



17 February 2026

RW 03/2026

2026 REGIONAL AND LOCAL ROAD GRANT ALLOCATIONS

Dear Chief Executive,

I am directed by the Minister for Transport to enclose details of the 2026 grant allocations to your authority in respect of the maintenance and improvement of regional and local roads. The total regional and local road grant allocation for 2025 is **€718.67 million**. This Circular contains the following Appendices:

- Appendix 1: Amounts available nationally under the various grant headings
- Appendix 2: Individual local authority allocations and scheme details
- Appendix 3: Completion dates for works
- Appendix 4: Assignment of Inspectors to each Council
- Appendix 5: 2026 Discretionary Grant Programme (attached) - **Return Required**
- Appendix 6: 2026 Drainage Grant Programme (attached) - **Return Required**
- Appendix 7_2026 LA Own Resources (attached) - **Return Required**

The *Memorandum on Grants for Regional and Local Roads* (latest update issued under circular RW01/2024), defines the conditions governing the allocation and payment of monies to local authorities under the various grant categories, as well as conditions on the chargeability of expenditure incurred. Local authorities in receipt of Regional and Local Road Grants must adhere to the conditions contained within the *Memorandum*.

In the context of the substantial Exchequer grant support being provided to local authorities, the Minister wishes to emphasise to Councils the importance of road maintenance and improvement works which promote the safety of all road users, including cyclists and pedestrians. Measures, including appropriate road pavement edge treatment, maintenance of verges, embankments and cuttings, roadside drains together with repairs of road pavement and associated footways and cycleways, can all contribute to road safety and are eligible for grant assistance.



Local authorities must ensure that all works undertaken on foot of State grants are completed in accordance with the applicable conditions by the various intermediate and completion dates set out in **Appendix 3**.

In addition, local authorities should vigorously pursue outstanding invoices from contractors during the year to ensure the timely claiming of grants in 2026. Local authorities should claim eligible payments as soon as possible and should not wait until the end of the year to do so. Progress on all grant-aided works will be reviewed regularly and grants will be re-allocated where a shortfall in expenditure is expected. Such adjustments can entail the distribution of the sum involved to another local authority.

Output returns for individual grant programmes will be required after the final grant payments for the year are made.

1. Grant Allocation Programmes:

1.1 Restoration Improvement Programme

The Restoration Improvement (**RI**) Programme continues to be a priority of the regional and local roads programme aimed at restoration and rehabilitation of road surfacing. An overall amount of €350 million will be provided under the 2026 RI Grant.

Circular RW 12/2024 requested Councils to submit a multi-year RI programme for 2025, 2026 and 2027 based on a budget estimate of 100% of your Council's initial 2024 RI grant allocation. The Circular specified that the programme should be submitted on AMS. Based on the allocation under this Circular, Councils should now submit an updated RI programme for 2026 by the **20th March 2026** on AMS.

Should the Council wish to change its RI programme during the year it should advise the relevant Department Inspector by email and copy the email to RLR@transport.gov.ie.

1.2 Restoration Maintenance Programme

The Restoration Maintenance (**RM**) Programme continues to be an important programme aimed at protecting and maintaining road surfaces. Given continuing constraints in relation to current funding for the RM programme, the provision of a Supplementary Restoration Maintenance (**SRM**) Grant using capital funding is being continued in 2026. An overall grant amount of €77 million (€40m RM plus €37m SRM) will be provided for the surface dressing programme in 2026.



The Department wishes to emphasise that RM and SRM is to be treated by the Council as one Restoration Maintenance Surface Dressing programme with claims made against the RM grant first until that grant is fully expended. Only then should Councils draw down funding from the SRM grant. In order to ensure compliance with this requirement the SRM grant allocations will not appear on PRS initially until the Department is satisfied that RM has been fully expended.

RM and SRM grant funding **may only be used for Surface Dressing works**. If sealing works are required, other than surface dressing, then they should be included under the RI or Discretionary Grant programmes or funded through local authority own resources.

This means that works such as slurry sealing, clause 942 material, wearing course macadam and HRA which are often used in urban areas may only be carried out under the RI or Discretionary Grant programmes.

