

1. THE PROJECT CONCEPT

The purpose of the project is to ensure that the line section is renewed and upgraded to current standards and capable of delivering enhanced operational timetables in accordance with NT2NTT (New Trains Two) programme and future strategic requirements. The project scope is broadly defined as follows:

Coleraine – Derry

- Relay single line track between 61.5MP and 95.25MP
- Track dualling to provide immediate hourly service and future ½ hour operational capacity. These requirements will be dependent on completion of the BAH report and a value management study but may include:-
 - Passing loop near Eglinton (passing loop may be dynamic or static depending on relative location of halt)
- Consider relocation of station serving Limavady / Ballykelly area (currently at Bellarena)
- Consider in design for future additional Park & Ride station closer to Derry (possibly close to airport)
- Track layout future proofed for proposed new station at Derry
- CWR construction throughout
- Upgrade signalling system to modern standards and to facilitate new passing loops and future operational needs (GSMR/ERTMS)
- Design allowance for proposed new station / ILEX development at Londonderry
- Structures strengthening and remedial works including bridge waterproofing
- Re-location of signalling function at Derry and Castlerock to Coleraine.

Coleraine – Portrush

- Re-location of signalling function at Portrush to Coleraine

2. STRATEGIC POLICY CONTEXT

The project meets the following objectives and statutory undertakings:-

Regional Transport Strategy (RTS) for Northern Ireland

- Vision of Regional Transportation Strategy (RTS) for Northern Ireland 2002-2012 for a ‘modern, sustainable, safe transportation system and ensuring public transport is accessible to all.’

Sub – Regional Transport Plan (SRTP) 2015

- Encourages access to stations by pedestrian, cycle and parking (park & ride) where practical.

Shaping Our Future 2025 - Vision and Guiding Principles:-

- a new and more sustainable approach to transport – which integrates more closely with development to help achieve balanced and more healthy communities;

New Trains Two (NTT) Programme

- The Economic Appraisal for the New Trains Two programme adopted Option 5x which provides for rolling stock to deliver an hourly service to Londonderry.
- The Economic Appraisal was supported by conceptual estimates for infrastructure projects over 25 years including the Coleraine – Derry track relay, signalling upgrade and provision of a passing loop to increase network / timetable capacity.

Corporate Plan

- The project is identified within Translink's Draft Corporate Plan (2008/09 – 2010/11)

Translink Vision

Vision: "To provide a transformed network of coordinated bus and rail services which attracts a growing number of passengers, enjoys public confidence and is recognised for its quality and innovation".

Objectives:-

Safety: Safety is paramount for Translink. High standards of safety will be maintained for passengers, employees and the general public.

Customer driven: Customers are the focus of everything Translink aims to achieve; we are committed to continuous improvement in pursuit of excellence in delivering an integrated regional transport system which creates genuine customer satisfaction and enjoys public confidence.

3. STATEMENT OF NEED

The key drivers for the project are summarised as follows:

Business Development

- Retention of NIR network and services
- Recovery of PSRs
- Increased ~~PSRs~~ line speeds where possible / appropriate (reduced journey time)
- Delivery of NTT programme requirement for hourly frequency of service
- Allow for future further service enhancement by future proofing for ½ hour service
- Better ride quality
- Better frequency of service and timetable
- Reduction in maintenance costs
- Reduced risk at crossings (commercial)
- Reduced signal control costs (rationalization and consolidation)

Safety

- Reduced risk of derailment

4. OBJECTIVES AND CONSTRAINTS

The key project aims have been outlined by Translink and are as follows:

- To provide the necessary infrastructure to facilitate the ~~2012~~/2013 timetable identified under the NTT project and the Coleraine to Derry Track Renewals Project Initiation Document; and
- To meet the aspirations of the Minister for Regional Development for the rail service to Northern Ireland's second city, with an arrival from Belfast before 9am.

The principal constraints associated with the Translink Coleraine to Derry Track Renewals project are set out below:

- **Availability of land (if applicable):** There may be a requirement to acquire additional land in order to extend the platforms. This may be costly, time consuming and there may be regulations to consider;
- **Existing Infrastructure (e.g. bridges, embankments, cuttings, signalling etc):** Thought will need to be given to the existing infrastructure and any modifications which may be required;
- **Regulatory and Planning constraints:** The proposed work to be carried out must comply with relevant legislation and regulations, including Health and Safety legislation;
- **Allocated budget:** The project can only proceed if the appropriate financing is secured; and
- **Time:** The project needs to be completed within a required time frame (by May 2013).

5. OPTIONS IDENTIFICATION

The following options have been identified at this stage:-

- Option 1 – Do nothing
- Option 3 – Heavy maintenance option
- Option 2 – Full track relay

6. COSTS, BENEFITS, FUNDING & PROCUREMENT MODELS

a) Costs

A Conceptual Estimate was prepared in support of the NTT Project Economic Appraisal. The estimate of £63.157m (2007 prices), inclusive of professional fees and optimism, was based on the Bleach Green to Antrim relay (2000) and adjusted for inflation. This was deemed to be the most appropriate recent track relay project (single line track relay with passing loops constructed during a complete line closure) for cost comparison.

The budget is equivalent to £73.2m at 2012 prices when inflation is considered. Any land acquisition costs, if required, were excluded from this Conceptual Estimate.

