



INVESTMENT DELIVERY PLAN (IDP)

FOR

ROADS



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1. Vision / Objectives

- 1.1 The Programme for Government and the Investment Strategy proposals provide opportunities for further improving both the inter-urban and local road networks in the context of the government's "investment pillars", the Regional Development Strategy (RDS) to 2025 and the Regional Transportation Strategy (RTS) 2002 to 2012. These documents set out the government's policy for development and transport over the ISNI period, and inform the Regional Strategic Transport Network Transport Plan (RSTN TP) the Belfast Metropolitan Transport Plan and the Sub Regional Transport Plan.
- 1.2 The longer term vision for transportation as stated in the Regional Development Strategy is "to have a modern, sustainable, safe transportation system which benefits society, the economy, and the environment and which actively contributes to social inclusion and everybody's quality of life". Translating this into specific objectives and priorities for our road infrastructure, the Regional Transportation Strategy aims to develop a Regional Strategic Transport Network, based on the Key Transport Corridors, to enhance accessibility to regional facilities and services. In other words investment in roads meets two of the Executives three strategic objectives in terms of promoting economic growth and competitiveness and balanced regional development, and has some positive and some negative impacts on the environmental objective.
- 1.3 Transport is a key driver of economic development and provides the means for all citizens to access social and educational services as well as leisure activities. A modern economy needs an efficient and low cost transport system in order to compete in the global marketplace Roads Service believes that meeting the Regional Development Strategy objective will require upgrading all of the Key Transport Corridors to at least dual carriageway standard. For the period of the Investment Strategy Roads Service's indicative budget has risen to £3.1 billion over the 10 year period. Of this amount Roads Service proposes to invest just under £2.5 billion on Strategic Road Improvements, of which £2.1 billion is for dualling projects on the KTCs. Details of the programme are described further in Section 3 of this document.
- 1.4 Our primary inter-urban routes are grouped into 5 key transport corridors as shown in Figure 1. With the exception of the M1 and M2 motorways into Belfast, the majority of these roads are single carriageway and many pass through towns and villages on the route. The quality of the road network was identified as a significant contributor to our infrastructure deficit which was to be addressed by the Reinvestment and Reform Initiative.

This started the process of increasing the rate of public investment in the road infrastructure, and the historic level of investment in improving the roads network is shown in Figure 2. Figure 2 shows how capital investment has been running at around £50m in recent years, but under the Investment Strategy proposals is projected to rise to just under £600m per year in 2013 and incorporates a £400m contribution from the Irish Government to the A5 and A8 dual carriageway proposals.

- 1.5 Roads here are managed, maintained and developed by Roads Service, which is an Executive Agency within the Department for Regional Development. The road network is vital to the economy and the wellbeing of citizens. It carries 98% of freight and 87% of inter-urban public transport journeys (through Ulsterbus services). The value of this asset on Roads Service's balance sheet is £34 billion.
- 1.6 As an Executive Agency, Roads Service has its own management board and its Chief Executive is the Accounting Officer. DRD's Public Service Agreement (PSA) targets are directly dependent on these investment proposals and the achievement of a 2.5% decrease in peak hour journey times on the key transport corridors and the delivery of a safer roads network with measurable reductions in road deaths and serious injury. The targets are explained in more detail under PSAs 13 and 14 in the Executive's Programme for Government - <http://www.pfgbudgetni.gov.uk/finalpfg.pdf>.
- 1.7 The Roads Sub Pillar within the Networks Pillar is divided into a number of separate Programmes: the Key Transport Corridors; the remainder of the Strategic Road Network (primarily the Link Corridors) and non strategic major works improvements; Local road improvements incorporating road safety measures; and street lighting.
- 1.8 There are a number of interdependencies between the Roads Sub Pillar and the Public Transport and Gateways Sub Pillar. Investment in the road network will increase the attractiveness of bus and coach travel, and reduce the costs of accessing the ports and airports for both freight and passengers.

2. Funding Profile and Sources

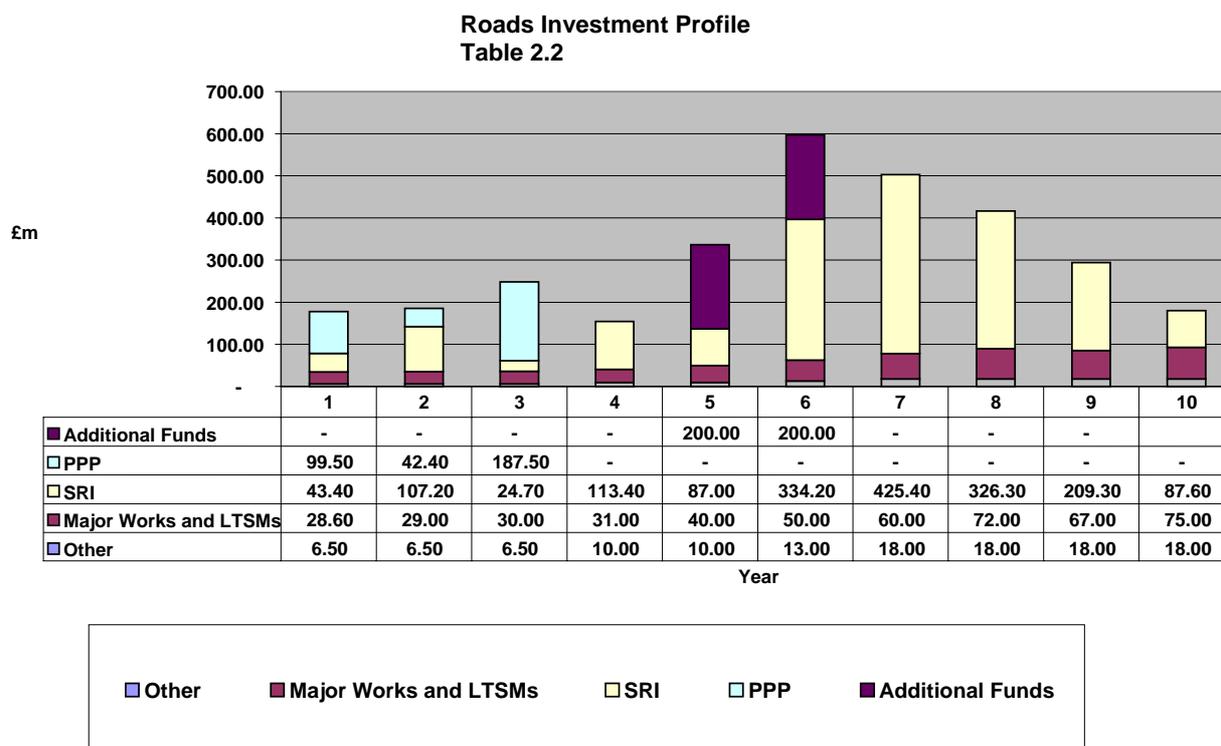
- 2.1 Table 2.1 below provides a breakdown of the investment for Roads for the period of the Investment Strategy.

