

DBFO Information

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Table of Contents

| | |
|-----------------------------|-----------|
| About DBFO | 4 |
| Project Fact Sheets | 6 |
| SR10 Committed Spend | 27 |

Project Information

DBFO BACKGROUND CONTRACT INFORMATION

About DBFO

PFI was launched in 1992. It was intended to facilitate closer co-operation between the public and private sectors and introduce private sector skills and disciplines into the delivery and management of projects and services traditionally undertaken by the public sector. The Government is committed to these principles through the Public Private Partnerships (PPP) initiative.

The Agency formally launched its use of PFI to procure a road service on parts of the motorway and trunk road network in August 1994. The Agency's original objectives for each DBFO (Design, Build, Finance & Operate) project were:

- to ensure that the project road is designed, maintained and operated safely and satisfactorily so as to minimise any adverse impact on the environment and maximise benefit to road users;
- to transfer the appropriate level of risk to the private sector;
- to promote innovation, not only in technical and operational matters, but also in financial and commercial arrangements;
- to foster the development of a private sector road-operating industry in the UK; and
- to minimise the financial contribution required from the public sector.

Once a DBFO contract has been awarded to a DBFO Company they will manage the route, becoming responsible for its design, build, finance and operation for the duration of the contract.

The fundamental difference between a DBFO route and a Toll Road is the road user pays the Toll Company directly to travel on the route, whereas DBFO routes are funded by the Highways Agency via a shadow toll payment mechanism.

Shadow Toll Payments

The Highways Agency pays the DBFO Companies an amount, which is based on the number and type of vehicles using the road, with adjustments made for lane closure and safety performance. These are known as shadow tolls as opposed to real tolls, as payment for usage is made by the Highways Agency rather than by the road user. The payment mechanism was structured to meet Government policy objectives for the trunk road network and PFI requirements, and incorporates payment based on usage (traffic payment) and performance (lane closure charges and safety performance payments).

Active Management Payment Mechanisms

The A1 Darrington to Dishforth and A429 Stockbury to Sheerness DBFO Contracts include an Active Management Payment Mechanism. The Active Management Payment Mechanism (AMPM) comprises the following two elements:

- Congestion Management
- Safety Performance Adjustment

The mechanism encourages the DBFO Company to actively manage the project road to reduce congestion and increase the reliability of road user journey times. It also retains the benefits of whole life costing, early delivery of schemes, consideration of safety, and proper planning of maintenance to minimise loss of availability of the road at peak periods.

Availability Payment Mechanisms

The M25 DBFO, finalised on 20 May 2009, uses an Availability Payment Mechanism which has the following components:

- Lane availability – deductions based on restriction due to traffic management installed by the DBFO Company to carry out planned maintenance (a more sophisticated version of lane closure charges)
- Condition of the network – deductions based on carriageway condition, failure to promptly attend to defects and failure of inductive loops.
- Route Performance – this outcome measure is similar in concept to congestion management but is a capped pain gain measure where delayed journeys are negative and reliable journeys are positive.
- Safety Performance – this is a “pain/gain” outcome measure following the principles of previous DBFO contracts.
- Incident Management – a “pain/gain” mechanism focused on restoring capacity following “critical incidents”
- Proactive Management Review – a bonus mechanism for helping the Agency achieve its changing aims and objectives.

A1(M) Alconbury to Peterborough



The project forms part of the improvement of the existing A1 between London (M25) and Newcastle. The overall length of the project road is 21km, of which the 13km section between Alconbury Interchange and Norman Cross is dual 4 lane motorway, with the remainder constructed to dual 3 lane motorway, except for the short length of A14(M) which is dual 2 lane motorway.

| | |
|---------------------------------|--|
| A1(M) Alconbury to Peterborough | |
| Located in | Area 6 |
| Scheme type | Design, build, operate and finance |
| Length of project road | 21km (13.04 miles) |
| | 172.612 lane kilometres |
| Estimated construction cost | £128 million |
| Contract Award | 8 February 1996 |
| First Opened to Traffic | 31 October 1998 |
| End of contract period | 31 March 2026 |
| Type of road | Motorway |
| DBFO Company | Road Management Services (Peterborough) Limited |
| Shareholders | Barclays Integrated Infrastructure Fund 41.66%, Kellogg Brown & Root 25% & Abertis Motorways UK Ltd 33.33% |
| Contractors | Ringway Infrastructure Services Ltd, Clearview Traffic (Golden River) |

