



Department for

**Infrastructure**

www.infrastructure-ni.gov.uk

**From:**  
Kaine Lynch  
Director of Major Projects  
and Procurement

**Your Ref:** SSUB-0072-2023

**Our Ref:**

**Tel:** 028 90816 027

**Date:** 31 March 2023

**To: Permanent Secretary**

**cc:** Copy distribution below

*SENIOR OFFICERS PREPARING A SUBMISSION TO INFORM A FUTURE DECISION SHOULD MAKE SURE THAT THEY ARE PERSONALLY SATISFIED THAT ALL RELEVANT FACTORS IN THE GUIDANCE HAVE BEEN ADDRESSED AS PART OF THEIR RATIONALE.*

**SUBMISSION TITLE:**

**Prioritisation of Major Roads<sup>1</sup> Projects**

**ISSUE**

A decision will be required on how the Department should prioritise the development and delivery of its major roads programme.

**TIMESCALE**

**Routine**

**PRESENTATIONAL ISSUES**

This decision will attract significant attention from media and locally elected politicians. We will work with Press Office colleagues to manage this.

**FOI IMPLICATIONS**

This submission may be disclosable in time, subject to consideration of any relevant exemptions and, if necessary, the application of a public interest test.

**FINANCIAL IMPLICATIONS**

Any decisions will not commit the Department to capital funding. All prioritised projects will be progressed in accordance with current Departmental governance and decision-making procedures and in line with any

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<sup>1</sup> The current Major Roads Programme comprises strategic road improvement projects plus Belfast Rapid Transit Phase 2 and Lagan Bridge.

decisions around the allocation of capital budget. The outcome of this submission will be used to update the Department's capital requirements going forward.

**LEGAL ADVICE**



**BACKGROUND**

1. The Department's major roads programme includes an extensive package of transport infrastructure projects. This programme has largely been derived from the Department's previous transport plans, particularly the Regional Strategic Transportation Network Transport Plan 2015 (RSTNTP 2015), the Investment Strategy for Northern Ireland and more recently the Northern Ireland City and Growth Deals.
2. The Climate Change (NI) Act 2022 sets a target of an at least 100% reduction in net zero greenhouse gas emissions by 2050 for Northern Ireland compared to the baseline, along with interim targets for 2030 and 2040. As the sectoral lead, the Department has a requirement to develop and publish a transport sectoral plan setting out proposals and policies how the transport sector will contribute to meeting its emissions reduction targets. To inform the scale and targeted level of these proposals and policies, a quantified assessment in terms of carbon emission savings is being currently being undertaken. This assessment and carbon emission quantification is informing the recommended measures and interventions being presented in the draft Climate Action Plan (CAP). As such the Department is currently reviewing and updating its transport policies and transport plans to align with commitments being identified under the CAP and a requirement under the Act. This work will help define what major transport infrastructure projects should be included within any future major roads programme.
3. In the context of the challenging carbon emission targets and financial pressures, the continued business as usual delivery of the current major roads programme is no

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longer considered appropriate, as it would likely result in development expenditure on some projects that will not move to construction in the foreseeable future.

4. Furthermore, increasing staff pressures across all major projects teams means that continued business as usual delivery of the current major roads programme is no longer sustainable. Progressing major projects without sufficient management resources has the potential to give rise to significant organisational risks (e.g., legal, financial, reputational).
5. A decision is therefore required on how the Department should prioritise the development and delivery of this programme. The prioritisation outlined within this submission is based on careful consideration of:
  - current status of each project and the work required to complete the current development stage;
  - projected profiles of future capital funding; and
  - Departmental capacity to effectively and appropriately advance projects.
6. Annex A provides full list of the schemes on the major roads programme and includes an overview of the current status of each project and, where relevant, the next key decision point.
7. It is noted that the work involved in progressing major roads projects through the various development and planning stages is extensive, both in terms of cost and time. Annex A also presents the expenditure incurred to date on each of the major projects.
8. Key aspects of major project development work, such as environmental impacts, traffic and travel demand patterns and economic assessments are also timebound. Delays to project development and delivery can result in nugatory costs should the “shelf life” of this work expire and require subsequent reworking.
9. As such, the prioritisation of the major roads programme and the timing of future development work should be carefully considered to lock in the previous investment and to minimise the risk of nugatory costs. The conclusion of scheme development

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and planning processes should also be programmed to align, where possible, with projected profiles of future capital being made available to commence construction; however, it is accepted that precise planning of this nature is extremely challenging given the budgetary challenges and short budget cycles. At this stage, a broader consideration of the programme has been used to inform the prioritisation. Moving forward a programme portfolio management exercise will be undertaken to provide improved data for strategic decision making.