Table 2.1: Roads annual investment profile

Year	NI Executive Funds	Additional Funds*	Total
Current prices	£m	£m	£m
2008/09	178.0	-	178.0
2009/10	185.1	-	185.1
2010/11	248.7	-	248.7
Total Years 1-3	611.8	-	611.8
2011/12	154.4	-	154.4
2012/13	137.0	200.0	337.0
2013/14	397.2	200.0	597.2
2014/15	503.4	-	503.4
2015/16	416.3	-	416.3
2016/17	294.3	-	294.3
2017/18	180.6	-	180.6
Total Years 4-10	2,083.2	400.0	2,483.2
Overall Total	2,695.0	400.0	3,095.0

* Profiling of additional funding to be agreed with Irish Government

2.2 A summary of the investment profile by programme is depicted in Table 2.2.



3. Key Programmes / Projects

SRI Programme

- 3.1 Annex 1 shows the programme of Strategic Road Improvements that are proposed over the 10 years of the ISNI period to 2017/18. The scheme locations are illustrated in Figure 3. Roads Service has recently undertaken a review of the estimates for the schemes within the existing SRI Programme and it is worthy of note that whereas estimates have been uplifted to 2008 prices land is a volatile market here and may be subject to further significant rises.
- 3.2 The total investment in the region's strategic road network between 2008/09 and 2017/18 is envisaged as £2.5 billion, including a proposed £400m contribution to the cost of the A5 and A8 dualling projects from the Irish Government. The following dual carriageway improvements are planned for the Key Transport Corridors; the full Western Corridor (A5); the A6 Derry – Dungiven and Castledawson - Randalstown; and the full Eastern Seaboard Corridor (A8/M2/M1/A1) between Larne and the border. Further dual carriageway projects will be undertaken on the Northern Corridor, Link corridors and trunk roads.
- 3.3 This represents a step change in the level of capital investment in the strategic network compared to recent years. However, it is assumed that all of the capital investment would be covered from the Roads Service Capital budget, even if financed through DBFO contracts, since these are recognised “on balance sheet”. Developer contributions are unlikely to provide a significant contribution to the costs of improvements to the Key Transport Corridors because of the inter-urban character of the network.
- 3.4 These projects will be the primary means through which the Department will achieve its PSA target to reduce journey times by 2015 by 2.5% in comparison to 2003 levels. They will also make a significant contribution towards the PSA to deliver a safer roads network and achieve measurable reductions in road deaths and serious injury.
- 3.5 The envisaged investment figures include for an assumed annual inflation level of 2.7%, however construction cost inflation as well as increases in land prices have been significantly higher than that in recent years. A further concern would be the effect of

overheating of the construction sector on tender prices¹, which would need to be monitored, but any delay as a result of these factors would also increase opportunity costs and the achievement of the Roads Service's long term objective for the network.

- 3.6 Roads Service plan to deliver some £1m per annum of asset disposals over the life of the ISNI. In addition the Agency will participate in the delivery of the Department's share of additional disposals which may be identified in discussion with the Capital Realisation Taskforce.

DBFO Projects

- 3.7 Roads Service is continuing to progress two Public Private Partnership (PPP) Programmes. The first package (total value of approximately £137m) has already seen the opening of new slip roads from Antrim Area Hospital onto the M2 along with the Grosvenor Road junction. Construction work on widening the M1/Westlink and M2 will be completed in 2009.
- 3.8 The second PPP package (total value approximately £316m) has commenced and includes the dualling of the A1 from Beechill to Cloghogue (which will complete the dualling of the A1 Belfast-Border route); the dualling of the A4 from Dungannon to Ballygawley; and the provision of four grade separated junctions on the A1 between Sprucefield and Loughbrickland. It is anticipated that these schemes will be completed within the Budget 2008 -2010 period.

A6 Corridor

- 3.9 Included within the proposals is a 30km scheme to provide a dual carriageway from Derry to Dungiven including a by-pass for Dungiven. This scheme is currently in development with the next key stage being the preferred options report.
- 3.10 In addition to the Derry-Dungiven project on the A6 Roads Service is also bringing forward a 14 km dualling scheme between Randalstown and Castledawson. Public inquiries have already been held and the Inspector's report is being addressed. Both of these schemes will be delivered within the lifetime of the Investment Strategy.

¹ One offsetting factor could be the running down of the National Roads Authority's road programme after 2010.

- 3.11 Once these schemes are complete, 75% of the route will be of dual carriageway standard. The remaining section between Castledawson and Dungiven is lightly trafficked and would not justify dualling at this stage, however, a number of wide single carriageway (2+1) improvements have been constructed which provide guaranteed overtaking opportunities along this route.

A5 and A8 Corridors

- 3.12 Included within the £3.1bn is a £400m contribution from the Irish Government to help fund major roads programmes providing dual carriageway standard on routes within the North on the Western Corridor (A5 Derry to Aughnacloy) and the Eastern Seaboard Corridor (A8 Belfast to Larne). The Northern Ireland Executive has confirmed its acceptance, in principle, to taking forward these two major road projects.
- 3.13 Consultants have already been engaged on the A5 Western Corridor and A8 Belfast to Larne dualling projects. The A8 improvements will further enhance the link from the Port of Larne to Belfast and Dublin. The A5, the largest single road scheme to be undertaken here, at 88km in length, will provide significant benefits to the North West by improving the linkages to and from Dublin and will greatly improve journey times within the North. This will greatly enhance the potential for economic growth and development in the region.

Delivery Framework

- 3.14 The Strategic Road Improvement Programme is managed under the following three categories:
- Construction Programme
 - Preparation Pool
 - Forward Planning Schedule

Construction Programme

- 3.15 The Construction Programme contains those schemes which have completed the statutory procedures (where applicable) and for which funding is confirmed. Schemes currently in the construction programme are listed below.

Scheme Name	Estimate
M1/Westlink Upgrade	£104m
M2 Widening	£20m
A1 Beech Hill to Cloghogue	£152m
A1 Junctions Improvements	£30m
A4 Dungannon to Ballygawley	£115m
A4/A5 Improvements	£18m
A20 Newtownards Southern Distributor	£2.5m
A20 Newtownards Frederick Street Link	£2m
A29 Carland Bridge, Dungannon	£4m
A4 Henry Street/Sligo Road, Enniskillen	£2m

Table 3.1 Construction Programme

Preparation Pool

3.16 The preparation pool contains schemes that are expected to start within the next five years subject to satisfactory completion of the necessary statutory procedures and the level of funding available at that time.