Councils should record their proposed 2026 surface dressing works under the RM programme on MapRoad – Asset Management System (AMS) by the **20th March 2026**.

1.3 Discretionary Grant Programme

Discretionary Grants (**DG**) amounting to approximately €86.2 million will be available to meet the cost of road maintenance and improvement works selected by local authorities pursuant to relevant Departmental Circulars.

The cost of salt used by local authorities in the winter period of 2024/2025 has been deducted from each authority's DG. Local authorities can use DG monies towards staff or plant costs associated with salting operations or for the purchase of salt. In certain cases, a contribution for the conversion to brine plants may be chargeable to DG but this should be discussed and agreed with the Department Inspector in advance.

The increased frequency of storm damage in recent years has highlighted the need for local authorities to set aside a contingency amount from the overall resource available to deal with severe weather events and damage to the network as they arise. A minimum amount of 10% of DG is recommended as part of this contingency to help supplement local authorities' own resources.



Councils are required to submit details of their proposed 2026 DG Programme on the excel sheet attached in **Appendix 5**. This return should be submitted to the Department at RLR@transport.gov.ie by the **20th March 2026**.

1.4 Community Involvement Scheme

Ring-fenced funding for the Community Involvement Scheme (**CIS**) was introduced in 2018. Since then, funding has been allocated for 2-year periods with a view to giving local authorities more flexibility in delivering this programme.

Following a further application process in 2025 the same approach is being taken for the current tranche of CIS funding with funding allocated for a two-year period covering 2026 and 2027. The allocation for your local authority for 2026 is set out in **Appendix 2**. Where the overall amount sought by a local authority exceeds the allocation, the local authority will have to prioritise the projects to be funded. The final programme should then be submitted on MapRoad AMS.

It is important to note that grants allocated under other Departmental grant programmes cannot be used for the community contribution element within the CIS.

1.5 Drainage Grant

Grant funding of €18 million is being provided in 2026 under the drainage grant (**DR**) for drainage measures. The allocation for your local authority is set out in **Appendix 2**. The funding may be used for the alleviation of road drainage problems either through new works or remedial works.

The works which will be undertaken should be set out in the form - Drainage 2026 - attached in **Appendix 6** and the completed form should be returned to the Department at RLR@transport.gov.ie by **20th March 2026**.

The Guidelines for Road Drainage, which outline best practice in relation to road drainage, were revised and Guidelines issued in 2022. Local authorities should refer to these Guidelines when planning and implementing drainage works. The Guidelines are available on www.roadguidelines.ie



1.6 Lower Cost Bridge Rehabilitation Grant

Lower Cost Bridge Rehabilitation (**BR**) grant allocations will continue to be provided in 2026 to fund bridge rehabilitation works and your authority's allocation is included in **Appendix 2**. While it is not necessary for local authorities to seek approval to transfer funding among the approved schemes, the Department should be notified of such transfers. Where local authorities wish to introduce a new scheme, for example, if implementation of an approved scheme is delayed, then approval should be sought from your Department Inspector.

Bridge Inventory and Maintenance Inspections

It is imperative that a full inventory of structures is identified and recorded on MapRoad AMS to ensure a focus on preventative maintenance and prolong the lifespan and continued functionality of the bridge asset. Local authorities are requested to compile a Bridge Inventory and conduct Maintenance Inspections on bridges in their respective areas.

As outlined in Circular RW 17 of 2025, specific financial support will again be provided in 2026 to assist local authorities with bridge inventory and maintenance inspections and the collection and recording of the bridge inventory data. This allocation is being made available to assist with salaries of local authority technical grade staff performing inspections on structures. Charging of consultants for these Inventory and Maintenance Inspections is **ineligible**.

Eligibility criteria to claim the full inspection allocation are set out in circular RW 17/2025 and include the recording of bridge inventory and maintenance inspections on MapRoad, based on an amount of up to €300 per Maintenance Inspection. A minimum of 90% completion rate of inspections will be required to be eligible for full recoupment of the inspection allocation. Local authorities are encouraged to complete 100% of bridge inspections.

