



National Roads Authority

An tÚdarás um Bóithre Náisiúnta

EXPLANATORY STATEMENT

ACCOMPANYING THE

DRAFT TOLL SCHEME

FOR THE

M1 MOTORWAY (Gormanston to Monasterboice)

NATIONAL ROADS AUTHORITY,

St. Martin's House,

Waterloo Road,

Dublin 4,

Ireland.

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1 INTRODUCTION

1.1 Description of the M1 Motorway (Gormanston to Monasterboice)

The M1 Motorway (Gormanston to Monasterboice), referred to in the Draft Toll Scheme as the “Proposed Road”, will run from the existing M1 Motorway at Gormanston in County Meath to the existing M1 Motorway at Monasterboice in County Louth, and will also link with the local and existing road network through grade separated junctions at Duleek Road (R152), Donore Road (CR63) and north of the River Boyne. The total length of the Proposed Road, which will be designated as a motorway forming part of the M1 national primary route, is approximately 21 kilometres.

A map of the Proposed Road is provided as Schedule A of the Draft Toll Scheme.

1.2 Public Private Partnership Process

In the National Development Plan 2000 – 2006, the Government have set a target of securing £1.85 billion (€2.35b) private finance for Public Private Partnership projects generally, including at least £1 billion (€1.27b) for national roads. The £1 billion (€1.27b) target for private finance in national roads capital projects represents 23% of the total road investment programme. This reflects the importance for Ireland of securing the injection of private finance in order to accelerate the delivery of the public capital programme designed to remedy Ireland’s infrastructural deficit. Without the £1 billion (€1.27b.) of private funding the 2000-2006 roads programme would be left substantially incomplete and current deficiencies, which threaten regional development and continued economic growth, would not be effectively addressed.

The National Development Plan 2000-2006 identifies Public Private Partnerships as an important and integral element of the overall planned investment on economic infrastructure projects. It is proposed to procure the long-term operation and maintenance of the M1 Motorway (Gormanston to Monasterboice) through a Public Private Partnership arrangement with a contract period in the order of thirty years.

These types of schemes are used successfully throughout the world as a means of providing operation and maintenance of road infrastructure to a high standard over the long term for the benefit of the user. At the heart of the Public Private Partnership approach is the concept that better value for money can be achieved for suitable projects through the utilisation of private sector enterprise, enhanced scope for innovation and the allocation of risk to the party best able to manage it. Also, importantly in a national context, the injection of private finance will accelerate the delivery of the public capital programme designed to remedy Ireland’s infrastructural deficit.

1.3 Statutory Procedures

The Draft Toll Scheme for the M1 Motorway (Gormanston to Monasterboice) and its accompanying Explanatory Statement have been prepared in accordance with the statutory provisions of the Roads Act, 1993, as amended by the Planning and Development Act, 2000.

In accordance with these legislative enactments the following provisions apply as part of the statutory procedures:

- A Notice will be published informing that a Draft Toll Scheme has been prepared and indicating the place and times where the Draft Toll Scheme and accompanying Explanatory Statement can be inspected, and including a statement of the time limit within which members of the public can make objections in writing to the National Roads Authority.
- Copies of the Draft Toll Scheme and Explanatory Statement will be available for inspection by the public for a minimum period of one month from 15th August 2001 to 17th September 2001.
- Objections to the Draft Toll Scheme may be made in writing to the National Roads Authority before 5.00 p.m. on 2nd October 2001.
- A Notice will be served on Meath County Council and Louth County Council informing them that a Draft Toll Scheme has been prepared for the M1 Motorway (Gormanston to Monasterboice) and stating that representations may be made in writing to the National Roads Authority within a specified period.
- If objections to the Draft Toll Scheme are received and not withdrawn, the National Roads Authority will cause an oral hearing to be held into the matters to which the objections relate. The report and recommendations of the person appointed to hold the hearing will be considered by the Board of the National Roads Authority prior to determining whether or not to adopt the Draft Toll Scheme.
- The National Roads Authority may adopt the Draft Toll Scheme with or without modifications or may refuse to adopt it.