3.17 The Preparation Pool currently contains the following schemes:

Scheme Name
A6 Dualling – M22 to Castledawson
A2 Broadbridge Dualling, Derry
A26/M2 Ballee Road East, Ballymena
A32 Cherrymount Link, Enniskillen
A55 Knock Road, Belfast
A3 Armagh North and West Link
A2 Widening at Greenisland
A6 Derry to Dungiven Dual Carriageway
A5 Derry to Aughnacloy Dual Carriageway
A8 Belfast to Larne Dual Carriageway
A31 Magherafelt Bypass

Table 3.2 Preparation Pool

10 – Year Forward Planning Schedule

- 3.18 The Forward Planning Schedule contains a number of schemes which, together with those in the Preparation Pool, could be started within the next 10 years, subject to satisfactory economic and other appraisals, availability of funding, and satisfactory progression through the statutory processes. This programme contains the balance of schemes remaining in Annex 1 that are not listed in the Construction Programme or Preparation Pool.

Non Strategic Major Improvements

- 3.19 Although the focus of the proposed investment programme is on the Strategic Road Network there are a number of important feeder roads serving the smaller towns and communities. The scale of investment is smaller but these schemes often have good benefit to cost ratios and support the wider objectives of the Strategic Transport Plans. Local Transport Studies carried out in conjunction with the development of the Sub Regional Transport Plan have identified a number of highly beneficial schemes in provincial cities and towns which will relieve congestion and therefore enhance the local economy.
- 3.20 The Regional Transportation Strategy identified a high level of support for Developers to contribute more to the upgrading of transportation infrastructure. The Regional Strategic Transport Network Transport Plan has embraced this concept and includes a number of schemes where Developer's contributions are anticipated. Roads Service has identified further schemes on both strategic and non strategic routes with potential for private sector contribution and which would bring benefits to the Network.
- 3.21 Typically these schemes will provide bypasses which will attract traffic away from urban centres, or distributor roads which will provide a safe environment for the road user and channel traffic appropriately in the suburbs. They will provide a next steps progression to the development of the Key Transport Corridors. In accordance with the recommendations of the Eddington report those projects with the highest projected return will be prioritised within the overall investment programme and subject to the planning process.
- 3.22 The smaller scale of these projects will provide balance to the larger schemes on the Key Transport Corridors and provide opportunities for smaller contractors in the local market on the basis of conventional construction or design and build contracts.

3.23 A total of £109m has been identified to complete the Non Strategic Major Improvements incorporating schemes identified in the Sub-Regional Transport Plan and the Belfast Metropolitan Transport Plan.

Local Road Improvements and Road Safety Schemes

3.24 Improving road safety has been established as an important element of plans for the future of the North in successive Programmes for Government and is a theme which permeates all Roads Service investment. The Northern Ireland Road Safety Strategy seeks to promote an integrated approach to the planning, co-ordination and delivery of the Government's road safety activities over the period 2002-2012 aimed at achieving the casualty reduction targets set out in our PSA.

3.25 This programme embraces a range of categories including carriageway widening schemes, Bridge Strengthening, Local Transport and Safety Measures, and large minor works on local roads. All will have a dominant safety theme. The 2+1 carriageway widening schemes, which are mainly on the strategic road network, provide safe overtaking opportunities; Bridge strengthening works are targeted at those bridges which require improvements to meet the required standard, and large minor works will comprise those schemes that emerge from an assessment system focused on safety, integration, accessibility, economy and the environment.

3.26 The Local Transport and Safety Measures programme is in itself a wide ranging programme of predominately small schemes incorporating collision remedial measures, traffic calming, traffic management, safer routes to school, and improved facilities for pedestrians and cyclists. Well defined policy procedures are in place to prioritise proposed schemes.

3.27 A total of £374m has been identified for Local Road Improvements and Road Safety Schemes over the period of the Strategy.

Street Lighting

- 3.28 There are 263,000 streetlights on adopted roads here. Good street lighting reduces night-time traffic accidents and makes the environment a safer place for all road users. As with all infrastructure assets, streetlights have a limited safe life span and new technology can make existing lights obsolete in terms of energy efficiency or effectiveness. New equipment also needs less maintenance. The UK Lighting Board (UKLB), which advises to the Department for Transport in GB, recommends a maximum 40-year life for street lighting columns beyond which they are likely to become corroded and liable to collapse. The worldwide pressure to control climate change also means that future investment must be made on new energy saving equipment (e.g. dimmer controls), as recommended in the UKLB 'Invest to Save' code of practice.
- 3.29 The long-term objective is to replace approx 6,500 street lighting columns per year. However, because of under investment in previous years, there is a backlog in the 40-year replacement cycle which necessitates replacing 10,000 street lighting columns annually for the next 3 years. The funding would be targeted at the oldest columns or the least structurally sound.
- 3.30 A total of £72m has been identified for Street Lighting Improvements over the period of the Strategy.

Other Capital

- 3.31 In order to deliver the proposals under the Investment Strategy, and to maintain the strategic and local road network at acceptable levels, Roads Service itself must maintain modern, functional plant and infrastructure and be at the forefront of leading technology.
- 3.32 Roads Service has a rolling programme of plant renewal, along with the purchase of specialist vehicles, to maintain and survey the road network and to deal with emergency situations. Local depots and offices also need to be modern and fit for purpose.
- 3.33 There has been significant investment in IT hardware and software solutions for the whole of Roads Service's activities. Continued investment is important to maintain this transition and to adopt emerging technology where there is a business need.
- 3.34 A total of £52m has been identified for various other capital requirements over the period of the Strategy.

4. Contribution to Objectives of Infrastructure Investment

- 4.1 Roads Service in developing a Strategic Road Improvement Programme has ensured that the contribution to the Executive's three cross-cutting strategic objectives of ISNI has been maximised.

ISNI Objectives

Grow a dynamic and innovative economy; and deliver modern high quality and efficient services:

- 4.2 The strategic road network is the main transport network of our region and connects all the main centres of economic and social activity. It is widely recognised that good transport is vital to business; it is crucial to improving productivity; and it is essential to underpin a successful economy. The Strategic Road Network in particular has a direct impact on the competitiveness of business and ultimately therefore on the competitiveness of the region. Businesses depend on being able to get people to work and their goods to wherever they are needed - reliably and on time.
- 4.3 The Strategic Road Improvement Programme is based on the guidance set out in the Regional Development Strategy and the Regional Transportation Strategy and builds on the work of the Regional Strategic Transport Network Transport Plan. The Programme aims to develop the strategic road network, targeting bottlenecks, in order to make all areas of the Province readily accessible to the Regional Gateways and the Belfast Metropolitan Area; and thus endeavouring to help the region realise its economic potential and make it as attractive as possible to future investors.
- 4.4 The delivery of this Roads Programme will significantly improve road safety on what are Northern Ireland's busiest roads. The new sections of carriageway will be built to modern standards and designed to carry the type and volume of traffic for not only today's needs but also for the future. It will make significant progress towards the RDS vision of a modern integrated transport system.
- 4.5 One area of investment will be targeted specifically at safety issues, enhancing facilities for pedestrians and cyclists and improving the road environment at locations where an accident history has been identified, through the use of engineering measures.

