



29 July 2022

Sarah Cremin
Committees' Secretariat
Houses of the Oireachtas Service
Leinster House
Kildare St
Dublin 2
D02 XR20

Ref: S0934 PAC33

Dear Sarah,

I refer to your letter dated 19 July 2022 to provide an information note regarding the criteria for decision making in relation to the funding allocation for roads and if it is based on an objective resource model.

The Minister for Transport has responsibility for overall policy and exchequer funding in relation to the National Roads Programme. Once funding arrangements have been put in place with Transport Infrastructure Ireland (TII), under the Roads Acts 1993-2015, and in line with the National Development Plan (NDP), the planning, design, improvement and upgrading of individual national roads is a matter for TII, in conjunction with the local authorities concerned.

TII ultimately delivers the National Roads Programme in line with Project Ireland 2040, the National Planning Framework and the NDP. The Department's National Investment Framework for Transport in Ireland (NIFTI), launched at the end of 2021, will also inform how funding is allocated to infrastructure projects, with its hierarchy favouring sustainable modes of transport, followed by public transport options over the use of private vehicles. NIFTI also prioritises the protection and renewal of the existing road infrastructure, followed by improvements to existing infrastructure, followed by the construction of new assets where other options are inadequate.

In the new NDP launched in October 2021, approximately €5.1 billion is earmarked for new national road projects to 2030. This funding will enable improved regional accessibility across the country as well as compact growth, which are key National Strategic Outcomes. The funding will provide for the development of numerous national road projects, including the completion of projects which are already at construction stage and those close to it, as well as the development of a number of others. Exchequer funding under the new NDP will also



facilitate continued protection and renewal of our national roads infrastructure, including motorways, in line with Government policy.

A priority in the NDP, in line with the Department's typical investment hierarchy, is to maintain the quality and safety of the existing national road network. This will serve to safeguard the significant investment which has taken place in our national roads over recent decades. The NDP foresees an exchequer allocation of circa €2.9 billion for the Protection and Renewal of existing national roads over the 10-year period to 2030, allocated fairly evenly across the decade.

Given the available level of funding for National Roads in 2022, TII were asked by the Department to prioritise projects broadly in the following order:

1. Maintenance of existing national road assets, helping to maintain them to a safe and robust standard;
2. Progression of projects currently under construction and those close to construction;
3. Progression of the three major projects pre-Decision Gate 2 in the Public Spending Code, namely the N6 Galway ring-road, N21/N69 Foynes/Adare and M28 Cork/Ringaskiddy projects; and
4. For projects further back in the development pipeline, i.e. pre-Decision Gate 1 in the Public Spending Code, prioritise any remaining funds for projects that provide for local bypasses/"Town Centre First"/Compact Growth, and also indicate where a modest amount of money could bring a project to an appropriate stage in the development process.

It is anticipated that this prioritisation will continue to be followed over the course of the current NDP.

Yours sincerely,

Ken Spratt
Secretary General