2 PROVISIONS OF THE TOLL SCHEME

2.1 Proposed Road to be Tolled

The Draft Toll Scheme describes the location of the M1 Motorway (Gormanston to Monasterboice) which it is proposed to toll. The description is also set out in paragraph 1.1 of this Explanatory Statement, with details of the Toll Collection Locations stated in paragraph 3.1.

2.2 Purpose and Effect

The purpose of the Draft Toll Scheme is to establish a system of tolls in respect of the use of the M1 Motorway (Gormanston to Monasterboice).

The effect of the Draft Toll Scheme, if adopted, is to facilitate the operation and maintenance of the M1 Motorway (Gormanston to Monasterboice) through a Public Private Partnership mechanism as detailed in section 1.2 of this Explanatory Statement.

The benefits of this approach are to utilise, in conjunction with the public sector, the efficiencies and expertise of the private sector, along with private sector finance, in operating and maintaining the M1 Motorway (Gormanston to Monasterboice) to a high standard.

2.3 Classes of Vehicles and Road Users

The M1 Motorway (Gormanston to Monasterboice) is intended for use by any vehicles and road users permitted to use a motorway under Part 4 of the Roads Regulations, 1994 (S. I. No. 119 of 1994) or any subsequent amendment thereof.

2.4 Toll Charges

The estimated amounts of the Tolls that it is proposed to charge are as follows:

CLASS OF TRAFFIC	ESTIMATED TOLL RATES Euro (€) (excluding VAT)	APPROXIMATE CONVERSIONS		
		€ (Including VAT @ 20%) (*)	IR£ (Excluding VAT)	IR£ (Including VAT @ 20%) (*)
Motor Cycles (exceeding 50 c.c)	€ 0.60	€ 0.72	£ 0.47	£0.57
Motor Cars	€ 1.15	€ 1.38	£ 0.91	£1.09
Buses or Coaches	€ 2.05	€ 2.46	£ 1.61	£1.94
Goods Vehicles with a design gross vehicle weight not exceeding 3,500 kilograms	€ 2.05	€ 2.46	£ 1.61	£ 1.94
Goods Vehicles with a design gross vehicle weight exceeding 3,500 kilograms and having 2 or 3 axles	€ 2.90	€ 3.48	£ 2.28	£ 2.74
Goods Vehicles with a design gross vehicle weight exceeding 3,500 kilograms and having 4 or more axles	€ 3.70	€ 4.44	£ 2.91	£ 3.50

(*) The rate of VAT on tolls is anticipated to be 20% as of 1st September 2001 but may be varied subsequently.

The term “goods vehicle” shall be taken to mean a mechanically propelled vehicle which is substantially constructed or adapted for the conveyance of goods or burden of any description whether in the course of trade or otherwise.

The charges specified above are an estimate at 1st August, 2000 prices and may be updated periodically in line with increases in the Consumer Price Index or increases in Gross National Disposable Income. The tolls actually to be charged will fall to be specified in bye-laws to be made by the National Roads Authority under section 61 of the Roads Act, 1993, as amended by section 274 of the Planning and Development Act, 2000.

3 TOLL FACILITY

3.1 Description

It is proposed to locate a main Toll Plaza on the M1 motorway between the grade-separated junctions at Duleek Road (R152) and Gormanston as indicated in the map attached as Schedule A to the Draft Toll Scheme. In addition, two subsidiary Toll Plazas are proposed for the north facing ramps at the grade-separated junction at Donore Road (CR63), one on the southbound exit from the motorway and one on the northbound entry to the motorway.

It is anticipated that the main Toll Plaza on the motorway will require, initially, in the order of 5 lanes in each direction with varying payment configurations of manual cash, automatic cash, and electronic tag lanes being possible under different traffic loading conditions. The subsidiary Toll Plazas are anticipated to have 2 lanes in each case. The layout of the Toll Plazas will be in accordance with best international practice, incorporating appropriate lighting and signage. A canopy will cover the toll booths providing protection for users during inclement weather. An administration building will also be provided at the Toll Plaza sites which will contain staff offices and facilities associated with the operation of the scheme and the tolling facility.

The overall toll system will be designed to:

- provide a secure and reliable system for the collection of tolls due;
- provide users with a safe, speedy and efficient passage through the toll plaza;
- provide users with flexible and convenient methods of paying for tolls due; and
- provide the toll collection staff with a safe and secure environment in which to carry out their duties.