Promote tolerance, inclusion, equality and regional balance and tackle social disadvantage

- 4.6 In preparing the Programme consideration was given to the accessibility issues faced by the West of the Province. The Programme now includes major schemes to improve accessibility across the Province. As demographics will increasingly produce a rationalisation of schools, and the provision of acute medical facilities is centred on a regional basis, the availability of a modern roads infrastructure will become ever more important.
- 4.7 Roads Service recognises that the successful and most efficient delivery of this programme will be greatly dependent on having the support from each local area. Each major project has its own communications strategy which is developed around key stakeholders, associated messages and the medium in which they should be delivered.

Protect and enhance our environment and natural resources

- 4.8 Construction projects are designed, within the context of value for money and functionality, to maximise the efficiency of energy, water and waste management, minimise and where possible avoid negative but enhance positive impacts on biodiversity and take account of the likely impact on staff, transport systems and local communities.
- 4.9 An appropriate environmental assessment process, such as the Civil Engineering Environmental Quality Assessment (CEEQUAL), matched to the size, nature and impact of the project is carried out. Where CEEQUAL is used, new projects are to achieve an “excellent” rating and refurbishment projects are to achieve at least a “very good rating, unless site constraints or project objectives mean that this requirement conflicts with the obligation to achieve value for money.

5. Delivery Arrangements

- 5.1 Roads Service has set in place a strategy to ensure the delivery of the unprecedented levels of capital roads investment envisaged through ISNI.
- 5.2 The delivery arrangements for roads projects are as set out in Table 5.1 below. The Roads Service Chief Executive is directly responsible to the DRD Minister for Road Schemes. Roads Service is the Delivery Agency and is accredited as a Centre of Procurement

Excellence. Roads Service Strategic Road Improvement Teams develop the Major Road Schemes with assistance from Consultant Engineers.

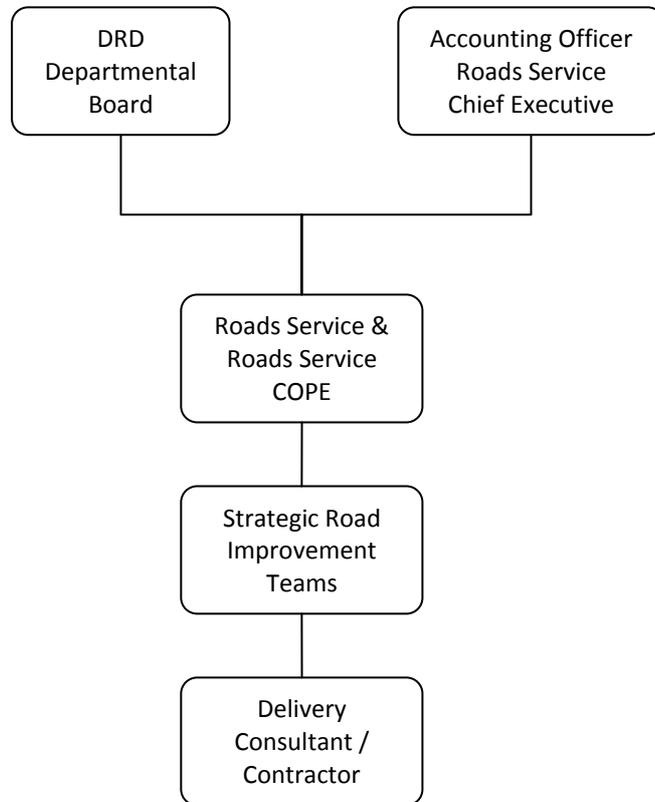


Table 5.1: Delivery Arrangements

- 5.3 Roads Service has developed a revised Procurement Strategy, in line with current best practice and the principles of the Achieving Excellence Initiative. Policies and procedures have been formally introduced and an Achieving Excellence delivery strategy has now been published to enhance awareness both internally and within the local industry, focusing on areas such as Project and Programme Procurement, Health and Safety, Design and Sustainability.
- 5.4 Construction Projects are monitored using Industry Standard Key Performance Indicators and Benchmarked against other similar organisations. The Office of Government Commerce (OGC) Gateway Risk Profile Assessments are carried out on Schemes >£10M and as appropriate, Internal/ External Gateway Reviews are undertaken on all projects >£1M.

- 5.5 Roads Service Director of Engineering is the Achieving Excellence Champion and acknowledges responsibility for ensuring the implementation of all aspects of construction procurement policy and the 'Achieving Excellence for Northern Ireland' initiative.
- 5.6 Dedicated Strategic Road Improvement (SRI) teams are located in each of the four Roads Service Divisions. They manage each of the Strategic Road Improvement Projects within their respective Divisions and are co-ordinated by a headquarters SRI team who report to the Roads Service Director of Strategic Programmes. Each project has a formally appointed Project Owner, Project Sponsor and Project Manager who each have a distinct role to play in the successful delivery of each scheme.
- 5.7 A Consultancy Framework is in place to provide consultancy support services to the Divisional SRI teams. These consultants provide support in the development of each project through the preparation of a Preliminary Options Report, a Preferred Options Report, the approval of statutory orders, the preparation of contract documentation and the management of the on-site construction phase.
- 5.8 Generally schemes with a value up to £5 million are procured by traditional client design contracts and schemes above £5 million are procured by Design and Build Contracts both of which use the NEC Engineering and Construction Contract.
- 5.9 Roads Service is however delivering around £450 million of capital improvements through the use of the Design, Build, Finance and Operate (DBFO) form of contract through two packages. A dedicated team has been set up to manage these packages.
- 5.10 Further consideration to the use of the DBFO approach will be given to future appropriate schemes. Investigation is also being given to use of an Early Contractor Involvement (ECI) form of contract with a view to help accelerate project delivery, in particular for the A5 and A8 dual carriageway schemes.
- 5.11 The A5 dual carriageway scheme, which is by far the largest road project ever to be undertaken here, has a unique three tier management structure reflecting the investment from the Irish Government. The management structure, in order of seniority, comprises a Cross Border Steering Group, a Technical Group and a Project Team.
- 5.12 The programme management methodology being used is PRINCE 2. The delivery programme is agreed by Roads Service Board following consultation with the Divisional

SRI teams and approved by the Minister. The delivery timetable is dictated by the envisaged ISNI funding but is established in more detail once a scheme enters the Preparation Pool phase of the SRI Programme.