It should be noted that the original conceptual estimate did not include for:-

- Future proofing ½ hour service capacity (BAH report recommendations)
- Works to signalling on the Portrush branch
- GSMR/ERTMS future proofing

A detailed assessment of costs will be developed during the project Feasibility stage before Economic Appraisal.

The project is included in Translink's Draft Corporate Plan (10/11 – 12/13), with a preliminary budget allocation of £1m for feasibility study and preliminary design included in the preliminary budget allocation of £77.5m for the full project.

b) Benefits

The strategic benefits have already been described above. More specific benefits in terms of the resultant increase in the use of public transport, time savings and reduced congestion, environmental and economic benefits, etc, will be identified and developed in more detail as part of the preparation of the Outline Business Case.

c) Timeframe

At this stage the projected Project key date schedule (based on a traditional procurement route) is as follows:-

- | | |
|--|-----------------------|
| • Project Inception | March - April 2008 |
| • PID Approval | June 2008 |
| • Feasibility | Dec 2008 - Feb 2010 |
| • Appraisal | Nov 2009 - March 2010 |
| • Letter of Offer | July 2010 |
| • Design/Procurement & Contract Approval | Sep 2010 - Nov 2011 |
| • Construction Start | April 2012 |
| • Completion | April 2013 |

c) Risk

An initial high level risk check was carried out at inception stage to identify the risks to the project. A full project Risk Assessment was carried out during the appraisal (feasibility) phase of the project.

Risk List:

- Funding Approval
- Land acquisition (passing loops etc)
- Existing Rail operations during construction (Coleraine station)
- Adjoining landowners
- Uncharted services – water, gas, electricity
- Ground conditions
- Contamination
- Location of intermediate halts
- Sea levels / conditions
- Structures
- Airport
- Environmental issues, Environmental Impact Assessment ASSI etc.
- Planning Approval (if required)
- ILEX development

On review of the risks it is considered that all the risks are manageable under the structured Risk Management Plan.

d) Project Procurement Strategy

The Procurement strategy will be developed during the Feasibility stage after a project manager is appointed. A number of options will be considered including a traditional (sequential) route and a Design & Build option. Options will be assessed on value for money, programme and risk. The procurement strategy should carefully consider incentives in relation to the construction programme in order to minimise the period of line closure. The process will be in compliance with Translink Finance Procedures and CPD’s Construction Procurement Guide. A key element of the CPD Guide is the use of integrated supply teams. Should a traditional route be adopted it would include the use of an integrated design team for all design services. The Design Brief will be signed off by ~~technical~~ Professional ~~H~~Heads from Track, Signalling and Structures departments. It is anticipated that all professional services will be procured through the NEC3 Professional Services Contract. It is anticipated that the main construction Contract or design and build Contract will be procured through the most appropriate NEC Contract.

7. MANAGEMENT

The project will be taken forward in full compliance with OGC best practice. Tables showing the internal and external management arrangements are shown below:

Department / Position	Name / Title	Interest
Client	Mr Mal McGreevy	General Manager - Rail Services
Senior Responsible Owner	Mr Clive Bradberry	Infrastructure Executive
Project Sponsor	Mr Eugene O’Brien	Infrastructure Engineer (Track)
Infrastructure - Project Control	Mr Brendan Harkin, Project Control Manager	Project and Programme Management control
Project Coordinator	Mr Ruairi Savage	Project Manager
Infrastructure – Signalling & telecom	Mr Jim Moore	Chief Signalling Engineer
Infrastructure - Structures	Mr Mark Atkinson	Structures Manager
Infrastructure - Health & Safety & Environment	Mr Ian Morrow SQE Manager (Infrastructure)	H&S Risk Assessment, Incidents
Finance	Stephen Armstrong, Director Finance	
Finance – Procurement	Mr William Moore, Procurement Manager	Procurement Policy
NITHCo	Mr Stephen Graham Property Manager	Land/Lease Issues

SOC – Coleraine to Derry Track Relay

Arup – Project Management and Cost Management	Mr Chris Caves	Project Manager
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Organisation	Name / Title	Interest
DRD	Ports and Public Transport Division	Funding Approval
NoBo	Notified Body	Scheme approval for Interoperability
DFP - CPD	Central Procurement Directorate	Gateway Review Procurement
EHS	DoE Environmental and Heritage Service	ASSI
Derry City Council Limavady Borough Council Coleraine Borough Council		Local Government representation (Councils boundaries are due to change 2011)
City of Derry Airport		Interface with airport
Civil Airport Authority		
Coolkeeragh - ESB	Electricity Supply Board (ESB)	Coolkeeragh Power Station
Londonderry Port and Harbour Commissioners		Lisahally port
ILEX	Exchange House Queen's Quay Derry~Londonderry BT48 7AS	Urban regeneration company for development of key sites within Derry including proposed footbridge and station re-location
National Trust		National Trust Property
MOD		Ballykelly Airfield Land
Roads Service	Roads Service, Northern Division	Access/egress road Level Crossings
DARNI – Fisheries Division	Foyle, Carlingford and Irish Lights Commission	Fishing Authority - Foyle
Adjacent Landowners		Disruption, Noise Boundary fencing
Emergency Services	Police Fire Authority	Health & Safety
DRD Planning Service	Planning Office, Bedford House	Planning Consent
Utilities	Water Service NIE BT Phoenix Gas	Water Supply Electricity Telecom Gas