council is advancing the design of the scheme.

There are also two further sections of the National Road Network on which NRA pavement condition surveys have identified a need for pavement rehabilitation. The schemes are:

- (i) N24 Mooncoin Village Pavement Rehabilitation and Traffic Management (1.7km)
- (ii) N77 Henebery's Cross to Dinan Bridge (2km)

Neither of these schemes are currently funded but Kilkenny County Council, in consultation with the NRA and with a view to securing funding for both projects, is advancing design and/or

planning with respect to both schemes. Updates on the funding of both schemes will issue as they come to the hand.

- (iv) N24 Tower Road Unfunded
Grant aid was previously identified for this scheme on the provision that land acquisition could be completed within a short time frame. It became clear that such short term acquisition of land would not be possible and the scheme is no longer funded. In the same period low cost safety measures have been introduced that appear to be working very well. Kilkenny County Council will review the measures introduced with a view to consolidating and/or augmenting same. This review will advise further proposals at this location and will include assessment of the Ink Bottle Junction also.
- (v) N78 Damerstown Realignment Unfunded
Part 8 for this scheme was approved by Council in 2012. More detailed design revealed a requirement for additional landtake and a further requirement for re-evaluation of the Appropriate Assessment Screening Report. Such re-evaluation is ongoing and it may prove to be the case that this scheme requires referral to An Bord Pleanala. Members will be further advised in due course.

3.4 Low Cost Safety Improvement Schemes

Document NRA HD15 Network Safety uses collision data to rank the safety of national roads and to identify high frequency collision locations on the national road network. Thereafter local authorities, in consultation with the NRA, seek to target the introduction of road safety remedial measures. The most recent HD15 Analysis has identified three locations in County Kilkenny at which the introduction of safety remedial measures needs to be explored;

- (i) N76 Callan Road (Ring Road Roundabout to Shellumstrath)
Proposed scheme to address gaps in public footpath infrastructure, gaps in public lighting network and to introduce engineering measures promoting compliance with the 60kph speed limit with a view to reducing shunting accidents for right turn manoeuvres.
- (ii) N78 Damerstown Julianstown
Accident statistics here largely relate to skidding accidents. Road retexturing works were completed in a section of this route in 2013 and further re-texturing works may be required in 2014. A preliminary design is in place for road realignment but further advancement of such realignment is subject to funding.
- (iii) N25 New Ross to Waterford
There is no clear pattern associated with collisions along the

N25 route. In consultation with the NRA and An Garda Siochana, Kilkenny County Council is seeking to advance the installation of Variable Messaging Signs and Speed Feedback Signs along the N25 so as to seek to enhance driver behaviour along this route.

3.5 National Road Maintenance Allocations €636,391

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.

3.6 Motorway Maintenance

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

4.0 NON-NATIONAL ROADS

4.1 Trends

The following Table compares the 2014 allocations for maintenance and improvement works on non national roads in County Kilkenny with those in previous years: -

Year	Own Resources	NRA (DoT) 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
Total Over Period			€193,101,398

Table 6 : Non National Road Grants, 2000-2014

Table 7 hereunder summarises the detail of the 2014 NRA (DoT) grant allocation and compares it with the 2013 allocations:-

Category	2014	2013	% Difference
Restoration Improvement Grant	€4,674,000	€4,115,249 €1,400,000	-18%
Restoration Maintenance Grant	€1,289,000	€1,632,850	-21%
Discretionary Maintenance Grant	€2,282,000	€1,766,970	+29%
Specific Improvement Grant	€783,000	€705,000	+11%
Low Cost Safety Improvements	€174,000	€189,000	-8%
Training Allocation	€36,000	€36,000	0%
Bridge Inspections	€0	€25,000	-100%
Winter Maintenance	€0	€87,938	-100%
TOTALS	€9,238,000	€9,958,007	-7%

Table 7 : Detail of Non-National Road Grants, 2014

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 4-year works programme submitted by local authorities to the NRA in 2012. Flexibility is afforded to local authorities to re-prioritise improvement schemes and these are agreed at electoral area committee level.

Additionally local authorities are facilitated in transferring up to 25% of Restoration Improvement grant allocations to the more maintenance related Discretionary Maintenance grant category. Taking account of the ongoing maintenance demands associated with the management of the roads asset together with the reduced availability of resources this Roadworks Scheme includes for the transfer of 19% of the restoration improvement grant for this purpose. In stating same it is also the case that Kilkenny County Council is on target to deliver the agreed 4 year restoration programme within the allocated four year period.