10. Many of the projects within the current major roads programme enjoy various levels of political commitment including NI Executive Flagship status. A number of the Department's major projects have also been included within City and Growth Deals. Previous Infrastructure Ministers have also committed to advance development works on a number of other projects.
11. Of the 28 major projects listed in Annex A:
  - 3 are Executive Flagship projects;
  - 5 are City and Growth Deal projects;
  - 3 are previous Ministers' commitments; and
  - 17 are already paused or not commenced.

### **Other Major Projects**

37. As outlined Annex A, there are a further seventeen projects on the major roads programme that are already paused.
38. Whilst seven projects have not yet commenced the development process, the majority of these paused projects are within the earlier stages of the development process (i.e., route selection or earlier). Indeed, many of the projects have already been paused for some time and consequently many aspects of this development work will require subsequent reworking. To minimise the risk of additional nugatory cost, the timing of future development work of these schemes should be carefully considered and should reflect a realistic commitment that the particular project should progress to completion. The timing of future development work should also reflect the lengthy timeframes that can be required to progress a major project through the required statutory and procurement procedures.
39. The Department has invested significant expenditure in developing A2 Buncrana Road (£9.2m) and A24 Ballynahinch Bypass (£5.2m). You have recently taken the decision to pause A2 Buncrana Road. The A24 Ballynahinch Bypass, whilst having completed its Public Inquiry in 2015 and having its Direction Order made 2021, has now been paused for a number of years and would require its business case and contract documents to be updated before it could progress to tendering.
40. **It is recommended that work on these projects remain paused and that their place on a future major works programme is informed by the Department's emerging transport plans.**

**Staff Resource**

41. The major projects delivery teams staff structure includes 30 posts. Teams are under severe resource pressures with a vacancy rate of 30%. In addition, there is substantial potential risk for further reductions in staff as 6 current staff are partially retired and there is potential for 4 further retirements within the coming year.
42. The current staff resource within Major Projects delivery teams is unsustainable. The prioritised programme will be more sustainable once the A1J2 and York Street Interchange projects concluded their current development stages and staff then can be re-allocated to other priority projects. However, even then there is likely to be insufficient resource to advance all Flagships and City & Growth Deal projects.
43. Any subsequent decision to recommence development work on A1J2 or York Street Interchange or to contribute to the development of other City & Growth Deal projects would either require additional staff resource or further de-prioritising of the major works programme.
44. As the prioritised programme progresses, a number of projects, including A5WTC, Lagan Bridge and Enniskillen Bypass could move to construction within the next 12-18 months. This construction work will also require additional staff.
45. Preliminary assessments have concluded that construction of the A5WTC would require a team of 17 technical staff (1 Gd 5, 1 Gd6; 3 PPTOs; 6 SPTOs and 6 HPTOs), 5 lands officers and 5 administrative programme management staff (1 G7, 2 DPs and 2 SOs). These costs would require capital budget. This paper has been developed on the assumption that the A5 delivery team will be resourced from outside the current major projects staff structure.
46. Work is underway to develop a succession plan; however, external factors such as NICS HR pressures, salaries and skills shortages mean that finding the required staff will be challenging. A major works delivery plan will be developed before the end of June 2023 setting out the steps required to deliver the prioritised projects.

### **Prioritisation of Major Roads Projects**

47. The prioritisation of Major Roads Projects is presented in Annex B which includes the following hierarchy:
- Closing out projects that have been recently constructed or are under construction – 1A;
  - Active Executive Flagship projects – 1B;
  - Remaining Executive Flagship projects – 1C;
  - Projects within signed City and Growth Deals – 2A;
  - Projects under consideration within emerging City and Growth Deals – 2B;
  - Projects with previous Ministerial commitments – 3; and
  - Other Projects – 4.

### **Financial Implications**

48. The capital funding required to advance the prioritised list of major roads projects has been included within the 2023/24 financial year bids submission. The 2023/24 major projects capital bids have been amended to align with the recommendations in this paper.
49. The prioritisation of major roads projects does not commit the Department to capital funding. All prioritised projects will be progressed in accordance with current Departmental governance and decision-making procedures which require Business Case approval and allocation of future funding before any project can advance to procurement of construction.

**RECOMMENDATION:**

53. That you:

- i. note the contents of the submission;
- ii. [REDACTED]
- iii. agree that there is a public interest in prioritising the major works; and
- iv. agree in principle to the prioritisation of Major Roads Projects as outlined in Annex B, and write to other Permanent Secretaries to seek comment, in advance of making a final decision [REDACTED]
- v. Approve the draft letter for issue to Permanent Secretaries.