6. Risk Management Procedures

- 6.1 During the life of a project, risk management processes are adopted to assess the key risks at a particular stage so that procedures are put in place to mitigate and manage these risks. At an early stage of a project value and risk management studies and workshops are undertaken to ascertain the uncertainties and unknown risks associated with the project. Risk and value management are continuous processes throughout the project lifecycle, and inform decisions at key milestones. Risk Registers are maintained to record the risk management process throughout.
- 6.2 A Quantified Risk Assessment (QRA) is undertaken to take into account the likely cost impact of each identified risk but that cost is reduced according to probability of the risk occurring. This information about all the risks is fed into a statistical analysis and a mean value of the risk is obtained which is used in the scheme cost estimate.
- 6.3 It is also necessary to add an adjustment to take account of the systematic tendency to underestimate costs. This adjustment, known as optimism bias, is applied across both the base cost estimate and the additional allowance for risk. As development of the project progresses this estimate will be refined as the number of unknowns decrease. As the risk adjusted scheme cost increases the applicable level of optimism bias will decrease.
- 6.4 The response to the risks posed can either be; avoidance; risk reduction measures / possible elimination of the risk; transfer of the risk; or retention/acceptance of the risk. Care is taken to ensure that the management action to mitigate the risk is not outweighed by the cost of reducing or transferring the risk.
- 6.5 All schemes within the SRI programme are subject to the above risk and value management processes. Risks are evaluated on a scheme by scheme basis through their development lifecycle. Risks to the programme inherently lie with the availability of finance and capacity of the market place to deliver. In recent years increasing construction inflation and the market price of land here has seen scheme estimates rise significantly. If this trend

were to continue it would place a high risk to the affordability of the whole programme over the period of the Strategy.

7. Monitoring

- 7.1 Roads Service continuously monitors and updates the progress of individual schemes within the construction programme, preparation pool and forward planning schedule. This update is reported to the monthly Roads Service Board for information along with the progress against the annual Business Targets.
- 7.2 It is planned to establish a secure internet enabled Investment Monitoring System (IMS) for all bodies responsible for procurement and delivery. As Roads Service has systems in place to monitor its programmes and projects it will upload this information monthly by exception to the IMS.
- 7.3 Equality Impact Assessment screening was carried out for the consultation document “Expanding the Strategic Road Improvement Programme 2015”. This took into account the equality work already carried out for the RDS, RTS and RSTN TP. A strategic level EQIA has been undertaken for the ISNI proposals and a further screening exercise will be completed for the finalised road programme.

ANNEX 1: Summary of major investment in Roads

Project title & description (including description of tangible outputs expected from the investment)	Capital value (£m) Current prices	Anticipated procurement route ¹	Indicate next gateway stage ²	Anticipated date of advertisement to market	Estimated completion date/delivery date	Location
	96					
M1/Westlink upgrade <i>Widening of 2.6km of motorway to 3 lanes each way/ 1.4km dual carriageway to 3 lanes each way between Stockman's Lane and Divis Street, including 2 grade separated junctions</i>		DBFO 1	Gateway 4	N/A	2009	Belfast
M2 Widening <i>Widen 5.4km motorway to 3 lanes from Sandyknowes to Greencastle including the replacement of 3 overbridges.</i>		DBFO 1	Gateway 4	N/A	2009	Belfast
	233.4					
A1 Beech Hill to Cloghogue <i>12.1km of high standard dual carriageway, including 5 grade separated junctions.</i>		DBFO 2	Gateway 4	N/A	2010	Newry
A1 Junction Improvements <i>Provision of 4 compact grade separated junctions at Hillsborough (Dromore Road), Dromore (Banbridge Road), Banbridge (Dromore Road) Loughbrickland (Dublin Road/Grovehill Road)</i>		DBFO 2	Gateway 4	N/A	2009	Co. Down
A4 Dungannon to Ballygawley <i>20.5km of high standard dual carriageway, including 6 grade separated junctions, from Dungannon (end of dual carriageway to Ballygawley Roundabout)</i>		DBFO 2	Gateway 4	N/A	2010	Co. Tyrone

Project title & description (including description of tangible outputs expected from the investment)	Capital value (£m) Current prices	Anticipated procurement route ¹	Indicate next gateway stage ²	Anticipated date of advertisement to market	Estimated completion date/delivery date	Location
A4/A5 Improvements (A4 Annaghilla & A5 Tullyvar) <i>A4 3.8km single carriageway realignment with eastbound 2+1 lane. A5 3.1km single carriageway realignment with climbing lanes each way</i>		DBFO 2	Gateway 4	N/A	2009	Co. Tyrone
Strategic Road Improvements	2,158.5					
A20 Newtownards Southern Distributor <i>2.0km of single carriageway link road from Blair Mayne Road to Portaferry Road</i>		Conventional	Gateway 4	N/A	2009	Newtownards
A20 Newtownards Frederick Street Link <i>0.3km of single carriageway linking Circular/ Nursery Rd to Mill St roundabout</i>		Conventional	Gateway 4	N/A	2008	Newtownards
A29 Carland Bridge Improvement <i>1.3km of single carriageway realignment bypassing the rural settlement of Carland</i>		Conventional	Gateway 4	N/A	2009/10	Dungannon
A4 Henry Street/Sligo Road <i>Provision of additional lane on Henry Street on approach to junction with Wellington Rd.</i>		Conventional	Gateway 4	N/A	2008	Enniskillen
A26 / M2 Ballee Road East <i>1.5km of dual carriageway, two slips roads (0.3km) and 0.5km of side road from Seven Towers roundabout to Larne Rd roundabout Ballymena.</i>		Conventional	Gateway 2	2008/09	2009/10	Ballymena
A32 Cherrymount Link <i>1.1km of single carriageway link road from the Cherrymount roundabout to a new roundabout located on the Temple Rd Enniskillen.</i>		Conventional	Gateway 2	2008/09	2009/10	Enniskillen
A2 Broadbridge Dualling <i>6.75km upgrade to standard dual carriageway from Maydown roundabout to City of Derry airport</i>		D&B	Gateway 2	2008/09	2010/11	Derry