The Restoration 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 preventing the ingress of water to the foundation layers.

4.3 Local and Regional Roads Maintenance

Local and Regional Roads Maintenance is funded from the Council's own resources supplemented with a portion of the Discretionary Maintenance Grant. As the Council's own provision decreases the requirement to augment local resources with transfers from Discretionary Maintenance increases. This reduces the Council's capacity to undertake specific, identified improvement projects as more grant resources are directed to the day to day repairs of the road network. In 2014 there is a requirement to direct €398,994 from Discretionary Maintenance to the maintenance budgets. The impact of such transfers is partially offset by the flexibility afforded to local authorities to transfer from Restoration Improvement into Discretionary Maintenance. However the level of local resources directed to the annual roads programme has an identifiable influence on the range of improvement works which the Council can undertake.

It is also noteworthy that there is no specific 2014 non-national grant for the provision of winter maintenance services. Rather winter maintenance services must be funded through the Discretionary Maintenance Grant Allocation.

4.4 Specific Improvement Grant €783,000

Specific Improvement Grants in 2014 are targeted at Bridge Rehabilitation projects following on from the principal Inspections carried out on all Regional Road Bridges in County Kilkenny in 2012. A total of 168 bridges were inspected as part of that framework. In 2014 €200,000 has been provided to fund necessary repairs to the following bridges:

(i)	Tullavoulty Bridge (R435)	€55,000
(ii)	Glory Cottage Bridge (R	€100,000
(iii)	Tinvacoush Bridge (LP3406)	€45,000

Additionally following on from the completion of the Kells Road in 2013 Kilkenny County Council retains a DTTS funding requirement of €583,000 in respect of that scheme. This funding mechanism was agreed in 2013.

4.5 Low Cost Safety Improvement Grants

€174,000

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 2014 is €174,000 and the list of schemes to be completed includes the following:

(i)	College Road, Kilkenny (Pedestrian Crossing)	€25,000
(ii)	Hebron Road, Kilkenny (Pedestrian Crossing)	€25,000
(iii)	Coon Village (Junction Re-Prioritisation)	€25,000
(iv)	Russellstown (Improve Junction Sightlines)	€15,000
(v)	Killarney Bridge (R700) (Additional Signage)	€12,000
(vi)	Legan Lane	€10,000
(vii)	Flagmount (R712) (Junction Definition)	€12,000
(viii)	Listerlin (R704) (Junction Regularisation)	€40,000
(ix)	Baurascoob Crossroads (R697) (Junction Warning)	€10,000

4.6 Community Involvement in Roadworks (CIR) Scheme

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. The Scheme provides that local authorities may set aside 7.5% of Restoration Grants to advance CIR Schemes. However the use of Restoration Grants for this purpose is dependent, in the first instance, on local communities funding, by way of monetary contribution, works in lieu of payment and/or a combination of both, 20% of the total value of the Scheme.

This scheme has proved to be hugely successful in County Kilkenny and, through the co-operation of local communities, 45% of the local tertiary network throughout the County has benefitted from the provisions of the Scheme. Again in 2014, 7.5% of Restoration Grants are set aside for CIR Schemes.

In 2013, a pilot CIR Programme was implemented and Kilkenny County Council secured €250,000 as part of this pilot programme facilitating the completion of 7 CIR Schemes. The Department is currently reviewing the pilot programme following which consideration will be given as to whether further CIR Grants will be allocated in 2014. Members will be advised in this regard as information comes to hand.

4.7 Local Improvement Schemes

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. Up to 2011 a specific grant allocation was provided in respect of works under this grant category. Local authorities can use up to 15% of Discretionary Maintenance Grant Allocations for the advancement of local improvement schemes.

However such provision re-directs funds from the public road network to private roads. Taking account of the general reduction in roads funding together with the demands for maintenance and improvement to the public road network this Roadworks Scheme makes no provision for Local Improvement Schemes.

5.0 CAPITAL (DEVELOPMENT LEVY) EXPENDITURE

Pre-Qualification of prospective tenderers was conducted in late 2013 in respect of Kilkenny Central Access Scheme Contract 1. Nine qualified tenderers were identified following this process and a tender competition is now underway with a view to appointing a contractor for Contract 1 in April 2014. Contract 1 will consist of the construction of KCAS River Nore Bridge together with short sections of the Central Access Scheme either side of the new bridge. Contract 1 is funded from local development levy contributions.