**Kaine Lynch**  
**Director of Major Projects and Procurement**

**Copy List:**

Colin Woods  
Colin Hutchinson  
Karen Fullerton  
Susan Anderson  
James Redmond  
Liam McEvoy  
Jonathan Saulters  
Willie Kerr  
Dawson Wray  
Seamus Keenan  
James Middleton  
Darren Campbell  
Paul King  
Clive Robinson  
Jonathan Saulters  
DfI Press Office  
PS To the Above

## DEPARTMENT FOR INFRASTRUCTURE - MAJOR ROAD PROJECTS

FLAGSHIP ROAD PROJECTS				
Project	Cost	Spend to Date <sup>2</sup>	Status	Next Key Decision
A6 Randalstown / Castledawson	£190m	£184.8m	Open to traffic	NA
A6 Derry / Dungiven Phase 1	£250m (under review)	£248.5m	Under construction	NA
A6 Derry / Dungiven Phase 2	£170m - £200m (under review)	£6.2m	Development paused	Decision to re-commence development work
A5 Western Transport Corridor	£1,600m (under review)	£93.2m	Preparation for Public Inquiry	Decision following PAC report

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<sup>2</sup> Spend to end January 2023.

<b>CITY AND GROWTH DEAL PROJECTS</b>				
<b>Project</b>	<b>Estimated Cost</b>	<b>Spend to Date</b>	<b>Status</b>	<b>Next Key Decision</b>
Newry Southern Relief Road	£85m - £100m (under review)	£6.4m	Preparation of draft Orders & Environmental Impact Assessment Report	Decision to publish draft Orders
Lagan Pedestrian & Cycle Bridge	£12.9m	£0.3m	Preparation of contract documents	Decision to commence tender
Belfast Rapid Transit 2	£142m - £148m (under review)	£0.4m (Resource)	Assessment of route extensions as directed by ex-Minister O'Dowd. Completion of Outline Business Case	Decision to confirm routes and commence detailed design
A4 Enniskillen Southern Bypass	£25m - £30m (under review)	£5.5m	NIP published and Orders made 2021 - Preparation of contract documents	Decision to commence tender
A29 Cookstown Bypass	£45m to £55m (under review)	£7.1m	Preparation of Draft Orders & Environmental Impact Assessment Report	Decision to publish draft Orders

<b>PREVIOUS MINISTER COMMITMENTS</b>				
<b>Project</b>	<b>Estimated Cost</b>	<b>Spend to Date</b>	<b>Status</b>	<b>Next Key Decision</b>
York Street Interchange	£120m - £165m (under review)	£23.2m	Placemaking & Active Travel review	Decision on how to proceed following PATR
A1 Junctions Phase 2	£65m - £75m (under review)	£8.8m	NIP published and Direction Order made 2021 - Preparation of contract documents	Decision to commence tender
A32 Cornamuck	£5m - £6.5m (under review)	£0.8m	NIP published and Orders made 2016 / 2017 - Preparation of contract documents	Decision to commence tender

<b>OTHER PROJECTS – DEVELOPMENT PAUSED – PENDING OUTCOME OF TRANSPORT PLANS</b>				
<b>Project</b>	<b>Estimated Cost</b>	<b>Spend to Date</b>	<b>Status</b>	<b>Next Key Decision</b>
A24 Ballynahinch Bypass	£35m - £45m	£5.2m	NIP published 2016 and Direction Order made 2021 - Contract documents complete – Development paused	Subject to outcome of RSTNTP
A55 Knock Road widening	£12m - £16m <sup>2</sup>	£0.7m	NIP and DO published 2012 – Development paused	Subject to outcome of BMTP
A2 Buncrana Road	£45m - £60m <sup>3</sup>	£9.2m	Stage 2 Assessment complete 2019 – Development paused	Subject to outcome of RSTNTP
A28 Armagh East Link	£20m - £25m	£1.5m	Stage 2 Assessment complete 2019 – Development paused	Subject to outcome of RSTNTP
A32 Esker Bog	£4m - £5m <sup>2</sup>	£0.1m	Stage 2 Report approved 2013 – Development paused	Subject to outcome of RSTNTP
A3 Armagh North and West Link	£55m - £75m <sup>2</sup>	£2.1m	Draft addendum to Stage 2 report produced 2011 – Development paused	Subject to outcome of RSTNTP
A2 Ballykelly Bypass	£35m - £40m <sup>2</sup>	£0.9m	Stage 2 Report approved 2010 – Development paused	Subject to outcome of RSTNTP
A2 Sydenham Bypass widening	£40m - £55m <sup>2</sup>	£2.1m	Stage 2 Assessment complete 2009 – Development paused	Subject to outcome of BMTP
A32 Kilgortnaleague	N/A	£0.6m	Stage 1 and 2 reports approved 2016 - Development paused	Subject to outcome of RSTNTP
M1/A1 Sprucefield Bypass	N/A	£0.4m	Stage 1 Report approved 2011 - Development paused	Subject to outcome of RSTNTP
A3 Portadown to Richill Dualling	N/A	Zero	Published in Investment Delivery Plan (IDP) for Roads 2008 – Not developed	Subject to outcome of RSTNTP

