

NDNA – Unique Circumstances Template

DEPARTMENT	Dfl
TITLE	Translink – Glider - Community and Safer environment Resource

£000s

	2021-22	2022-23	2023-24	2024-25
Funding required	498	498	498	498

Narrative

Glider Safe Travel – Background to initiative

The Glider project has been instrumental in connecting parts of the city which have traditionally been divided geographically, culturally and politically. Translink are immensely proud of its contribution towards this and wish to continue to nurture and protect the advancing unity of the city.

There have been a continuous number of anti-social behaviour issues on Glider since its introduction which is arguably the biggest threat to the safety and, ultimately, viability of the Glider service.

There has been an escalation in anti-social behaviour (ASB) on board vehicles and at halts, specifically along the Falls Road, Andersonstown and Colin/McKinstry areas. The Colin Connect transport hub has also been the target of sustained anti-social and nuisance behaviour.

Customers (as well as stakeholders) have also voiced concern, to the point where some have advised they avoid the service in the evening times, for fear of injury or at least, service disruption as a result of ASB.

Frontline staff have experienced a disproportionately high level of attacks compared to other grades and areas of business, with reported 150 verbal assaults and 40 physical assaults on staff in the last year. Aside from the safety and security risks, this has become a key industrial relations issue.

Fare evasion: It was originally estimated in 2018 that fare evasion would run at approximately 3%. However recent revenue protection exercises suggest this is closer to 5-7% and as high as 20% on evening and weekend services.

Other Common examples of vandalism/damage since Glider Go Live include:

- Graffiti
- Damage to ticketing equipment at halts
- Damage to vehicles
- Ticketing equipment covered in bodily fluids (spit, vomit, blood etc)

Glider Safe Travel – Background to initiative (continued)

Translink staff and management have engaged at every opportunity with communities and stakeholders such as PSNI, elected representatives, youth workers, schools and (critically) young people in order to advocate for responsible use of, and behaviour around, public transport. The Translink management team are involved in various local anti-ASB working groups, and are liaising with PSNI on reportable incidents. However, this is resource hungry and takes focus away from the rest of the business.

We want to continue build on the positive working relationships we have with local community groups and ultimately make the Glider a safer environment for customers. Clearly, additional dedicated resources are required to build upon work done to date, and to maintain momentum.

Requirement

2 x Dedicated community engagement/outreach workers - These roles will expressly engage with community and young people via work with youth clubs and schools, diversionary activities (particularly in evenings). There will also be a requirement to liaise with PSNI on specific incidents, providing CCTV, evidence and logging progress. They will provide a link to front line staff (CRPOs/Inspectors/Engagement Officers), and also drive PR and social media campaigns with the support of management and PR teams.

8 x Revenue protection and engagement officers across network . -Create a rotation of Engagement Officers who can be resourced to cover operational requirements and to positively engage with passengers and young people concerning ASB and fares evasion, on evenings and weekends in particular. Teams will patrol vehicles, stations and halts and will be trained and equipped to tackle and deter anti-social behaviour, and encourage social distancing.

2 x Glider Ambassadors - Engaging young people across the communities is vital to resolve these issues. Working directly for Translink will engender a sense of ownership within the successful candidates and will spread among peers in their age group. This will help discouragement for ASB towards vehicles, staff and facilities in the area.

In practice, this role will involve being a visible assistance to drivers, CRPOs and Inspectors, being accessible at halts and facilities for customer information and feedback, and running its own youth engagement events and initiatives, with approval of local management and assistance from PR/Team Translink.

This should ideally be a fixed term contract for specific ages (e.g. 17 -20) and could be used as a gateway to a career in public transport with Translink. It is an excellent opportunity for the Translink to be a 'good neighbour', developing local skills and career prospects and giving back to the community, while at the same time, reaping the obvious benefits of a local sense of ownership of (and loyalty to) Translink services.

DEPARTMENT	Dfi
TITLE	Translink – Safe Transport Team (STT)

£000s

	2021-22	2022-23	2023-24	2024-25
Funding required	210	300	300	300

Narrative

Safe Transport Team (STT)

Background to initiative

In a 12-month period to May 2020, approximately 1,700 reports of multi-complex incidents have been recorded at train and bus stations in Northern Ireland equating to an average of 32 instances per week. 25% refer to crime such as theft, assault, criminal damage, drug/alcohol, public order and sexual offences, with 26% pertaining to anti-social behaviour (ASB). The remaining 49% are not categorised as either crime nor ASB, but do include concern for safety, potential self-harm, suicide, fatalities and reports of suspicious objects.