6.0 PUBLIC LIGHTING

Kilkenny County Council retains responsibility for day to day maintenance and energy supply for 8,000 public lights. On average the ongoing costs associated with an individual light unit is €110/annum. A sum of €890,000 has been set aside to fund the management of the public lighting network in 2014. The Council will receive €135,000 from the NRA in respect of public lighting costs on the National Road Network. Therefore the net cost to the Council of operating the public lighting asset is €755,000.

Additionally it is likely that Kilkenny County Council will take in charge up to 1,000 additional public lights in the next few years as residential estates are taken in charge increasing the requirement for financial provision in this area.

Faulty public lights can be reported in a number of ways;

- Via the Kilkenny County Council website at www.kilkennycoco.ie
- Via the Airtricity website at www.airtricityutilityolutions.com
- Via the Kilkenny Borough Council website at www.kilkennycity.ie
- Free Phone 1800 372772

A full review of the public lighting inventory will be conducted in 2014 and Kilkenny County Council staff will be facilitated in gaining web-based access to the public lighting reporting system enabling enhanced feedback regarding updates on faulty light repairs, length of time between fault reports and the completion of repairs etc.

In consultation with the Carlow Kilkenny Energy Agency Kilkenny County Council is developing energy efficient lighting pilot projects for the following locations:

- (i) Kilkenny Ring Road (Castlecomer Road to Old Dublin Road)
300 lights
- (ii) Callan Westcourt Industrial Estate
- (iii) Lisdowney School

The Kells Road Improvement Scheme includes an energy efficient lighting system where the average ongoing costs per light unit is €86/annum compared to the €110/annum cost across the public lighting network generally. The introduction and retrofitting of more energy friendly lighting systems which partially compensate for the additional financial burden associated with the increasing number of lights coming under the responsibility of Kilkenny County Council.

In line with the drive towards a more energy efficient public lighting network Kilkenny County Council will participate in a European public lighting project in 2014 whereby the Council will interface with best practice European partners in respect of the development of Energy Performance Public Lighting Contracts. It is intended that some pilot public lighting projects will be developed for County Kilkenny over and above the provisions of the pilot projects set out above.

7.0 ROAD SAFETY

Kilkenny County Council adopted its first County Kilkenny Road Safety Plan covering the period 2007 to 2012. This Plan, developed by agencies with a particular interest in road safety including the Council, NRA, An Garda Siochana and local emergency services, provided for targeted road safety interventions specific to the requirements of the road network in County Kilkenny whilst consistent with the National Strategy for Road Safety. In the period of the plan fatal and serious injury road collisions decreased in County Kilkenny at a rate well in excess of the national reduction rate.

Preparation of the County Kilkenny Road Safety Plan 2014-2020 has now commenced and the Plan will be presented to Members at the May monthly meeting.

8.0 URBAN AND VILLAGE RENEWAL SCHEMES €1,721,000

In partnership with Kilkenny Leader Partnership and local community groups Kilkenny County Council is acting as the Principal Promoter for four urban and village renewal projects in County Kilkenny. The combined value of the schemes is €1.721 million and the details include the following:

Callan (works commenced December 2013)	€340,000
Ballyragget (works to commence mid March 2014)	€358,000
Graiguenamanagh (works to commence May 2014)	€353,000
Thomastown (awaiting Department approval)	€670,000

These schemes provide for enhancements to the public realm including footpath and carriageway renewal, undergrounding of overhead services, new public lighting, landscaping and traffic management enhancements.

9. CONCLUSION

9.1. Whilst the 2014 Roadworks Scheme largely concentrates on the maintenance of the roads asset the Pavement and Minor Works Programme, Restoration Improvement Grant, Urban and Village Renewal Schemes and Bridge re-Structuring Grants provide for substantial upgrades to existing infrastructure.

9.2. Whilst substantial savings have accrued from the introduction of the Public Lighting Regional Maintenance Contract these savings are offset by increasing energy costs and the increase light numbers in the public lighting inventory. This Roadworks Scheme provides for ongoing costs associated with public lighting, facilitates the taking in charge of public lights and provides for the development of more energy efficient lighting solutions.

9.3. The issue of Road Safety is a key component of any Roadworks Scheme. The Scheme elements agreed at Electoral Area 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 2014-2020.

9.4. 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 three year road restoration programme,
- the conditions attached to various grant categories,
- the approval by the Members at the recent Area Committee Meetings,
- the requirements of road safety and Health and Safety at Work legislation, and

I therefore recommend that the Council approve the Scheme.

John Mulholland,
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