Project title & description (including description of tangible outputs expected from the investment)	Capital value (£m) Current prices	Anticipated procurement route ¹	Indicate next gateway stage ²	Anticipated date of advertisement to market	Estimated completion date/delivery date	Location
A6 Dualling - M22 to Castledawson Roundabout 14.0km upgrade to high standard dual carriageway from the end of M22 outside Randalstown to Castledawson roundabout.		D&B	Gateway 2	2010/11	2012/13	Co. Antrim/ Co. Derry
A2 Widening at Greenisland 2.4km of carriageway upgrade to four lanes from Jordanstown to Ravenhill		D&B	Gateway 2	2010/11	2012/13	Co. Antrim
A55 Widening at Knock Road, Belfast 0.6km of carriageway widening to four lanes from Clarawood to Kings Road on Belfast's Outer Ring.		D&B	Gateway 2			Belfast
A3 Armagh North & West Link 3.8km of single carriageway link road to A3 Portadown Road to A28 Friary Rd.		D&B	Gateway 1			Armagh
A2 Widening - Buncrana Road (Pennyburn - Border) Carriageway widening from Pennyburn roundabout to Skeoge Link section		D&B	Gateway 1			Derry
A5/N14 Strabane - Lifford Link New single carriageway link road between N14/ N15 in Lifford and A5 in Strabane.		Conventional	Gateway 1			Strabane
A24 Ballynahinch Bypass 4.1km of single carriageway bypassing Ballynahinch & incorporating climbing lanes		D&B	Gateway 1			Ballynahinch
A26 Glarryford - A44 Dualling 7km of dual carriageway from Glarryford Cross Roads to A44 Drones Rd.		D&B	Gateway 1			Ballymena / Ballymoney
A28 Armagh East 1.5km of single carriageway link road form the Portadown Rd. to Newry Rd Armagh		D&B	Gateway 1			Armagh

Project title & description (including description of tangible outputs expected from the investment)	Capital value (£m) Current prices	Anticipated procurement route ¹	Indicate next gateway stage ²	Anticipated date of advertisement to market	Estimated completion date/delivery date	Location
A29 Cookstown Eastern Distributor 2.8km of single carriageway link road between Dungannon Rd. roundabout and Old Coagh Rd.		D&B	Gateway 1	2013/14 to 2017/18		Cookstown
A31 Magherafelt Bypass 3.0km of single carriageway link road between the Moneymore Rd. and Castledawson Rd,		D&B	Gateway 1			Magherafelt
A2 Sydenham Bypass 2.5km of carriageway widening to 3 lanes each way from the M3 to Tillysburn Junction		D&B	Gateway 1			Belfast
A6 Derry to Dungiven Dual Carriageway 30km of new dual carriageway from the outskirts of Derry to Southeast of Dungiven (inc Dungiven Bypass)		Under Consideration	Gateway 1			Co. Derry
A5 Derry to Aughnacloy 88km of new dual carriageway from the Southern outskirts of Derry to the Border at Aughnacloy		Under Consideration	Gateway 1			Co. Tyrone/ Co. Derry
A8 Larne Dual Carriageway 14km of new dual carriageway between Belfast and Larne from Hillhead Rd. to Ballyrickard Rd.		Under Consideration	Gateway 1			Co. Antrim
M2 / A8(M) Sandyknowes Junction Provision of a link for Belfast – Larne traffic at Sandyknowes Junction on the M2.		D&B	Gateway 0			Co. Antrim
Westlink / York St flyover Grade separated junction for the York St / M2 / M3 intersection on the Westlink.		D&B	Gateway 1			Belfast
		D&B	Gateway 0			Belfast

Project title & description (including description of tangible outputs expected from the investment)	Capital value (£m) Current prices	Anticipated procurement route ¹	Indicate next gateway stage ²	Anticipated date of advertisement to market	Estimated completion date/delivery date	Location
M1 / A1 Sprucefield Bypass 4km of new dual carriageway from M1 motorway to A1 at Hillsborough, bypassing Sprucefield Retail centre and including a flyover at Hillsborough roundabout.		D&B	Gateway 0			
A1 Junctions Provision of four grade separated junctions at Skeletons Rd, Gowdystown Rd, Listullycurran Rd and Waringsford Rd to upgrade the A1 between Sprucefield & Loughbrickland to allow no at grade junctions		D&B	Gateway 0			
A2 Ballykelly Bypass 6km of 2+1 single carriageway bypassing Ballykelly on the A2.		D&B	Gateway 1			
A26 - Ballymoney to Coleraine 7km of new dual carriageway between Ballymoney (Portrush Road roundabout) & Coleraine (Windyhall)		D&B	Gateway 0			
A26 Nutts Corner to M1 Moira A number of 2+1 carriageway widening schemes improving access to Belfast International Airport		D&B	Gateway 0			
A4 Enniskillen Southern Bypass 3.2km of 2+1 single carriageway to bypass Enniskillen from the A509 Sligo Rd. to A4 Belfast Rd.		D&B	Gateway 0			
A4 Fivemiletown Bypass 3.4km of 2+1 single carriageway to bypass Fivemiletown		D&B	Gateway 0			
A3 Portadown – Richill Dualling 6.5km of standard dual carriageway		D&B	Gateway 0			Portadown

Project title & description (including description of tangible outputs expected from the investment)	Capital value (£m) Current prices	Anticipated procurement route ¹	Indicate next gateway stage ²	Anticipated date of advertisement to market	Estimated completion date/delivery date	Location
A32 Dromore - Irvinestown – Enniskillen <i>A number of single carriageway improvements including 2+1 at various sections of the A32 to improve access to the new hospital at Enniskillen.</i>		D&B	Gateway 0			Co. Tyrone/ Co. Fermanagh
	482.6	N/A	N/A	2008/09 to 2017/18		Province Wide
Street Lighting Renewals	72	N/A	N/A	2008/09 to 2017/18		Province Wide
Plant & Depot and Other		N/A	N/A	2008/09 to 2017/18		Province Wide
Total	3,095					
Note to table: ¹ Procurement route stated is most likely option from (a) PFI/PPP; (b) Design and Build; (c) Conventional Procurement. ² Gate 0: Strategic Assessment; Gate 1: Business Justification; Gate 2: Procurement Strategy; Gate 3: Investment Decision; Gate 4: Readiness for Service; Gate 5: Benefits Evaluation						

ANNEX 2: POLICY FRAMEWORK

Investment under this sub-pillar is informed by the following strategic and policy frameworks. These documents should be referenced for a fuller understanding of the context in which investment under this sub-pillar is being delivered.

Shaping Our Future: Regional Development Strategy for Northern Ireland 2025 (RDS)

The RDS contains a Spatial Development Strategy and related Strategic Planning Guidelines which aim to provide long-term policy directions, from a strategic spatial perspective, for the public and private sector and the whole community in Northern Ireland. A key element of the strategy is the emphasis on the development of a modern integrated transport system.

<http://www.drdni.gov.uk/strategiesdetails.htm?id=str16>

Regional Transportation Strategy for Northern Ireland 2002-2012 (RTS)

The RTS identifies strategic transportation investment priorities and considers potential funding sources and affordability of planned initiatives for the period 2002-2012.

The purpose of the RTS is to support the RDS and to make a significant contribution to achieving the longer-term vision for transportation. Delivery of the RTS is being progressed through three transport plans.