Translink front line staff receive mandatory training to understand how to handle volatile or sensitive situations with the option to request PSNI assistance, if warranted. Unlike Great Britain, which is served by the British Transport Police, there is currently no dedicated PSNI team to police the Transport Network across Northern Ireland. Informal relationships currently exist between the PSNI and Translink local transport hubs however, a more formal structure would provide a consistent and proactive approach offering mutual benefits.

The partnership between Translink and the PSNI has strengthened considerably over the past year enabling positive outcomes to issues affecting both organisations. Underpinning this success is open communication and collaborative working. An example of this is the Project Servator team which ran a 6-week operation in conjunction with the introduction the Night-time Economy initiative. The PSNI have also been a valuable resource during many events and instances where anti-social behaviour is prevalent and, more recently, have been active in policing 'essential travel' during the Covid-19 pandemic.

Role of STT

To further build on successes and to feed in to the 'Go Safe' and 'Go Together' Corporate Responsibility objectives, **we propose introducing a Safe Transport Team (STT), consisting of a dedicated team of PSNI officers with the sole purpose of policing the Transport Network.**

The role of the STT is designed to:

- Provide signposting for other agencies for Vulnerable / Homeless persons in and around the network including, driving forward suicide awareness initiatives
- Offer High Visibility Reassurance patrols of Transport Hubs, Bus and Railway Stations and routes along the network.
- Investigate offences committed on the Transport Network
- Build relationships with, and support, Translink Staff and contracted security firms in the application of their duties
- Problem solving in collaboration with Translink and local Neighbourhood Policing Teams
- Engage with the public and staff to deliver effective key messages to include crime prevention
- Coordinate proactive anti-crime operations
- Co-ordinate police response to large events such as concerts, parades and sporting events when large volumes are expected
- To prevent and detect Criminal Offences and to support the enforcement of Railway Byelaws.
- Facilitate a live time environment in the event of a missing person enquiry
- Link in with Extern and Public Health Street teams with regards to drug use and drug transportation
- Intelligence gathering regarding drugs and other crime
- Investigate deaths on railways

A Memorandum of Agreement would be developed between the PSNI and Translink to clearly define the objectives and responsibility of each organisation with the STT assisting and supporting Translink staff as opposed to superseding current practise. To ensure joint focus, the STT would develop a weekly patrolling strategy in consultation with Translink with a necessity for weekly meetings with senior Translink Managers as well as daily contact with local station/Depot managers.

Analysis of crime incidents show Great Victoria Street (GVS) as the worst affected area closely followed by Lanyon Place (LP).

Costs will be split across PSNI and Translink.

Funding requested is the Translink contribution of £210k p.a. which is 50% of the total cost of STT.

DEPARTMENT	Dfi
TITLE	Translink – Assistant Route Managers to make transport safe and accessible

£000s

	2021-22	2022-23	2023-24	2024-25
Funding required	103	103	103	103

Narrative

These roles (2) have been identified as supplementary roles to support the existing North and South Route Managers.

Traditionally the route management role is designed to manage a multi-site railway infrastructure across all areas that are covered by the Railway network in Northern Ireland. These busy roles are predominantly people management role with high levels of staff that deliver necessary operational functions in a live railway environment.

It had been identified that support roles for this management function should be developed to work closely with the numerous community and charity stakeholders in the geographical areas. These roles will be designed to work closely in all aspects of the community in order to promote the increasing use of public transport, remove all barriers to entry and deliver a sustainable future.

Another major aspect of these roles will be to work within the community with all groups and stakeholders to minimise issues associated with public transport such as anti-social behaviour and drug misuse.

The main aim will be to make transport safe and accessible for all and to deliver public transports aspect of the draft programme for government.

DEPARTMENT	Dfi
TITLE	Translink – Enhanced Rail Services for the North West

£000's

	2021-22	2022-23	2023-24	2024-25
Funding required	698	711	725	738

Narrative

This bid is for enhancement of rail services including:

- i. an hourly Derry –Coleraine frequency on a Sunday;
- ii. an additional early morning service from Derry to Belfast connecting with the 08.00hrs Enterprise service to Dublin; and
- iii. an additional later night Saturday service from Belfast arriving in Derry at 0:44 hours.