1.7 Lower Cost Safety Scheme

The Lower Cost Safety (LCS) scheme remains in place for 2026 and your authority's allocation is set out in **Appendix 2**. While it is not necessary for local authorities to seek approval to transfer funding among the approved schemes, the Department should be notified of such transfers. Where local authorities wish to introduce a new scheme, for example, if implementation of an approved scheme is delayed, then approval should be sought from your Department Inspector.



1.8 Strategic Rehabilitation Regional Road Grant (SRRR)

The **SRRR** (previously known as the Former National Road Rehabilitation Grant (**FN**)) supports the rehabilitation of selected strategic rural regional routes (including former national roads reclassified prior to 2016) with a poor condition rating.

Following consideration of applications received from local authorities, grant allocations under this heading are included in **Appendix 2**.

1.9 Climate Change Adaptation & Resilience

As the impact of climate change on the road network is becoming more apparent, the Department introduced a Climate Change Adaptation & Resilience (**CCAR**) Grant in 2020. Allocations under this heading in 2026 are in **Appendix 2**.

Where any changes are proposed to the approved CCAR projects, local authorities are required to liaise with the relevant Department Inspector.

1.10 Speed Limits - Speed Limit Sign Implementation

Under the Road Safety Strategy 2021-2030 a Working Group was established to examine and review the framework for setting speed limits. A Speed Limit Review was subsequently produced and noted by Government in September 2023. This Review made recommendations to reduce speed limits on certain road types, including introducing a new 30km/h default speed limit in urban areas; reducing the national secondary default speed limit from 100km/h to 80km/h and reducing the local road speed limit from 80km/h to 60km/h.

The introduction of reduced speed limits of 60km/hr on local roads was implemented on 7th February 2025. Circular RW 21/2025 for Implementation of Built-up and Urban Area Speed Limits, was issued to local authorities on 15th October 2025 for the next phase of urban 30km/hr speed limits, while other speed limit changes will follow on a phased basis and in consultation with local authorities.

Speed limit signs grant assistance may be made available during 2026 to facilitate the roll out of urban and national secondary speed limit revisions, as necessary.

Queries in relation to this grant should be made to RLRGrants@transport.gov.ie or your Department Inspector.



1.11 PSCI Surveys

A grant to assist local authorities in meeting the network survey requirements set out in Circular RW 3/2018 and the Pavement Surface Condition Index (PSCI) Survey Grant is again being made available this year. Drawdown of this grant is subject to the receipt of an RMO certificate regarding the amount of the required 2026 PSCI surveys completed. For this reason, the PSCI allocation included in **Appendix 2** will not appear on the PRS until later in the year.

1.12 Pilot Projects and other Department initiatives

As in previous years the Department can allocate funding to certain projects and pilot initiatives during the year. These can include road improvement initiatives, trials such as reclaimed asphalt pavement projects and assistance with purchasing velocity patching machines and conversion to brine plant. These allocations are made on a case-by-case basis and raised separately on PRS during the year, if appropriate.

The Department is aware of a pavement rehabilitation and maintenance steady state pilot initiative in Monaghan County Council, and the Department will work with the Council in 2026 to provide financial assistance and progress this.

1.13 Specific and Strategic new road improvement projects

Funding is provided for larger new road improvement, bridge rehabilitation, safety improvement and climate projects on a case by case basis, and following an appropriate appraisal process. Projects are prioritized based on objectives and need, compliance with Government policy and availability of funding. Due to the nature of large civil engineering projects, the investment profile through construction, and the limited availability of funding for new projects, there is no guarantee that a local authority will receive funding in this category, or indeed will continue to receive funding in this category following completion of a project.

1.14 Local Improvement Scheme

The Department for Rural and Community Development (DRCD) introduced ring-fenced funding for Local Improvement Schemes (LIS) in 2017 and is continuing to operate this scheme. **There is no provision to charge any regional and local road grant, including Discretionary Grant, to LIS under any circumstances.**



2. MapRoad – Asset Management System (AMS)

All local authorities are reminded that they must upload and maintain full records of **all pavement projects** on the AMS. All projects for RI and RM/SRM will continue to be submitted and managed through AMS. Any pavement interventions across other grant categories (including those funded by any Government Department or Agency) or under discretionary grant or using own resources, must also be uploaded to the AMS.