<http://www.drdni.gov.uk/strategiesdetails.htm?id=str17>

Regional Strategic Transport Network Transport Plan 2015 (RSTNTP)

The RSTNTP consists of proposals for the maintenance, management and development of the Regional Strategic Transport Network (RSTN). The RSTN comprises the complete rail network, five key transport corridors, four link corridors, the Belfast Metropolitan Transport Corridors and the remainder of the trunk road network.

http://www.drdni.gov.uk/index/transport_planning/tp-transport_plans.htm

Belfast Metropolitan Transport Plan 2015 (BMTP)

The BMTP takes forward the strategic initiatives of the Regional Transportation Strategy and sets out the transport proposals for the Belfast Metropolitan Area. The BMTP also supports the development proposals in the Belfast Metropolitan Area Plan.

<http://www.drdni.gov.uk/index/bmtp/reports.htm>

Sub-Regional Transport Plan 2015 (SRTP)

The SRTP deals with the transport needs of the whole of Northern Ireland with the exception of the Belfast Metropolitan Area and the rail and trunk road networks.

The purpose of the SRTP is to study the needs of the designated areas in detail and to confirm a package of transport schemes, consistent with the general principles and indicative levels of spend in the RTS.

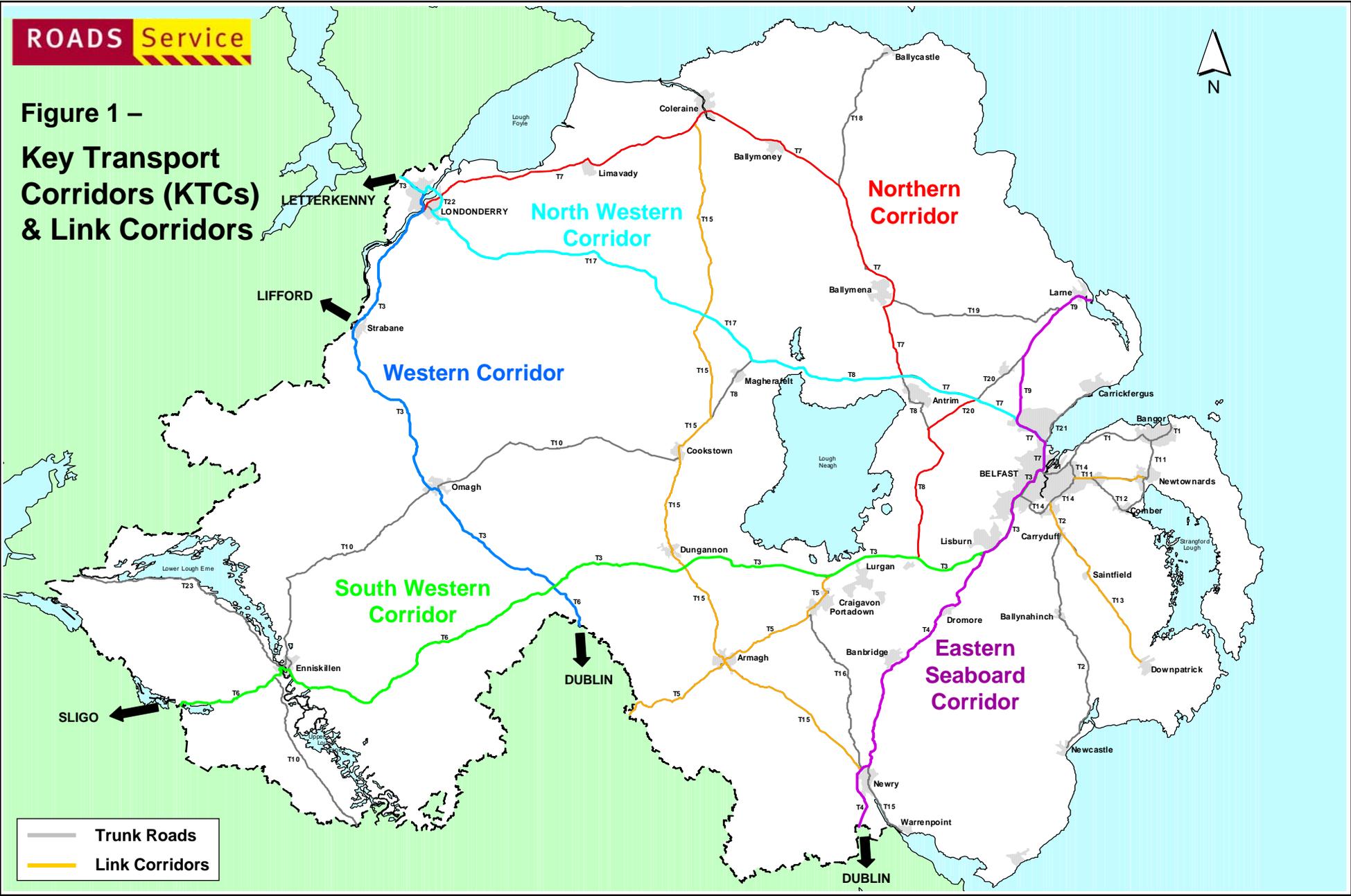
http://www.drdni.gov.uk/index/subregionaltransport/srtp_final_report.htm

ANNEX 3: SUB PILLAR CONTACT DETAILS

Key Contacts

Responsible Department:	Department for Regional Development Clarence Court 10-18 Adelaide Street Belfast BT2 8GB
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Delivery agencies:	Philip Hamilton Roads Service Clarence Court 10 -18 Adelaide Street Belfast BT2 8GB Tel: 02890 54 0514 Philip.Hamilton@drdni.gov.uk
Centre of Procurement Expertise (COPE):	Ronnie Wilson Roads Service Clarence Court 10 -18 Adelaide Street Belfast BT2 8GB Tel: 02890 54 0398 Ronnie.Wilson@drdni.gov.uk
SIB contact:	Martin Spollen Strategic Investment Board Clare House 303 Airport Road West Belfast BT3 9ED Tel 02890 816181 martin.spollen@sibni.org