The proposal for enhanced services followed engagement with Into the West (ITW), local political representatives and Derry City and Strabane District Council on local priorities for enhancing rail connectivity to the North West and followed on from the soft opening of the North West Multi-Modal Transport Hub.

Improved rail connectivity between Derry and the rest of the Island has been a priority for Council, local business groups and ITW for some time and reflects their concerns about the current position.

This enhanced services are specifically aimed at tackling deprivation and improving opportunity as well as removing barriers to bring people together.

NDNA – Unique Circumstances Template

DEPARTMENT	Department for Infrastructure Roads
TITLE	Street lighting in Socially deprived areas

£000s

	2021-22	2022-23	2023-24	2024-25
Funding required	£1,500k	£1,500k	£1,500k	£1,500k

Narrative

This bid (£6m) is for the repairs and re-instatement of LED Street lighting in socially deprived areas, across communities to provide enhanced Street lighting across all 4 Roads divisions. This will help support the community and reconciliation initiatives to remove barriers, bring the people of Northern Ireland together and build a safer, more secure society in Northern Ireland.

Proposals for funding will help deliver street lighting repairs across the four Road divisions (across all of Northern Ireland) with a focus on areas of social deprivation and areas of neighbour renewal initiatives. For example in Belfast Division specific proposals include:-

Lower Falls – Albert Street to Grosvenor Road – approximately 150 lights at an approximate cost of £300k

Mid Shankill Road – Northumberland Street to Lawnbrook Avenue - approximately 100 lights at an approximate cost of £200k.

Ballysillan – Silverstream Area – Approx 150 lights at an approximate cost of £300k

Ligoniel – Mountainhill Area – Approx 150 lights at an approximate cost of £300k

Upper Springfield – Highfield Estate – Approx 150 lights at an approximate cost of £300k

Upper Springfield – New Barnsley Estate – Approx 150 lights at an approximate cost of £300k

Oldpark – Rosapenna & Ardilea Area – Approx 150 lights at an approximate cost of £300k

Woodvale – Enfield & Ainsworth Area – Approx 150 lights at an approximate cost of £300k

Lower Springfield – Millenium Way & Clonard Area – Approx 150 lights at an approximate cost of £300k

Upper Shankill – Danube St & Tennent St Area - Approx 150 lights at an approximate cost of £300k

NDNA – Unique Circumstances Template

DEPARTMENT	Department for Infrastructure Rivers
TITLE	Regional Community Resilience Group

£000s

	2021-22	2022-23	2023-24	2024-25
Funding required	£120k	£120k	£120k	£120k

Narrative

Flooding in Northern Ireland in recent years has had significant impacts on communities, businesses, infrastructure and the environment. With a changing climate, there could be more extremes in the weather which may lead to more frequent and severe flooding. The impacts of flooding can be long lasting, extending beyond the physical impacts to property and infrastructure to the emotional health and wellbeing of those from all community identities living in areas at risk of flooding.

The Regional Community Resilience Group (RCRG) was formed in 2013 to help local communities prepare for, and respond to, weather related emergencies. The Group is co-chaired by the Department for Infrastructure Rivers and Local Government with membership from partners across Government Departments, the Emergency Services, Met Office, Consumer Council, the MoD and Red Cross. The RCRG has been endorsed by the Civil Contingencies Group (Northern Ireland) (CCG(NI)) and has formal links to the Northern Ireland Emergency Preparedness Group.

The RCRG provides access to resources to enable communities to come together and self-help during emergencies and provides support and direction with the development of community emergency plans. Building community resilience does not mean Government withdrawing from its responsibility to respond to the impacts of severe weather, rather it aims to provide an additional layer of support to communities at risk of flooding.

Since the formation of the RCRG links have been established with over 30 communities across Northern Ireland and some of the community resilience groups have successfully worked during actual severe weather events to reduce the impact of flooding.

However there remains a significant need to further expand on this work and a need now exists to resource further engagement in other areas of flood risk, such as those highlighted in the Northern Ireland EU Flood Risk Management Plans. Maintaining and enhancing engagement with established groups, has proved to be challenging in recent times due to competing pressures and there also remains a risk that support for existing groups may fall below levels that are necessary

Flooding does not recognise social, political or religious boundaries but through building community resilience there is the potential to unite communities around a shared need to be resilient to severe weather, create safer environments and improve the quality of life for many.

If successful this bid will allow 2no. dedicated members of staff, with some administrative support, to ensure momentum with this critical work is maintained and further develop the community resilience network throughout Northern Ireland.