Section 10 (5) of the Roads Act 1993 requires that each Road Authority maintain a schedule and map of all public roads for which it has responsibility. Circular RW25 of 2024 issued in November 2024 contained a direction from the Minister under section 10(6) of the Roads Act for each local authority to carry out an inventory of public roads within their administrative area and update on MapRoad AMS. The payment of grants is linked to this requirement.

3. Own Resources

The improvement and maintenance of regional and local roads is the statutory responsibility of each local authority, in accordance with the provisions of Section 13 of the Roads Act 1993. Works on those roads are funded from Councils' own resources, which are supplemented by State grants for regional and local roads.

The commitment of local authorities to contribute significantly from their own resources towards the cost of improving and maintaining the regional and local roads network is essential. It is vital that local authorities at least maintain and increase, where possible, monies available for the maintenance and strengthening of road pavements.

In certain situations, it may be necessary for local authorities to postpone major widening and realignment schemes to achieve this objective, but the first priority must be the satisfactory protection of the existing road network.

It is vital that full consideration is given to utilising other sources of income including the Local Property Tax to boost own resources expenditure on regional and local road maintenance and renewal.



In order to inform accurate data and figures of total annual investment in the regional and local road network, local authorities are required to complete the spread sheet in Appendix 7 and return to the Department at RLR@transport.gov.ie by the **20th March 2026**.

4. NOAC Performance Indicators

The Department issued Circular RW 27/2024 in November 2024, highlighting the **NOAC performance indicator R4** for road opening licensing and inspections. This indicator will report on the volume of road opening licences processed by each local authority, and the rates of licence reviews and inspections carried out by local authorities. Charges are presently applied to road licence applications for the purpose of funding the local authorities' and the Road Management Office's associated administration costs and funding the local authorities' inspection costs. It is therefore necessary for local authorities to ensure that the income generated from this application process is invested appropriately to ensure that adequate resources are put in place to manage the local authorities licensing and inspection process, that is now a NOAC indicator for each local authority.

5. Contingency Provision & Severe Weather

While funding is provided for discretionary, drainage, bridge and climate adaptation and resilience projects, local authorities are advised that the Department is not setting aside contingency monies to address possible severe weather events and that in line with established practice, **a contingency provision should be reserved** from the overall resources available to each authority for regional and local roads to deal with damage caused by severe weather conditions, including flooding. As per normal, the Department Inspector is available to work with your local authority throughout the year regarding severe weather events, as required.

6. Sign Clutter

The Department wishes to draw local authorities' attention to the requirements of the Traffic Signs Manual in respect of all regulatory, non-regulatory, warning and information signs. While these requirements reflect the necessity to inform motorists that particular restrictions or prohibitions exist, local authorities should ensure that signage is installed without creating a hazard and that reasonable safe access and accessibility is provided for all. In this regard section 1.3 of Chapter 1 of the Traffic Signs Manual (www.trafficsigns.ie) provides extensive



detail on the 'Siting' and 'Placement' of signs and, in particular, 1.3.43 sets out measures which should be considered to avoid street clutter.

7. Weather Warnings

As part of the 2026 allocations local authorities are again reminded of the need to ensure that the necessary arrangements are in place with Met Eireann to receive weather warnings. In addition, in times of above average rainfall, local authorities should ensure that gullies and drains in high-risk areas are kept clear, to reduce the risk of flooding.

8. Claims for payment of Grants

Local authorities should note that claims should continue to be made through Transport Infrastructure Ireland's (TII) Project Reporting System (PRS). These claims will be processed by the Department of Transport. Local authorities should continue to attach general ledger expenditure reports making up the claim on the PRS.

