



**An Roinn Iompair
Turasóireachta agus Spóirt**

**Department of Transport,
Tourism and Sport**

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RW 16/2015

Low Cost Safety Improvement Works on Regional & Local Roads 2016

Dear Director of Services,

Applications are invited for the funding of low cost safety improvement works on regional and local roads to be carried out by local authorities during 2016.

I would draw your attention to the following points: -

- A list of candidate regional and local road sites should be drawn by the local authority for submission in response to this Circular.
- The attached excel form should be completed and the list of projects submitted to the Department in order of priority should number between 5 and 10.
- Proposed sites should be marked on a "Discovery" type map and approved schemes should be recorded in MapRoad.

With reference to Circular RSD 1/2014 and your Council's programme of works related to reducing speed in housing estates, where the programme is continuing in 2016, proposed expenditure on signage under this programme should be ranked no. 1 on the list and any proposed engineering/traffic calming measures should be ranked no. 2. A separate return (copy attached) updating the information provided in response to Circular RW8/2015 should also be forwarded to the Department.

Criteria to be used by Local Authorities when selecting Other Low Cost Safety Improvement Sites for grant aid applications

Overall Objective

- Each site selected should have a "treatable" collision problem.
- Each treated site should achieve a minimum 30% - 40% reduction in collisions.
- Some locations showing demonstrable hazard may also be considered.

Site Selection Criteria

Candidate sites for Low Cost Safety Improvement Works may be single sites or road lengths and may be in towns or in rural areas. When examining collision plots to identify candidate sites, allowance should be made for the fact that towns or villages will show higher collision densities than rural sections of road and that regional roads will generally show higher densities than local roads. The C(T)68 and PC16 collision report forms in respect of injury collisions at the locations selected should be scrutinised.

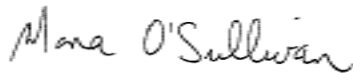
The list of sites submitted for grant aid should be in respect of the five to ten locations which exhibit greatest promise of collision reduction. They should be ranked in order of highest likely "benefit to cost" ratio (where "benefit" refers to the expected reduction in collision numbers and "cost" refers to the estimated cost of the road works).

The criterion for approval and grant allocation will not be based on absolute collision numbers or costs (a local authority with high traffic volumes may have four or five times more collisions than one with low volumes at locations of equal risk). While preference will continue to be given to locations having collisions, in some situations consideration will be given to locations where hazard can be clearly demonstrated. Preference will be given to proposals in the cost range €2,000 to €30,000. Proposals in higher cost ranges, (i.e. €30,000 to €250,000) may be considered if the benefit to cost ratio is promising. Proposals costing in excess of €250,000 are outside of the scope of this scheme and local authorities should consider alternative sources of funding.

Applications for funding (LSC/2016 Appendix1) should be sent to roadsdivision@dtas.ie no later than cob 9th October 2015.

All queries in relation to this circular should be addressed to Mona O'Sullivan – monaosullivan@dtas.ie .

Yours Sincerely,



Mona O'Sullivan
Roads Division