From:
Sent: 21 December 2020 08:59
To
Cc:

Anderson, Susan

Subject: NDNA Unique Circumstances fund - bids

See attached forms for DfI's return for the NDNA Unique Circumstances fund.

Apologies for delay - summary below.

	2021- 22 £000	2022- 23 £000	2023- 24 £000	2024- 25 £000	TOTAL £000
a. Translink – Glider - Community and Safer Environment Resource	498	498	498	498	1,992
b. Translink – Safe Transport Team (STT)	210	300	300	300	1,110
c. Translink – Assistant Route Managers to make transport safe and accessible	103	103	103	103	412
d. Translink – Enhanced Rail Services for the North West	698	711	725	738	2,872
e. Roads – Street lighting in Socially deprived areas	1,500	1,500	1,500	1,500	6,000
f. Rivers - Regional Community Resilience Group	120	120	120	120	480
TOTAL	3,129	3,232	3,246	3,259	12,866

Regards



NDNA Unique



CED New Decade



Roads Street

Circumstances fund New Approach UniLighting Bid Update

From: Anderson, Susan (Dfl)
Sent: 28 February 2022 17:27
To: Armstrong, Barry
Cc:

Subject: RE: Committee Question - Unique Circumstances, response from DoF

Barry
Is there any update on this?
Thanks
susan

From: Armstrong, Barry
Sent: 25 February 2022 15:02
To: Anderson, Susan (Dfl)
Cc:

Subject: RE: Committee Question - Unique Circumstances, response from DoF

Susan
I'll have to do a bit of searching back through the records. I believe the FM dFM agreement was communicated at the time, but I'll need to have a hunt to find the correspondence from then.

Barry

From: Anderson, Susan (Dfl)
Sent: 25 February 2022 14:59
To: Armstrong, Barry
Cc:

Subject: RE: Committee Question - Unique Circumstances, response from DoF

Barry

We weren't aware that no bids were submitted, was this communicated to Departments? Also was the position agreed by FM and dFM communicated to Ministers?

Thanks
Susan

From: Armstrong, Barry
Sent: 25 February 2022 14:24
To: Anderson, Susan (Dfl)
Cc:

Subject: RE: Committee Question - Unique Circumstances, response from DoF

Susan

Sorry that this took a while to get back to you, but there is a further angle that I needed to check out before coming back to you.

There is no issue with the Infrastructure Minister writing directly to NIO about the Unique Circumstances funding, however can you please make sure that she is aware of the following sequence of events:

- In Autumn 2020, NIO requested that DoF coordinate bids from the Executive for the £40 million Unique Circumstances funding administered by NIO as part of the New Decade New Approach financial package;
- DoF requested bids from departments, however subsequent to the NIO request, and prior to bids being submitted to NIO or the NDNA Joint Board, the NIO clarified its position on the Unique Circumstances funding in a letter to FM and dFM.
- This letter set out its assessment of how the £40 million funding was to be allocated.
- This position was agreed by FM and dFM at a meeting with the Secretary of State on 25 January 2021.

As the letter from NIO superseded the earlier request, no bids were provided to NIO.

Hopefully that all makes sense, but happy to chat if necessary.

Thanks

Barry Armstrong
Supply

PSD - Delivering the right money, to the right people, at the right time, in the right way.

We work flexibly – so whilst it suits me to email now, I do not expect a response, or action outside of your own working hours.

From: Anderson, Susan (Dfl)
Sent: 25 February 2022 10:29
To:

Cc:

Subject: RE: Committee Question - Unique Circumstances, response from DoF

/Barry

Apologies, I know you have been following up, but we really need a response back on this asap.

Many thanks
Susan

From:
Sent: 22 February 2022 12:50
To:

Cc: Anderson, Susan (Dfl)

Subject: RE: Committee Question - Unique Circumstances, response from DoF

/Barry,

In light of no formal notification from NIO on the outcome of the NDNA Unique Circumstance Bids, our Minister has asked if she could write to the NIO for an update on the decision.

Grateful for your thoughts on whether this would be appropriate or whether this should be for the Finance Minister to seek final confirmation of the position.

Many thanks

Financial Planning and Management Branch

Tel:
Mobile
E-mai

From:
Sent: 10 January 2022 13:04
To:
Cc: Armstrong, Barry
Subject: FW: Committee Question - Unique Circumstances, response from DoF

Hi

I had gone back to Susan on this at the time – there was no notification from NIO that [redacted] was aware of.