3.2 Future Improvements

In relation to the toll plazas, future improvements may involve additional lanes at the toll plazas and changes to the toll plaza arrangements in the interests of

traffic management efficiency and the safety of road users. In addition, electronic tolling systems may, either, be introduced or, if installed at opening, utilised more extensively to provide greater efficiencies and convenience to road users.

4 GENERAL ARRANGEMENTS FOR THE TOLL ROAD

4.1 Construction

The M1 Motorway (Gormanston to Monasterboice) is being constructed at present, under a contract arrangement and is being funded by the National Roads Authority through a combination of Irish Exchequer and European Union funds. The anticipated completion date is 2002.

4.2 Maintenance and Operation

It is proposed to procure the operation and maintenance of the M1 Motorway (Gormanston to Monasterboice) through a Public Private Partnership arrangement. A tendering process specifically geared towards Public Private Partnership will be undertaken. At the end of this process, a successful consortium (hereinafter termed the "Concessionaire") will emerge which will be responsible for all aspects of the operation and maintenance of the Proposed Road, including financing. The awarding of this contract will be in accordance with EU procurement procedures.

As part of the Public Private Partnership contract the Concessionaire will be responsible for the operation and maintenance of the M1 Motorway (Gormanston to Monasterboice), inclusive of the roads, bridges and toll facilities, and all associated elements. The Concessionaire will be required also to invest in the facilities at the end of the concession period, prior to handback, in order to provide a satisfactory residual life. In addition, the Concessionaire will be responsible for the provision of all necessary management, administrative and other staff for the operation of the tolling facilities. The National Roads Authority may consider extending the maintenance functions of the Concessionaire to cover other elements of the adjoining national road network.

5 TRAFFIC AND REVENUE

5.1 Predicted Traffic Flows

The estimated volume of traffic predicted on the Gormanston to Duleek Road (R152) section of the M1 Motorway (Gormanston to Monasterboice) at the 2002 year of opening (and passing through the main toll plaza location) is 15,800 vehicles Annual Average Daily Traffic (AADT) with approximately a 15% Heavy Commercial Vehicle content.

The corresponding figures for the year 2027 are 37,450 AADT with approximately a 13% Heavy Commercial Vehicle content.

The estimated volume of traffic predicted to pass through the toll collection locations on the north facing ramps at the junction located at Donore Road (CR63) of the M1 Motorway (Gormanston to Monasterboice) at the 2002 (year of opening) is 1,260 vehicles AADT with approximately a 15% Heavy Commercial Vehicle content.

The corresponding figures for the year 2027 are 3,100 AADT with approximately a 13% Heavy Commercial Vehicle content.

5.2 Tolling Revenue

Based on the daily estimates of the volumes of traffic, as set out above, using the M1 Motorway (Gormanston to Monasterboice), the gross amount of toll revenue in the first year of operation, commencing in 2002, is estimated to be €11.3 million (IR£8.9 million), including VAT, at year 2000 prices.

6 SCHEME COSTS

The estimated cost of the construction (excluding the estimated cost of tolling the road) of the M1 Motorway (Gormanston to Monasterboice) (inclusive of design, land acquisition, and other related costs) is € 182 million (IR£ 143 million), including VAT.

The estimated cost of tolling the road is € 9.8 million (IR£ 7.7 million), including VAT, and the annual operating cost is estimated as € 2.8 million (IR£ 2.2 million). These costs are based on year 2001 prices.

7 OTHER INFORMATION

The National Roads Authority proposes to enter into a Public Private Partnership contract with a Concessionaire to procure the operation and maintenance of the M1 Motorway (Gormanston to Monasterboice) together with the tolling facilities and associated elements. This contract may also include the design and construction of other sections of the M1 national primary route, together with additional elements of operation and maintenance of this route.

ERRATUM:

The following amendments apply to section 5.1 of the Explanatory Statement accompanying the Draft Toll Scheme for the M1 Motorway (Gormanston to Monasterboice):

In the third paragraph replace “*1260 vehicles AADT*” with “*710 vehicles AADT*”.

In the fourth paragraph replace “*3,100 vehicles AADT*” with “*3,340 vehicles AADT*”.