

Kerry County Council's Schedule of Priority routes which are treated with salt

1.0 Purpose and Scope

During the course of a normal Irish winter it is very likely that some severe weather conditions will occur where frost, ice or snow on County Kerry's road network will require treatment.

The duration of winter is normally considered to be five months commencing in November and ending in March. This five month duration may be broken into a period of High Risk when severe conditions might reasonably be expected and a period of Low Risk where severe conditions are not expected. In general the High Risk period is considered to cover December, January and February and the Low Risk period is considered to cover November and March.

The purpose of this document is to identify the processes, procedures and key personnel employed by Kerry County Council, to deliver the winter service for County Kerry.

2.0 Policy

The aim of the Council's Winter Service Plan is to keep major routes safe and as free as possible from hazardous road conditions and to provide a consistent and well co-ordinated service, which will promote the safe movement of public transport, vehicular traffic and pedestrians around and through the county, with the minimum of delay and disruption during adverse winter weather conditions.

Priority is given to the most heavily trafficked roads in carrying out salting operations i.e. salting resources are first focused on the busiest roads; National Primary Routes followed by National Secondary Routes and Regional Routes, so as to maximise benefits to road users, within the budgets available.

A number of National Secondary and Regional routes will only be treated during times of exceptionally poor weather conditions, when resources are available, and the condition of higher priority routes will allow.

3.0 Routes Treated

Kerry County Council has a schedule of priority routes which are gritted with salt, each time it is deemed necessary to do so. Other routes are gritted from time to time as the need arises and within the budgets and resources available.


Table 3.1 below sets out the prioritisation of routes and level of service and Table 3.2 the mobilisation and treatment times for the routes.


Route Designation & Description	Route Details	Level of Service
<p>Priority 1 Routes which are essential to be kept serviceable in all weather conditions, as far as reasonably practicable.</p>	<p>(1) N21 Tralee – Castleisland – Limerick County Boundary</p> <p>(2) N22 Ballycarthy – Farranfore – Killarney – Cork County Boundary.</p> <p>(3) N21 / N23 Castleisland By-pass</p> <p>(4) N23 Castleisland – Farranfore.</p> <p>(5) N69 Tralee – Listowel – Tarbert- Limerick County Boundary.</p> <p>(6) N70 Tralee – Castlemaine – Milltown – Killorglin.</p> <p>(7) N72 Killorglin - Fossa - Killarney</p> <p>(8) N72 Clasheen – Barraduff – Rathmore / Cork County Boundary.</p> <p>(9) N86. Tralee – Camp – Anaascaul – Dingle.</p>	<p>To be treated during all weather events.</p>


Route Designation & Description	Route Details	Level of Service
	<p>(10) N67 N67 / N69 junction in Tarbert – Tarbert Ferry Terminal</p> <p>(11) N70 Killorglin – Glenbeigh</p> <p>(12) N71 Killarney – Kenmare – Cork County Boundary</p> <p>(13) R576 Wellesley Bridge to Cork County Boundary.</p> <p>(14) R577 Castleisland – Scartaglen – Ballydesmond / Cork County Boundary.</p> <p>(15) R555 Listowel – Abbeyfeale / Limerick County Boundary.</p> <p>(16) R569 Kenmare – Kilgarvan - junction R569 / N22</p> <p>(17) Tralee Bypass N21/N22/N69/N70</p> <p>(18) All roads reclassified as result of Tralee Bypass</p>	
<p>Priority 2 Routes which are desirable to be kept serviceable in the normal winter weather conditions, as far as reasonably possible.</p>	<p>(1) R561 Castlemaine - Farranfore</p> <p>(2) L2015 Tralee – Reanagowan Cross</p>	<p>To be treated as part of the normal winter service but may have interruptions to treatment in certain severe weather events</p>
<p>Priority 3 Routes that could be kept serviceable once Priority 1 and 2 routes have been treated, if resources allow.</p>	<p>(1) N70. Glenbeigh – Caherciveen.</p> <p>(2) N70. Kenmare – Sneem – Waterville – Caherciveen.</p> <p>(3) Other</p> <ul style="list-style-type: none"> • Access to strategic water treatment plants. • Public Access Routes to Hospitals providing emergency services. • All other vulnerable roads as the conditions dictate and as assessed by the Area Engineer. 	<p>Not treated as part of the normal winter service but may receive intermittent treatment during certain severe weather events.</p>

Kerry Emergency Response (Salting)

Appendix F

Priority 1 

Priority 2 

Priority 3 

Please Note (Additional Routes):

- Access to Strategic water treatment plants
- Public Access Routes to Hospitals providing emergency services
- All other vulnerable roads as the conditions dictate and are assessed by area engineers