As part of the claim approval process each local authority must nominate an official to verify that a claim is in accordance with the requirements for chargeability of expenditure and that all amounts have been checked in full and are in order for payment. The Department would emphasise that it considers that **this verification is a key part of the financial control system** and expects this role to be **executed with due diligence and care.**

The Department would also like to emphasise that local authorities are required to **submit claims on PRS before 12.30pm on the relevant date** identified in the pay run schedule and if the claim is not submitted by that time, the Department will not process the claim until the following month. Grant allocations only apply for the year in which they are allocated and cannot be carried forward. **Any element of a grant allocation which is not claimed and approved for payment under the final pay run of the year is therefore, lost.**

9. Expenditure Review Requirements

The accuracy of all figures submitted by local authorities including grant claims, output data, details of own resources expenditure, is of the utmost importance. These figures are used to inform outputs and value for money, required future funding and inform the democratic



process. As part of our on-going review of the regional and local roads grant system, it may be necessary from time to time to introduce new requirements to further enhance the control systems in operation between local authorities and this Department.

You are reminded that this Department can conduct, at any time, either a full onsite or a desk-check review on regional and local roads expenditure claimed on PRS.

Queries in relation to this circular can be directed to RLRGrants@transport.gov.ie or your Department Inspector.

Yours sincerely,

David O'Grady

Principal Advisor

Regional and Local Roads

Roads Division

**CC: - Director of Services, Roads/Transport/Infrastructure
Senior Engineer, Roads/Transport/Infrastructure
for each City & County Council.**



Appendix 1

Grants available in 2026 under Main Grant Headings

Grants being allocated to local authorities under this Circular comprise the following:

Category	Amount € m
Protection and Renewal Grants	
Restoration Improvement (RI)	350
Restoration Maintenance (RM)	40
Supplementary Restoration Maintenance (SRM)	37
Discretionary Grant (DG)	86.19
Drainage Grant	18
Community Involvement Scheme (CIS)	16.2
Lower Cost Bridge Rehabilitation & Inventory Inspections	18
Climate Change Adaptation & Resilience	16.5
Training	2.745
Lower Cost Safety Scheme	14
Strategic Rehabilitation Regional Road	12
PSCI Survey Support	0.75
New Roads/Road Improvement Grants	
Specific Grants	20
Grants for Strategic Projects	50



Appendix 2

Grant Allocations

Monaghan County Council	
Protection and Renewal Grants	
Restoration Improvement	€9,049,000
Restoration Maintenance	€1,068,000
Supplementary Restoration Maintenance	€988,000
Discretionary Grant	€2,194,500
Bridge Rehabilitation	€775,000
Climate Change Adaptation & Resilience Works	€408,000
Community Involvement Scheme	€469,250
Safety Improvement Works	€387,350
PSCI: Survey Support	€18,000
Training Grant	€57,000
Drainage Works	€472,500
Strategic Rehabilitation Regional Roads	€600,000
Reclaimed Asphalt Pilot	€75,000
Total Protection and Renewal Allocation	€16,561,600
New Roads/Road Improvement Grants	
Specific Improvement Grant	€550,000
Strategic Regional & Local Road	€120,000
Total New Roads/Road Improvement Allocation	€670,000
Total Allocation	€17,231,600

Monaghan County Council

Protection and Renewal Grants

2026 Climate Change Adaptation and Resilience Works

Project Code	Road Number	Scheme Title	LA Allocation
MN/CCAR/26/001	R183	Kileevan	€80,000
MN/CCAR/26/002	LP4510-0, L45102-0	Donaghmoyne Village	€178,000
MN/CCAR/26/003	R213	R213 Erosion	€80,000
MN/CCAR/26/004	R212	Teehill - removal of vegetation in watercourse	€70,000
Total			€408,000

2026 Bridge Rehabilitation Works on Regional and Local Roads

Project Code	Road Number	Location	LA Allocation
MN/BR/26/001	N/A	Bridge Inventory and maintenance inspection	€36,000
MN/BR/26/002	MN-L8910-B-000	Tiragarvan	€70,000
MN/BR/26/003	NMN-L2220-B-010	Carnroe	€65,000
MN/BR/26/004	MN-L-2810-B010	Largy	€50,000
MN/BR/26/005	MN-L2421-B-020	Mullaghgreenan	€50,000
MN/BR/26/006	MN-L77401-B-000	Lurganearly	€60,000
MN/BR/26/007	MN-R162-C-150	Annamacneil	€40,000
MN/BR/26/008	MN-L-34111-B-010	Lackagh	€50,000
MN/BR/26/009	MN-L-4640-B-010	Corcrin	€30,000
MN/BR/26/010	7 Individual Bridges	Various Locations	€70,000
MN/BR/26/011	MN-L-2422-B-000	Aghnacue	€50,000
MN/BR/26/012	MN-L32122-B-000	Clare Oghill	€64,000
MN/BR/26/013	MN-R162-B-180	Corgreagh	€60,000
MN/BR/26/014	MN-R178-B-110	Gorlegobban	€80,000
Total			€775,000