M1-A1 Lofthouse to Bramham Link Road



The M1-A1 Link Road is a dedicated motorway link which provides strategic connections between the M1 and M62 motorways to the south of Leeds and the A1 Trunk Road south of Wetherby. In addition to the construction of the M1-A1 Link Road the DBFO Company improved the M62 east of junction 28 to the Lofthouse Interchange, the M1 from junction 42 to near Belle Isle, and upgraded the A1(T) from Micklefield to Bramham to motorway standard.

| | |
|-----------------------------|--|
| M1/A1 Lofthouse to Bramham | |
| Located in | Area 12 Leeds |
| Scheme type | Design, build, finance and operate |
| Length of project road | 30km (18.64 miles) |
| | 238.912 lane kilometres |
| Estimated construction cost | £200 million |
| Contract Awarded | 26 March 1996 |
| First Opened to Traffic | 4 February 1999 |
| End of contract period | 1 April 2026 |
| Type of road | 2 to 6 Lane Dual Carriageway |
| DBFO Company | Connect A1-M1 Limited |
| Shareholders | Balfour Beatty 50% & Barclays Infrastructure Investors 50% |
| Contractors | Balfour Beatty Joint Venture |

A69 Carlisle to Newcastle



The A69 Carlisle to Newcastle Trunk Road is the major east west route serving the north east of England. The A69 between the A1 in the east and the M6 in the west, provides an important link in the strategic road network, linking the industrial areas of the North East England and Teesside with the North West of England, the West of Scotland and, via the west coast ports, with Ireland. It also provides a route to the Lake District for holiday traffic. The route has been designated a part of the Trans European Road Network.

| A69 Carlisle to Newcastle | |
|-----------------------------|---|
| Located in | Area 13 Leeds |
| Scheme type | Design, build, finance and operate |
| Length of project road | 84km (52.2 miles) |
| | 258.905 lane kilometres |
| Estimated construction cost | £9.4 million |
| Contract Awarded | 12 January 1996 |
| First Opened to Traffic | 22 May 1997 |
| End of contract period | 1 April 2026 |
| Type of road | Single / Dual Carriageway |
| DBFO Company | Road Link Ltd |
| Shareholders | ASTM / SIAS 20%, Henry Boot 61.2% & Pell Frischmann Concessionaires 18.8% |
| Contractors | NPLG |

A19/A168 Dishforth to Tyne Tunnel



The A19/A168 Dishforth to Tyne Tunnel trunk road is a vital route linking Tyneside, Wearside and Teesside to the A1(M). The route between the A1 at Dishforth in the south, and the Tyne Tunnel in the north, provides an important link into the industrial areas of the north east of England. The route is of major importance in satisfying the traffic demand of the Teesside conurbation, the centres of population near which it passes, industry located down the eastern fringe of County Durham and the rural communities of North Yorkshire.

| | |
|------------------------------|----------------------------------|
| A19 Dishforth to Tyne Tunnel | |
| Located in | Area 14 |
| Scheme Type | Design, Build, Finance & Operate |
| Length of Project | 118 km (73.32 miles) |
| | 897.082 Lane Kilometres |
| Estimated Construction Cost | 29.4 million |
| Contract Award | 14 October 1996 |
| First Opened to Traffic | 2 September 1998 |
| End of Contract Period | 24 February 2027 |
| Type of Road | 2 & 3 Lane Dual Carriageway |
| DBFO Co | Autolink Concessionaires |
| Shareholders | PFI Investors Ltd 100% |
| Contractors | Sir Robert McAlpine |

