

"THE TOLL SCHEME"

List of Contents

1. The Toll Scheme as approved by the Minister on the 22nd day of December 1986.

DUBLIN COUNTY COUNCIL

LOCAL GOVERNMENT (TOLL ROADS) ACT 1979

TOLL SCHEME

FOR

PROPOSED PUBLIC ROAD, INCORPORATING A HIGH LEVEL
BRIDGE, LINKING THE GALWAY ROAD WITH THE NAVAN ROAD

Dublin County Council in exercise of the power conferred by Section 3 of the Local Government (Toll Roads) Act 1979 hereby makes the following Toll Scheme in respect of a proposed new public road, incorporating a high level bridge, linking the Galway Road to the Navan Road.

(a) Location of Road:

This proposal is for the construction of a four lane divided carriageway which will extend from the N4 Galway Road to the N3 Navan Road - a distance of 3.2 kilometres approximately.

The proposal will include the following features:

- (i) A high level bridge over the Liffey approximately 385 metres long.
- (ii) A toll plaza
- (iii) Bridges over (a) Luttrellstown Road, (b) Carpenterstown Road and (c) Castleknock Road.

The proposed road, including bridges is shown on the attached drawing No. RD 364/47.

(b) Classes of Traffic:

Subject to statutory limitations in force from time to time, the toll road is intended for use by all classes of mechanically propelled vehicles in compliance with the Local Government (Roads and Motorways) Act 1974 and regulations made thereunder.

(c) Classes of Traffic to be charged Tolls:

All mechanically propelled vehicles will be charged tolls except fire brigade vehicles, ambulances, and those official vehicles being used in the course of their duties by the Defence Forces, Garda Síochána and Dublin County Council.

(d) Estimated amounts of Tolls:

The estimated amounts of the tolls proposed to be charged in respect of the use of the toll road shall be as set out in the schedule hereto.

Other Information:

The proposed toll road will be constructed in accordance with the provisions of the Local Government (Roads and Motorways) Act 1974 and in accordance with any Bridge Order that may be necessary to be made under the Local Government Acts. The proposed agreement with National Toll Roads Ltd. will not restrict the right of any public authority or any other company to impose tolls on other sections of the public road or motorway system, present or proposed. The road will be a public road in the ownership of Dublin County Council and will be subject to the usual traffic management and other controls.

Subject to the approval of the Toll Scheme by the Minister for the Environment (the confirmation of a motorway scheme and the making of any necessary Bridge Order) the Council will apply to the said Minister for his consent, for the Council to enter into an agreement with National Toll Roads Ltd. under the provisions of Section 9 of the Local Government (Toll Roads) Act, 1979 providing for the construction, maintenance improvement, operation and management of the toll road.

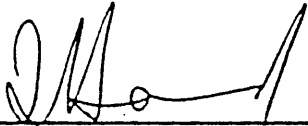
SCHEDULE

<u>TOLLS</u>	<u>CLASS OF TRAFFIC</u>	<u>ESTIMATED AMOUNT OF TOLL</u>
1	Motor Cyclos (exceeding 50 c.c.)	30p
2	Private Motor Cars	60p
3	Commercial Vehicles with an unladen weight not exceeding 2 tonnes	120p
4	Commercial Vehicles over 2 tonnes unladen weight and with not more than 2 axles	240p
5	Commercial Vehicles over 2 tonnes unladen weight and with not more than 3 axles	300p
6	Commercial Vehicles over 2 tonnes unladen weight and with 4 or more axles	360p

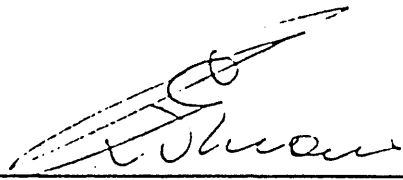
NOTE

These prices are estimated only and are expressed in 1987 prices.

~~SENT~~ when the Corporate Seal of
THE COUNTY COUNCIL OF THE COUNTY OF
DUBLIN was affixed hereto:-



Nominated Member ~~ENGLEMAN~~



Assistant City and County Manager

WESTERN PARKWAY - GALWAY ROAD TO NAVAN ROAD

TOLL BRIDGE

Explanatory Statement

The following is an explanatory statement prepared and furnished by Dublin County Council pursuant to Section 3 of the Local Government (Toll Roads) Act, 1979 by way of explanation of the Toll Scheme for the proposed public road, incorporating a high level bridge, which is intended to run from the Galway Road to the Navan Road and will include the following features:-

- (i) A high level bridge over the Liffey approximately 385 metres long.
- (ii) A toll plaza: it is also anticipated that the toll company will privately operate a service area.
- (iii) Bridges over (a) Luttrellstown Road, (b) Carpenterstown Road and (c) Castleknock Road.