**Figure 1 –
Key Transport
Corridors (KTCs)
& Link Corridors**



— Trunk Roads
— Link Corridors

Figure 2

Capital Works 1990 to 2018

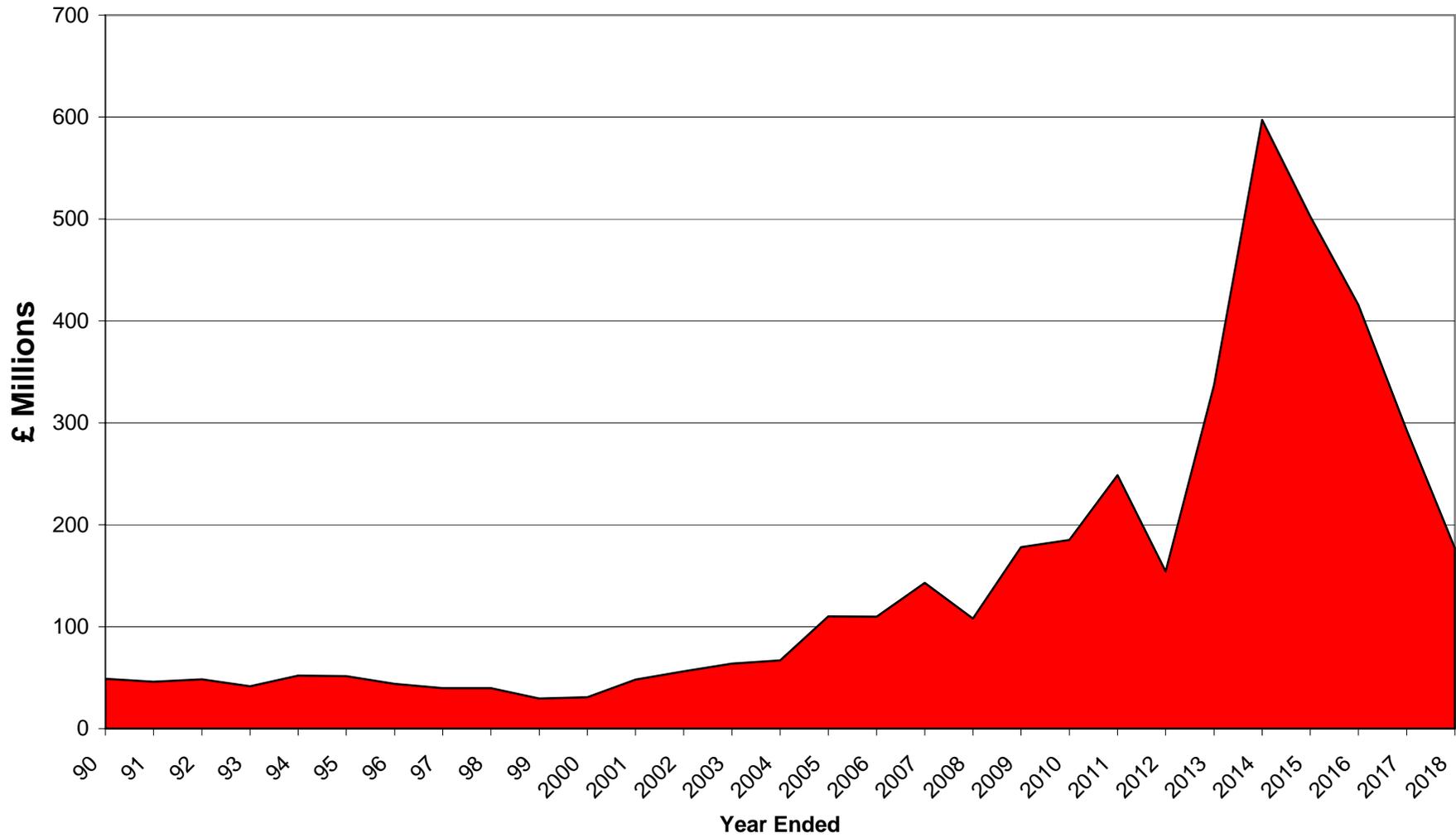
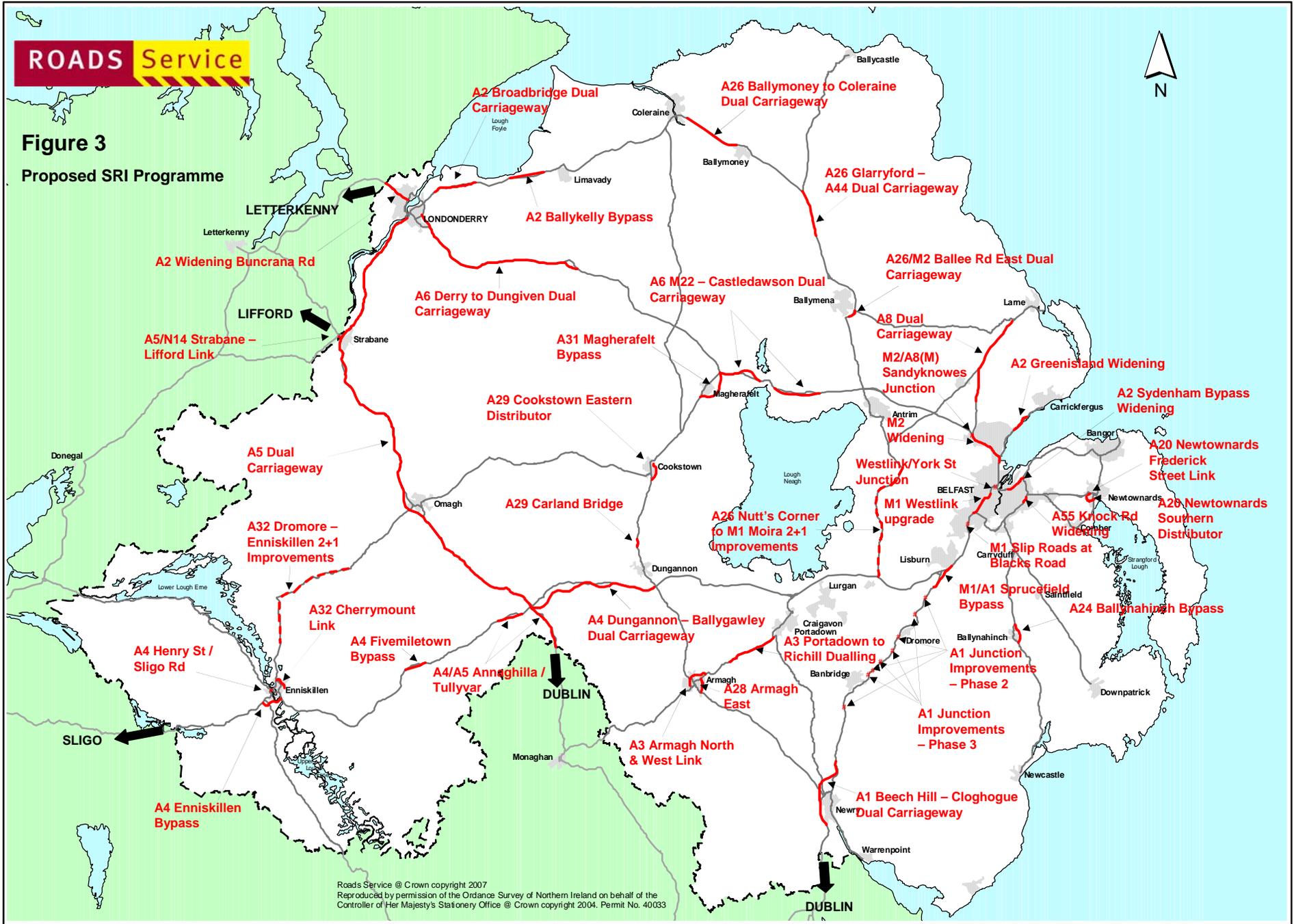




Figure 3
Proposed SRI Programme



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