2026 Safety Improvement Works on Regional and Local Roads

Project Code	Road Number	Location	LA Allocation
MN/BS/26/001		Renewal of Regulatory Road Markings at Junctions	€19,350
MN/BS/26/002	R188	Abbot/Erica Fairy Forest	€60,000
MN/BS/26/003	L-4901	Magheracluone Village	€30,000
MN/BS/26/004	R937	Latlorcan	€45,000
MN/BS/26/005	R179	Kilmactrasna/Mullinarry - Kingscourt Road	€95,000
MN/BS/26/006	R183	Doohamlet	€45,000
MN/BS/26/007	LP-1011	Drumshaver, Tydavnet	€30,000
MN/BS/26/008	LP 1202	Mullan Village Traffic Calming	€33,000
MN/BS/26/009	LP2233	Drum Village	€30,000
Total			€387,350

2026 Strategic Rehabilitation Regional Roads

Project Code	Road Number	Former National Road Number	LA Allocation
MN/SRRR/26/001	R927-2	N2	€330,000
MN/SRRR/26/002	LP3443	N2	€270,000
Total			€600,000

New Roads/Road Improvement Grants

2026 Specific Improvement Grants

Scheme Name	LA Allocation
Rooskey Access Road	€100,000
R181 Drumillard to Crossduff (Phase 2)	€100,000
Glen Road Culvert Phase 2	€250,000

Monaghan County Council

Link Road Design Development (Old Cross Sq./Sli Ogie Ui Dhufaigh Junction to N2 to N12)	€50,000
Strategic Roads Project	€50,000
Total	€550,000

2026 Strategic Regional and Local

Scheme Name	LA Allocation
Monaghan Town Southern Link Road	€60,000
Carrickmacross Inner Link Road	€60,000
Total	€120,000



Appendix 3

Intermediate and Final Completion Dates for Regional and Local Road Works

Operation	Intermediate Completion Dates	Final Completion Date
Surface Dressing (SD)	1/3 by end June 2/3 by end July 3/3 by end August	31 August
Road Reconstruction (RR) and Surface Restoration (SR)	1/3 by end May 2/3 by end July 3/3 by end September	30 September
All works other than SD, RR and SR (except schemes which of their nature must continue into the following year)	1/3 by end June 2/3 by end August 3/3 by end of October	31 October

Notes:

1. Road Reconstruction involves the regulation or reconstruction of the existing road pavement and overlaying with bound or unbound materials with or without surface dressing and the provision of drainage, where necessary.
2. Where work is completed by the various dates, the cost incurred should be reflected in the following months expenditure return.



Appendix 4

Assignment of Inspectors

David O'Grady (Principal Advisor)			
Kerry KY Waterford W			
Bernard Rennick (Senior Advisor)		James McCrum (Senior Advisor)	
Donegal DL <i>Fingal</i> Longford LD Westmeath WH Wicklow WW		Clare CL Cork City CB Cork County CC Kildare KE Sligo SO (Eastern Garavogue)	
Engineer Inspectors			
Cian O'Ceilleachair	Donal O'Donoghue	Richard Dowling	Edmond Kenny
<i>Dublin City</i> Kilkenny KK Leitrim LM Louth LH Monaghan MN	Cavan CN Laois LS Limerick L Louth LH (Narrow Water) Meath MH Monaghan MN (A5)	Carlow CW Galway City GB Galway County GC Offaly OY <i>South Dublin</i> Sligo SO	<i>Dun Laoghaire</i> Mayo MO Roscommon RN Tipperary T Wexford WX