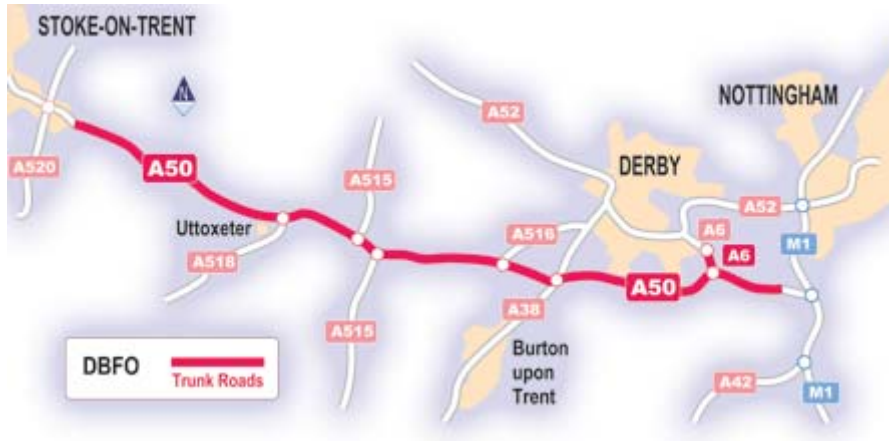
A30/A35 Exeter to Bere Regis



The A30/A35 project forms part of the South Coast trunk road from the M5 (Junction 29) at Exeter to the A31/A35 roundabout at Bere Regis. It is the principal east-west route along the South Coast and has been subject to a series of local bypass improvements over the last ten years. It is an old road, with parts of the route dating back to Roman times. There is also considerable variation in traffic loading and the standard construction (in terms of both geometry and engineering). At present the Port of Poole traffic joins the Bere Regis roundabout via the A35 principal route for westbound traffic. A future scheme known as the A31 to Poole Link Road Scheme will become a trunk road and will carry Port of Poole traffic to the A31 junction West of Ameysford, after which westbound traffic will use the A31/A35/A30 to Exeter and beyond.

| | |
|------------------------------|---|
| A30/A35 Exeter to Bere Regis | |
| Located In | Area 1 |
| Scheme Type | Design, Build, Finance & Operate |
| Length of Project Road | 102 km (63 miles) |
| | 243 lane kilometres |
| Estimated Construction Cost | 75.7 m |
| Contract Award | 24 July 1996 |
| First Opened to Traffic | Puddletown Bypass 16 April 1999 & Honiton to Exeter 9 February 2000 |
| End of Contract Period | 30 March 2026 |
| Type of Road | Single & Dual |
| DBFO Co | Connect |
| Shareholders | Balfour Beatty Investment 85% & Barclays Infrastructure Investors Ltd 15% |
| Contractors | Balfour Beatty, South West Highways |

A50/A564 Stoke to Derby Link



The A50 Stoke to Derby Link provides a strategic east-west connection between the M6 motorway in Staffordshire (via the A500) and the M1 motorway in Leicestershire.

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|-----------------------------|--|
| A50 Stoke to Derby | |
| Located in | Area 7 |
| Scheme type | Design, build, finance and operate |
| Length of project road | 57km (35.42 miles) |
| | 271.404 lane kilometres |
| Estimated construction cost | £20.6m |
| Contract Awarded | 20 May 1996 |
| First Opened to Traffic | 6 March 1998 |
| End of contract period | 30 June 2026 |
| Type of road | 2 to 3 lane Dual Carriageway |
| DBFO Company | Connect A50 Ltd |
| Shareholders | 85% Balfour Beatty and 15% Barclays |
| Contractors | BBTA joint venture, Balfour Beatty, Tilbury Douglas, Deutsche Asphalt GmbH |

M40 Denham to Warwick



The M40 is a strategic route between London and Birmingham and acts as an alternative to the M1 and M6 Motorways between these two locations. It also serves as part of a high standard route between the Midlands and the South Coast ports. The project road runs from Junction 1 (the junction with the A40 at Denham) to Junction 15 (the junction with the A46 at Warwick).

| | |
|-----------------------------|---|
| M40 Denham to Warwick | |
| Located in | Area 3, Area 5, Area 8, Area 9 |
| Scheme type | Design, build, finance and operate |
| Length of project road | 122km (75.81 miles) |
| | 832.428 lane kilometres |
| Estimated construction cost | £65 million (approximate cost of the widening Jct 1A – 3, not the construction cost of the M40) |
| Contract Awarded | 8 October 1996 |
| First Opened to Traffic | 22 December 1998 |
| End of contract period | 5 January 2027 |
| Type of road | Motorway |
| DBFO Company | UK Highways M40 Ltd |
| Shareholders | John Laing Investments Ltd 50% & Semperian Holdings 50% |
| Contractors | Carillion Highways Maintenance, Clearview Traffic (Golden River) |

A1 Darrington to Dishforth



The A1 Darrington to Dishforth DBFO Project comprises improvements to and the operation and maintenance of 33 miles (53km) of the A1(M)/A1(T) between Darrington, south of the A1(M)/M62 Interchange and the A1(M)/A168 Interchange at Dishforth, east of Ripon and includes three Programme of Major Schemes improvements, A1(M) Wetherby to Walshford (completed), A1(M) Ferrybridge to Hook Moor (completed) and [A1 Bramham to Wetherby](#), an ECI scheme under construction by Balfour Beatty and to be handed to RMS on completion.