Hope this helps
Thanks

From:
Sent: 19 October 2021 14:28
To: Anderson, Susan (Dfl)
Subject: RE: Committee Question - Unique Circumstances, response from DoF

Hi

has advised that there was no notification from NIO that he is aware of.

Thanks

From: Anderson, Susan (Dfl)
Sent: 18 October 2021 17:31
To:
Subject: RE: Committee Question - Unique Circumstances, response from DoF

Hi

Is there a step missing in that Departments should have been advised which bids were successful and which weren't? We need to be able to inform Minister that our bids weren't successful and other than assuming this as we didn't receive an allocation, we don't have formal confirmation.

Thanks
Susan

From:
Sent: 18 October 2021 17:21
To: Anderson, Susan
Subject: RE: Committee Question - Unique Circumstances, response from DoF

Hi Susan

Yes the NIO wrote to FMdFM to confirm the amounts-

Many thanks

Sent with BlackBerry Work
(www.blackberry.com)

From: Anderson, Susan (Dfl)
Date: Monday, 18 Oct 2021, 4:49 pm
To:
Cc:

Armstrong, Barry

Subject: RE: Committee Question - Unique Circumstances, response from DoF

Is there any update on this? As expected, Katrina has queried why we are not stating what the outcome of the bids is which we can't do as we haven't had this formally confirmed.

Thanks
Susan

From
Sent: 14 October 2021 08:39
To
Cc:

Armstrong, Barry

Subject: Committee Question - Unique Circumstances, response from DoF

The emails below refer to the Dfl Unique Circumstances bids being unsuccessful, however as far as we are aware nothing formal has issued advising of this.

Would you be able to advise?

Many thanks and happy to discuss

Financial Planning and Management Branch

Tel:
Mobile:
E-mail:

From: Armstrong, Barry
Sent: 12 October 2021 16:16

To:

Subject: RE: Committee Question

I don't think DoF has any issues with this – I'm assuming it is all factually correct, as the bids would have gone to UKG rather than DoF so we weren't actually involved.

Barry

From:

Sent: 12 October 2021 16:07

To:

Cc: Armstrong, Barry

Subject: FW: Committee Question

Barry

The Dfl Committee have queried whether Dfl have scope to bid from the Unique Circumstances fund and Dfl finance have drafted the response below. Just wanted to check if you were content with this response?
Dfl obviously weren't successful in their initial bid.

Thanks

Ext

From:

Sent: 12 October 2021 15:55

To:

Subject: Committee Question

please see below as discussed.

Thanks

1. The Committee considered correspondence from the Committee for Finance New Decade, New Approach – Unique Circumstances Funding and agreed to forward the correspondence to the Department for information and comment on whether there is any role for it in the scope of the fund.

The Department considers that some of its activities fall within the scope of this fund.

In December 2020 DfI bid for a total of £12.9m for the period 2021-22 to 2024-25 from NDNA Unique Circumstances Funding administered by NIO. Four bids were relating to Translink under the safer travel; one bid from Roads for street lighting in deprived areas and the final bid related to Rivers Regional Community Resilience Group. These bids were unsuccessful however the Department is willing to put forward these bids again should the opportunity arise.

From: Armstrong, Barry
Sent: 04 April 2022 15:46
To: Anderson, Susan (DfI)
Cc:

Subject: RE: Media Query - Belfast Live query - Unique circumstances fund

Susan

Apparently this same query has gone to all departments, so TEO has agreed that DoF will respond on behalf of all, so DfI shouldn't need to do its own response.

Thanks

Barry

From: Anderson, Susan (DfI)
Sent: 04 April 2022 14:38
To: Armstrong, Barry

Cc:

Subject: FW: Media Query - Belfast Live query - Unique circumstances fund

Barry

We have received a media enquiry in relation to the NDNA Unique Circumstances Fund as below.

Thanks
Susan

I understand that early last year, departments were asked to submit bids for funding from the UK government's 'unique circumstances fund' set up under the New Decade New Approach deal.

These proposals were submitted to the Department of Finance, which was in turn supposed to submit them to Northern Ireland Office.

In AQW 28421/17-22, the Department of Finance said £2.6m from this fund was allocated to TEO's Communities in Transition programme.

- May I ask, what bids if any did your department submit for funding from the 'unique circumstances fund'?
- When were these bids submitted?

- Did you receive any word from DoF/NIO on the outcome of these bids? If so, when, and what was the outcome?

