

From: Ministers Office <no-reply@cloud.gov.ie>
Sent: Friday 21 August 2020 09:43
Subject: Ref:TTAS-MO-02970-2020

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Dear Cllr. McGrattan,

I refer to your letter of 13th July regarding the condition of roads in Dublin City.

As you know, each local authority has statutory responsibility for the maintenance and improvement of roads within its area of responsibility. State grants, where applicable, are intended to supplement the funding allocated to the maintenance and improvement of roads by local authorities from their own resources.

The arrangement put in place by Government following the introduction of the Local Property Tax (LPT) required local authorities, where receipts from LPT exceeded the previous General Purpose Grant, to use part of that surplus to replace certain Central Government funding, including regional and local road grants. The €5.78 million mentioned in your letter reflects the amount of the regional and local road grant provided to Dublin City Council prior to that change.

Apart from the requirement to allocate €5.78 million each year in place of the Central Government regional and local road programme grant, it is for Dublin City Council to assess its expenditure priorities and allocate funding accordingly taking into account the overall resources available to it. In this context the report prepared on the condition of roads in Dublin City will, I expect, be considered as part of the Council's consideration of future budgets.

In relation to the points raised in your letter regarding road openings, the Department has supported the development of the MapRoad roadworks licensing system (MRL) which is intended to provide an online national licensing system complying with the National Guidelines for the Opening, Backfilling and Reinstatement of Openings in Public Roads (Purple Book). 30 of the 31 local authorities are using the system and software development work is underway at present which will allow Dublin City Council to also use the MRL system. The Department has provided significant financial support to facilitate this and it is anticipated that this process will be completed this year.

The Department considers that the national road licensing system will support better consistency, transparency and efficiency in roadworks management by roads authorities particularly with increased volumes of road opening licence applications.

As regards the references in the report attached to your letter to sustainable transport and modal shift, I would draw your attention to the fact that the new Programme for Government – Our Shared Future - sets out an ambitious and wide-ranging set of commitments in relation to walking and cycling, supported by an increased multi-annual budgetary allocation amounting to some €1.8 billion over the lifetime of the Government. This commitment to significantly increase the allocation which will benefit a range of cycling and walking infrastructural projects that are delivered under various programmes including, Sustainable Urban Transport, Cycling & Walking, Greenways and the BusConnects Programme. The National Transport Authority, in conjunction with a number of local authorities, provide infrastructure for cycling and walking through our sustainable mobility programme.

The Programme for Government also includes a commitment to review the current LPT arrangements with a view to providing that money generated in a local authority area will be retained locally.

With best wishes,

Eamon Ryan
Minister for Transport Tourism and Sport

The Minister is a Designated Public Official under the Regulation of Lobbying Act, 2015 (details available on www.lobbying.ie)

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

Lána Liosain, Baile Átha Cliath, D02 TR60
Leeson Lane, Dublin, D02 TR60

www.dttas.gov.ie