The purpose of the road, incorporating the bridge, is to provide a crossing of the Liffey, between Lucan and Chapelizod. The construction of a bridge at this location will be a considerable asset and will greatly improve the access between Tallaght, Lucan, Clondalkin and Blanchardstown.

The general arrangements for the design, construction, maintenance, management and operation of the toll road and for the payment of the cost of such design, construction, maintenance, management and operation are as follows:-

- (a) The toll road, will be constructed by the Toll Company in accordance with the Local Government (Roads and Motorways) Act 1974, and in accordance with any Bridge Order that may be necessary under the Local Government Acts providing for, and regulating, the construction of the high level bridge. The Council will be involved in the supervision of the scheme, so as to ensure that, in the public interest, the road and bridges are built to standards satisfactory to the Council and the Department of the Environment.

Dublin County Council will be responsible for the design of the scheme, subject to the approval of the Department of the Environment. If the project proceeds the Company will recoup all the costs incurred by the Council in the design or supervision of the scheme on a basis to be agreed prior to approval of the agreement by the Council under Section 9 of the Local Government (Toll Roads) Act 1979.

- (c) The Toll Company will manage the scheme and will maintain the road on behalf of the Council to acceptable standards and in compliance with any reasonable requirements of the Council in that regard.
- (d) Subject to the approval of the Toll Scheme (the motorway scheme and the making of any necessary Bridge Order) by the Minister for the Environment it is intended that the Council shall enter into an agreement under Section 9 of the Local Government (Toll Roads) Act 1979 with National Toll Roads Ltd. providing for the financing, design, construction, maintenance, management and operation of the toll road and the provision, supervision and operation of a system of tolls in respect of the use of the road and the manner of accounting for the tolls collected and the application of the proceeds thereof.
- (e) Above a specified level of traffic (27,000 vehicles per day), the public authorities will receive, gratis, a "licence fee" on a sliding scale basis as traffic volumes increase.

Key Assumptions of the Proposal

- 1. On the basis of the scheme commencing in 1986 and being completed in 1989, the estimated basic capital cost of the scheme will be of the order of £23 million (1985 prices) and the rolled up capital cost (including inflation and during construction interest) of the order of £30 million.
- 2. The estimated toll charges (expressed in early 1987 prices) are as follows:-

Motor Cycles (exceeding 50 c.c.)	30p
Cars	60p
Vans	120p
2 Axle Trucks	240p
3 Axle Trucks	300p
4 or more Axle Trucks	360p
- 3. Daily traffic flows, 85% private, 15% commercial, are assumed to be 17,500 per day in the first year of operation.

The agreement under Section 9 of the Local Government (Toll Roads) Act, 1979 will provide for tolls being charged for a period of 30 years from the date of opening of the toll facility. On the expiration of the said 30 year period it is intended that the entire management and control of the toll road should revert to the Council.

5. The estimated operating cost of the toll road on the basis of 1987 figures is £0.5m per annum.
6. Subject to statutory limitations in force from time to time, the toll road is intended for use by all classes of mechanically propelled vehicles in compliance with the Local Government (Roads and Motorways) Act 1974 and regulations made thereunder.
7. The gross amount of tolls on the basis of 1987 figures, and having regard to the provisions of the Toll Scheme and the Local Government (Toll Roads) Act, 1979 is estimated at £4.6m per annum, out of which will be paid the operating cost of £0.5m per annum, and the interest and repayment costs on the £30m capital/funding cost.

Dublin County Council

WESTERN PARKWAY

(Galway Road to Nayan Road)

Toll Scheme

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Explanatory Statement

The Minister for the Environment in exercise of the powers conferred on him by section 3 of the Local Government (Toll Roads) Act, 1979, hereby approves of the within toll scheme subject to the modification that in the last paragraph of page 2 the words "approval of a motorway scheme shall be substituted for the words "confirmation of a motorway scheme".

GIVEN under the Official Seal of
the Minister for the Environment
this *22nd* day of *December* 1986

Alan Gard

Minister for the Environment