| | |
|-----------------------------|--|
| A1 Darrington to Dishforth | |
| Located in | Area 12 |
| Scheme type | Design, Build, Finance and Operate |
| Length of project road | 53km (32.93 miles) |
| | 341.385 lane kilometres |
| Estimated construction cost | £245m |
| Contract Awarded | 13 February 2003 |
| First Opened to Traffic | A1(M) Wetherby to Walshford - August 2005 A1(M) Ferrybridge to Hook Moor - 20 January 2006 A1 Bramham to Wetherby ECI scheme - start of works May 2007 |
| End of contract period | 33 Years after commencement |
| Type of road | Dual 3 Lane Motorway |
| DBFO Company | Road Management Services (Darrington) Ltd |
| Shareholders | Barclays Infrastructure Investors Ltd 25%, Semperian 50% & Kellogg Brown & Root Ltd 25% |
| Contractors | Carillion |

A249 Stockbury to Sheerness



The project road comprises the A249 trunk road between the Stockbury junction on the M2 (Junction 5) and Sheerness Docks on the Isle of Sheppey, a total length of 17 km. The southern portion of the road from the M2 to the crossing of The Swale was improved to dual 2 lane all-purpose standard and was opened to traffic in 1996.

| A249 Stockbury to Sheerness | |
|-----------------------------|---|
| Located in | Area 4 |
| Scheme type | Design, Build, Finance and Operate |
| Length of project road | 17km (10.56 miles) |
| | 62 lane kilometres |
| Estimated construction cost | £100m |
| Contract Awarded | 19 February 2004 |
| First Opened to Traffic | July 2006 |
| End of contract period | 19 February 2034 |
| Type of road | Single / Dual Carriageway |
| DBFO Company | Sheppey Route Limited |
| Shareholders | Carillion Private Finance 50% & Barclays European Infrastructure Road Ltd 50% |
| Contractors | Carillion Construction Ltd and Carillion Highway Maintenance |

A417/A419 Swindon to Gloucester



The A419/A417 Swindon to Gloucester Trunk Road provides an important link between the M4 and M5 Motorways. It forms a strategic corridor between the South of England and areas in the Midlands and the North.

| | |
|---------------------------------|--|
| A417/A419 Swindon to Gloucester | |
| Located in | Area 2, Area 3, Area 9 Bristol |
| Scheme type | Design, build, finance and operate |
| Length of project road | 52km (32.31 miles) |
| | 242.025 lane kilometres |
| Estimated construction cost | £110 million |
| Contract Award | 8 February 1996 |
| First Opened to Traffic | Cirencester Stratton bypass – 9 December 1997 Latton bypass – 24 December 1997 North of Stratton to Nettleton Improvements -16 January 1998 Commonhead Flyover – 5 February 2007 |
| End of contract period | 31 March 2026 |
| Type of road | Single / Dual Carriageway |
| DBFO Company | Road Management Services (Gloucester) Ltd |
| Shareholders | KBR 25%, Abertis Motorways Ltd 33.33% & Barclays Infrastructure Investors Ltd 41.66% |
| Contractors | AMEC, Dragados, Alfred McAlpine, Brown & Root |

M25 Orbital



The widening of the M25 under a Design, Build, Finance and Operate (DBFO) contract commenced on 9 July 2009. Approximately 102 kilometres of the M25 will be widened by adding a lane in each direction, making the majority of it a 4-lane motorway. The widening is to be undertaken around the north side of London between Junctions 16 (M40) and 30 (A13 Interchange) and between Junctions 5 (M26) and 7 (M23) around south-east London.

| | |
|-----------------------------|--|
| M25 Orbital | |
| Located In | Area 5 |
| Scheme Type | Design, Build, Finance, Operate |
| Length of Project Road | 102 km (63.4 miles) (400km/248.5 miles includes operational & maintenance) |
| | 2761.034 Lane Kilometres |
| | 248.6 Miles |
| | 400 kilometres |
| Estimated Construction Cost | 6.2 billion (includes operational & maintenance) |
| Contract Award | 20 May 2009 |
| First Opened to Traffic | Spring 2012 |
| End of Contract Period | May 2039 |
| Type of Road | Motorway |
| DBFO Co | Connect Plus |
| Shareholders | Balfour Beatty 40%, Skanska 40%, WS Atkins 10% & Egis projects 10% |
| Contractors | Balfour Beatty, Skanska, WS Atkins, Egis Projects |