In December 2020, the Department submitted to the Department of Finance, six bids totalling £12.9m, for the period 2021-22 to 2024-25, to the New Decade New Approach Unique Circumstances Fund. Four bids related to Translink, three aimed at providing safer travel, and one for enhanced rail services in the North West. A further bid for repairs and re-instatement of LED street lighting in socially deprived areas was submitted and the final bid related to Rivers Regional Community Resilience Group, supporting communities to prepare for and respond to water related emergencies. The Department was advised that no bids were provided to the Northern Ireland Office by the Department of Finance, following clarification from the Northern Ireland Office.

From:
Sent: 04 April 2022 15:34
To:

Cc:

Subject: RE: Belfast Live query

Afternoon everyone

Please see below cleared response from DoF which we will issue to Belfast Live – this should cover the response from all departments.

Any queries, give me a call.

Many thanks

Julia

RESPONSE

Department of Finance spokesperson said:

“The Unique Circumstances funding is managed by Northern Ireland Office and it determined the allocations based on the areas identified in the New Decade New Approach document. While Department of Finance did initially commission bids from departments, this exercise was superseded by a letter from Secretary of State to the First Minister and Deputy First Minister, which provided the Secretary of State’s proposals for the Unique Circumstances funding.”

Tel:
Mobile
Email:

-----Original Message-----

From:

Sent: 19 January 2022 17:07

To:

Cc:

Anderson, Susan (DfI)

Subject: RE: CORR-0005-2022 : Update on Phase 3 Derry to Coleraine

The update from DoF advises that there is still no notification from NIO on this Fund.

Proposed input:

The Department submitted a bid to enhance services on the Belfast – Derry Line for the period 2021-22 to 2024-25 from New Decade New Approach Unique Circumstances Funding administered by the Northern Ireland Office. The bid included proposals for the enhancement of services containing:

- i. an hourly Derry –Coleraine frequency on a Sunday;
- ii. an additional early morning service from Derry to Belfast connecting with the 08.00hrs Enterprise service to Dublin; and
- iii. an additional later night Saturday service from Belfast arriving in Derry at 0:44 hours

Funding has not been made available in respect of this bid.

In addition in response to the SpAd's query which notes that the funding was unsuccessful I would propose advising with the response below:

In relation to the Department's bids to the NDNA Unique Circumstances Fund, which included a bid for the enhancement of services to the North West, officials have been advised that this fund was being administered by the NIO and as yet no formal response has been received on whether the Department's bids were unsuccessful.

Very happy to discuss

-----Original Message-----

From:

Sent: 10 January 2022 08:51

To:

Subject: FW: CORR-0005-2022 : Update on Phase 3 Derry to Coleraine

Morning

Per below from , would you be able to provide input? Grateful if this could be returned asap.

Thanks

-----Original Message-----

From:

Sent: 10 January 2022 08:44

To:

Cc:

Subject: FW: CORR-0005-2022 : Update on Phase 3 Derry to Coleraine

Can we get input from finance on this as advised from

Thanks

-----Original Message-----

From:

Sent: 10 January 2022 08:39

To:

Subject: FW: CORR-0005-2022 : Update on Phase 3 Derry to Coleraine

We may need to ask Kerry in Finance how to word the unsuccessful bid given it was through NDNA

Every day connecting people safely, supporting opportunities and creating sustainable, living places.

From:

Sent: 04 April 2022 17:24

To

Cc

Subject: FOR INFORMATION - Belfast Live query- unique circumstances fund

Query

It's here from Belfast Live. I was wondering if the department could clarify this?

I understand that early last year, departments were asked to submit bids for funding from the UK government's 'unique circumstances fund' set up under the New Decade New Approach deal.

These proposals were submitted to the Department of Finance, which was in turn supposed to submit them to Northern Ireland Office.

In AQW 28421/17-22, the Department of Finance said £2.6m from this fund was allocated to TEO's Communities in Transition programme.

- May I ask, what bids if any did your department submit for funding from the 'unique circumstances fund'?
- When were these bids submitted?
- Did you receive any word from DoF/NIO on the outcome of these bids? If so, when, and what was the outcome?

RESPONSE

Department of Finance spokesperson said:

“The Unique Circumstances funding is managed by Northern Ireland Office and it determined the allocations based on the areas identified in the New Decade New Approach document. While Department of Finance did initially commission bids from departments, this exercise was superseded by a letter from Secretary of State to the First Minister and Deputy First Minister, which provided the Secretary of State’s proposals for the Unique Circumstances funding.”