

Representation by:



DfI Roads Response Reference No:

**A5WTC-2019-0079-DfI**

Issue Date

**9<sup>th</sup> December 2019**

Representation Reference No:

**A5WTC-2019-0079**

Ref. or location in Representation	Text extracted from Representation	DfI Roads response
Paragraph 1 & 2	<p>As most of the traffic on the existing A5 is relatively local how will a limited access 'motorway' slicing [REDACTED] serve the needs of the people of the county?</p> <p>This road will provide mostly dis-benefit for the people of Tyrone and I wish to object to it.</p>	<p>The A5WTC scheme will be accessible to much of the local traffic currently using the existing A5, with the main settlements easily accessible to and from the new road via suitably located junctions.</p> <p>One of the major benefits of the scheme is that longer distance through traffic would be diverted away from the towns along the route. This will mean a reduction in traffic levels on the existing A5 with corresponding improvements in severance impact, road safety, noise and air quality.</p> <p>The Proposed Scheme includes a junction strategy (17 junctions) which has been developed to ensure good access for local communities to and from the new road. The Proposed Scheme would cater for both long and short journeys of various kinds – strategic and local. The Department maintains its position that the Proposed Scheme benefits all communities by providing the new dual carriageway for journeys and also maintaining the existing A5 which, with reduced traffic flows, will also provide less congested journeys.</p> <p>Please also see, DfI Roads Theme Report: The Proposed Scheme* and DfI Roads Theme Report: Strategic Context &amp; Policy* for further information.</p> <p>Since July 2007 both the NI Executive and the Irish Government have been committed to the delivery of the A5 Western Transport Corridor (A5WTC) dual carriageway scheme.</p> <p>More recently, in 2015, under 'A Fresh Start: The Stormont Agreement and Implementation Plan'* the Irish Government confirmed that it remained supportive of the commitment under the St Andrews Agreement to co-fund the construction of the A5WTC and</p>

Ref. or location in Representation	Text extracted from Representation	DfI Roads response
		<p>reaffirmed its commitment to providing funding for the scheme. The Irish Government has indicated that it will contribute funding proportionately up to a maximum of £25m per annum within an agreed commitment of £75m towards the first section of the scheme.</p> <p>A further indication of the priority placed by the NI Executive on the scheme is its inclusion in the Budget 2016-2017* as an Executive 'flagship' infrastructure project.</p> <p><b>Scheme Objectives</b></p> <p>The Department's objectives for the scheme are to:</p> <ul style="list-style-type: none"> <li>• Improve road safety;</li> <li>• Improve the roads network in the west of the province and North / South links;</li> <li>• Reduce journey times and improve journey reliability along the A5 Western Transport Corridor;</li> <li>• Provide increased overtaking opportunities along the A5 Western Transport Corridor; and</li> <li>• Develop a scheme proposal in light of safety, economics, environment, accessibility and integration considerations.</li> </ul> <p>Achieving these objectives would contribute to the higher level objectives of balancing regional infrastructure, reducing social exclusion, improving accessibility across the region and linking people to services and opportunities.</p> <p><b>Outcomes Delivery Plan</b></p> <p>The Outcomes Delivery Plan 2018-19* produced by the Executive Office in June 2018 is clear under Outcome 11 that economic well-</p>

Ref. or location in Representation	Text extracted from Representation	DfI Roads response
		<p>being, social cohesion and environmental improvements all rely in varying ways on advances in our connected infrastructure as key enablers to achieving the overall objective, collectively helping to shape the potential of the region and of individual places within the region.</p> <p>Under Outcome 11, improving journey times on key economic corridors is therefore a key priority. It states that “enhancing the flow of traffic on key routes between population centres will therefore not only benefit the individual road user but also enhance economic growth and reduce environmental hotspots as a result of traffic congestion. It is a key enabler for economic growth.”</p> <p><b>Business Case</b></p> <p>A detailed economic appraisal of the scheme in accordance with national guidelines was completed in June 2012. This assessed the economic benefits likely to be accrued as a result of construction of the new road set against the capital costs incurred by the Department in constructing it.</p> <p>This appraisal demonstrated that the scheme represented good value for money. In July 2012 the then Department of Finance and Personnel confirmed that it was content with the business case and confirmed its approval for investment in Phase 1 (now Phases 1a and 1b) of the scheme.</p> <p>The economic appraisal and business case were updated over the course of 2017 and using the Value for Money Framework issued by the Department for Transport, the Proposed Scheme offered medium to high value for money. These were approved by the Department of Finance in October 2017.</p>

## Appendices:

- DfI Roads Theme Reports
  - DfI Roads Theme Report: Strategic Context and Policy, December 2019
  - DfI Roads Theme Report: The Proposed Scheme, December 2019
- Core Documents
  - A Fresh Start: The Stormont Agreement and Implementation Plan
  - Budget 2016-2017
  - The Outcomes Delivery Plan 2018-19

*Should you wish to view the Appendices and Core Documents referred to within this response, they are publicly available on [www.a5wtc.com](http://www.a5wtc.com)*

*\* Please note that all Theme Reports (2019) and Core Documents will be publicly available on [www.a5wtc.com](http://www.a5wtc.com)*