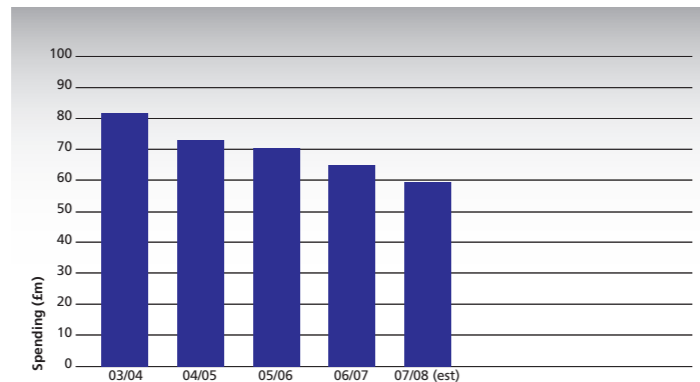
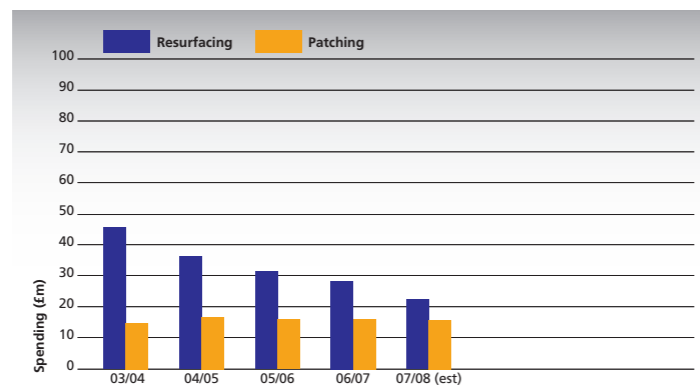


GRAPH A illustrates the huge level of under funding there has been in the investment in roads maintenance.
The draft budget allocations will add a further £125 million

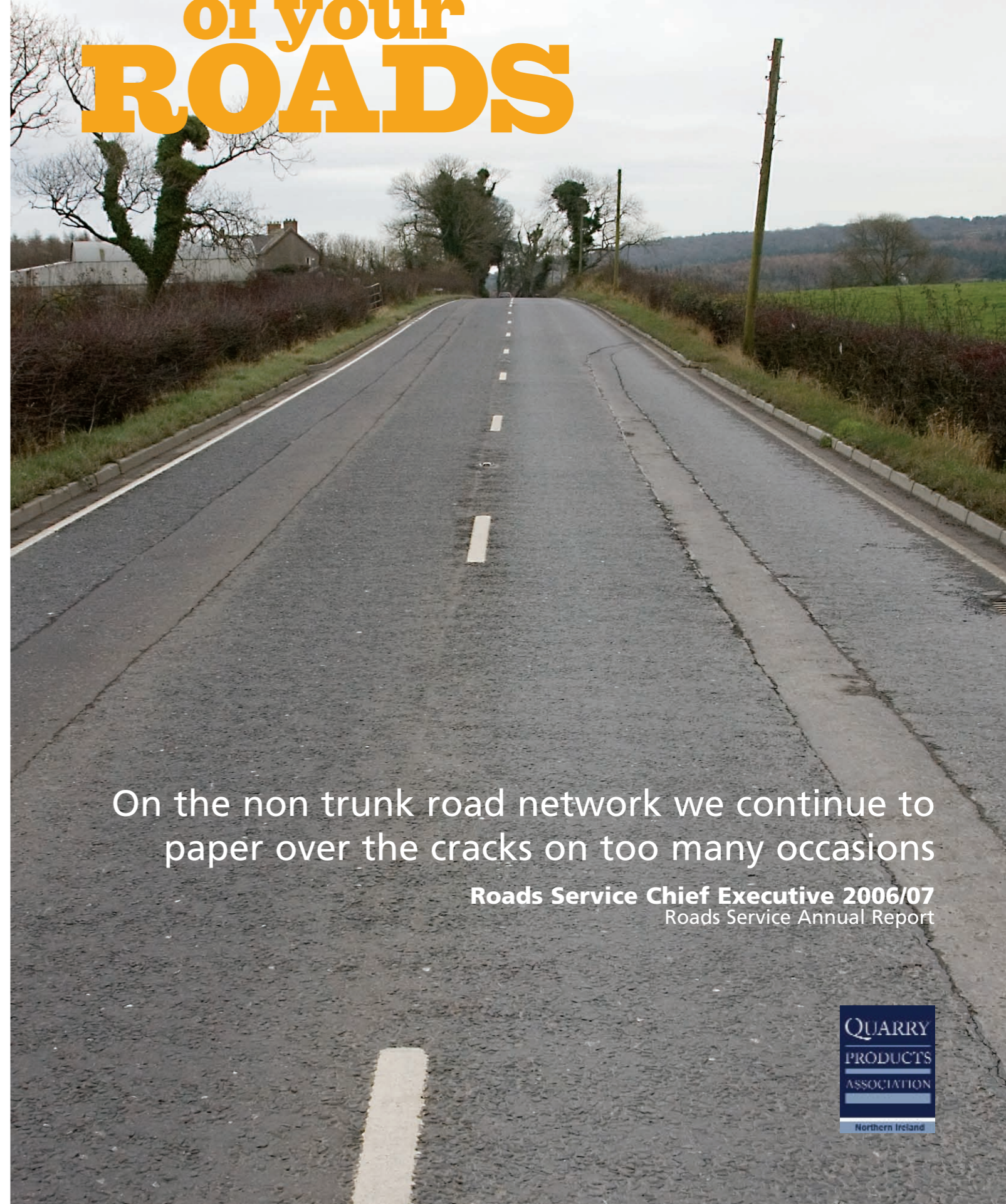


GRAPH B This graph illustrates the decreasing level of investment in maintenance of the roads network.



GRAPH C Comparison of the decreasing level of resurfacing to the increasing use of patching.

The state of your ROADS



On the non trunk road network we continue to paper over the cracks on too many occasions

Roads Service Chief Executive 2006/07
 Roads Service Annual Report

The state of your ROADS

Elimination of 75% of the road maintenance backlog – with two thirds of this expenditure in rural areas. The programme for Government also stated that the movement of people and goods is equally important and we recognise the economic consequences of increased road congestion and long term under investment in public transport

Peter Robinson MP, MLA 2002
Statement launching the Regional Transportation Strategy

The cost of reconstructing a road compared to maintaining it can be up to four times greater

Roads Service acting Chief Executive
In evidence to the DRD Committee 14th November 2007

An area of risk about which they are concerned is that the level of funding made available to Roads Service for structural maintenance is insufficient to maintain the road network in a satisfactory condition on an ongoing basis

The relatively low level of funding means that the good practice resurfacing frequency of once in 25 or 30 years is not achieved. Indeed resurfacing frequencies are often well in excess of once every 68 years. This means that significant lengths of the non trunk road network will be of irregular profile and/or below the desirable skid resistance

Roads Service Chief Executive 2006/07 Roads Service Annual Report

Solutions

Ring fence and index link a rolling 3 year budget of appropriate structural maintenance funding of £110 million per year

Prioritise delivery of value for money by focusing on resurfacing activities

The DRD need to be more aggressive in highlighting the importance of network maintenance to other Ministers, the Business Community and the General public

The road construction industry needs to have certainty in workflow and factual budgets in order to plan investment and delivery of quality and value for money

Join QPANI and other organisations in achieving the above