<sup>3</sup> Estimate out of date.

<b>OTHER PROJECTS – DEVELOPMENT PAUSED – PENDING OUTCOME OF TRANSPORT PLANS</b>				
<b>Project</b>	<b>Estimated Cost</b>	<b>Spend to Date</b>	<b>Status</b>	<b>Next Key Decision</b>
A26 Ballymoney to Coleraine	N/A	Zero	Published in Investment Delivery Plan (IDP) for Roads 2008 – Not developed	Subject to outcome of RSTNTP
A26 Nutts Corner to Moira	N/A	Zero	Published in Investment Delivery Plan (IDP) for Roads 2008 – Not developed	Subject to outcome of RSTNTP
A4 Fivemiletown Bypass	N/A	Zero	Published in Investment Delivery Plan (IDP) for Roads 2008 – Not developed	Subject to outcome of RSTNTP
M2 / A8(M) Sandyknowes junction upgrade	N/A	£0.1m	Published in Investment Delivery Plan (IDP) for Roads 2008 – Not developed	Subject to outcome of RSTNTP
Shaftesbury Link, Belfast	N/A	£2.5m	Preliminary options report approved 2008 – Development paused	Subject to outcome of BMTP
M1 Slip Roads at Blacks Road	N/A	Zero	Published in Investment Delivery Plan (IDP) for Roads 2008 – Not developed	Subject to outcome of BMTP

**PRIORITISATION OF MAJOR ROAD PROJECTS**

<b>NI EXECUTIVE FLAGSHIP DEAL ROAD PROJECTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
1A	A6 Randalstown / Castledawson	Construction complete – Work to continue to close out project.
1A	A6 Derry / Dungiven Phase 1	Construction substantially complete – Work to continue to close out project.
1B	A5 Western Transport Corridor	Development work ongoing – Work to continue to progress towards the next key decision point regarding making of the statutory orders.
1C	A6 Derry / Dungiven Phase 2	Development work currently paused – Future development work to be scoped and programmed, including consideration of whether the current preferred route remains such. Proposed timescales to be considered alongside the timing of Mobuoy Remediation project.
<b>CITY AND GROWTH DEAL PROJECTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
2A	Belfast Rapid Transit 2	Awarded £20m timebound NI Deal funding and £35m partial BRCD allocation – Development work to continue to progress towards the next key decision.
2A	Lagan Pedestrian & Cycle Bridge	Full BRCD allocation - Development work to continue to progress towards the next key decision regarding procurement.
2A	Newry Southern Relief Road	Full BRCD allocation - Development work to continue to progress towards the next key decision regarding publication of draft Orders.
2B	A4 Enniskillen Southern Bypass	Awarded £15m timebound NI Deal funding and under consideration for inclusion in MSW - Development work to continue to progress towards the next key decision regarding procurement.
2B	A29 Cookstown Bypass	Under consideration for inclusion in MSW - Development work to continue to progress towards the next key decision regarding publication of draft Orders, subject to inclusion within the MSW Growth Deal.

<b>PROJECTS WITH PREVIOUS MINISTER COMMITMENTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
3	A1 Junctions Phase 2	Development work on contract documents to continue to progress towards the next key decision on procurement of the scheme which will be considered following confirmation of RSTNTP.
3	York Street Interchange	Development work on the PATR to continue to progress towards the next key decision on subsequent progression of the scheme which will be considered following confirmation of RSTNTP and BMTP
3	A32 Cornamuck	Subject to availability of staffing resource, development work on contract documents to continue to progress towards the next key decision on procurement of the scheme which will be considered following confirmation of RSTNTP.
<b>OTHER PROJECTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
4	A24 Ballynahinch Bypass	Development work complete – Decision to proceed to procurement to be considered following confirmation of RSTNTP
4	A55 Knock Road widening	Development work complete – Decision to proceed to procurement to be considered following confirmation of RSTNTP
4	A2 Buncrana Road	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A28 Armagh East Link	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A32 Esker Bog	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A3 Armagh North and West Link	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A2 Ballykelly Bypass	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A2 Sydenham Bypass widening	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP

4	A32 Kilgortnaleague	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	M1/A1 Sprucefield Bypass	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A3 Portadown to Richill Dualling	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	A26 Ballymoney to Coleraine	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	A26 Nutts Corner to Moira	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	A4 Fivemiletown Bypass	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	M2 / A8(M) Sandyknowes junction upgrade	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	Shaftesbury Link, Belfast	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	M1 Slip Roads at Blacks Road	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP

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**From the Permanent Secretary**

**Dr Julie Harrison**

Perm Secs

Room 701  
Clarence Court  
10-18 Adelaide Street  
BELFAST  
BT2 8GB  
Telephone: (028) 9054 1175

Email: [perm.sec@infrastructure-ni.gov.uk](mailto:perm.sec@infrastructure-ni.gov.uk)

Your reference:

Our reference:

[Date]

Dear XXX

### **Prioritisation of Major Roads Projects**

I am writing to seek your views on the cross cutting matter of DfI's Strategic Road Improvement Programme in advance of considering a decision under the Northern Ireland (Executive Formation Etc) Act 2022.

This Department's major roads programme includes a long and extensive package of projects largely derived from the Department's previous transport plans, particularly the Regional Strategic Transportation Network Transport Plan 2015 (RSTNTP 2015), the Investment Strategy for Northern Ireland and more recently the Northern Ireland City and Growths Deals.

As you know, the Climate Change (NI) Act 2022 sets a target of an at least 100% reduction in net zero greenhouse gas emissions by 2050 for Northern Ireland compared to the baseline, along with interim targets for 2030 and 2040. As the Transport sectoral lead, the Department has a requirement to develop and publish a transport sectoral plan setting out proposals and policies on how the transport sector will contribute to meeting its emissions reduction targets.

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In the context of extremely challenging carbon emission targets and financial pressures, the continued business as usual delivery of the current major roads programme is no longer considered appropriate, as it would likely result in development expenditure on some projects that will not move to construction in the foreseeable future. Increasing staff pressures across our major projects teams also means that progression of the current major roads programme is not sustainable. I am mindful too of the potential impact of some of the larger projects on our collective capital programme in the next few years. I remain of the view that we need an approach to ISNI which offers us a way to prioritise and propose to Ministers a more focused list of capital projects across Departments which also gives us better sight of funding interdependencies and timings.

Whether the ISNI approach facilitates this or not, a decision is required on how the Department should prioritise the development and delivery of projects within the pipeline. The prioritisation outlined in this letter is based on careful consideration of:

- the current status of each project and the work required to complete the current development stage;
- projected profiles of future capital funding; and
- Departmental capacity to effectively and appropriately advance projects.

Many of the projects within the current major roads programme enjoy various levels of political commitment including NI Executive Flagship status, are included within City and Growths Deals, or a previous Infrastructure Minister has committed to advance development works.

The proposed prioritisation of Major Roads Projects is presented in Annex A which sets out the following hierarchy:

- Closing out projects that have been recently constructed or are under construction – 1A;
- Active Executive Flagship projects – 1B;
- Remaining Executive Flagship projects – 1C;
- Projects within signed City and Growth Deals – 2A;

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- Projects under consideration within emerging City and Growth Deals – 2B;
- Projects with previous Ministerial commitments – 3; and
- Other Projects – 4.

Due to financial and resourcing pressures it is proposed that the Department will deliver those road projects listed in tiers 1 and 2 of Annex A where there are alternative funding streams such as Flagship and City and Growth Deal projects. All other schemes continue to be paused and their place on a future major works programme will be informed by the Department's emerging transport plans.

I appreciate that this may have cross cutting impacts on your departments, and I am therefore seeking your comments. A response by 5 May would very much be appreciated. In the meantime, if you would like to discuss this in more detail please contact Colin Woods, the Deputy Secretary for Transport and Road Asset Management at [REDACTED]

Yours sincerely

JULIE HARRISON

**PRIORITISATION OF MAJOR ROAD PROJECTS**

<b>NI EXECUTIVE FLAGSHIP DEAL ROAD PROJECTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
1A	A6 Randalstown / Castledawson	Construction complete – Work to continue to close out project.
1A	A6 Derry / Dungiven Phase 1	Construction substantially complete – Work to continue to close out project.
1B	A5 Western Transport Corridor	Development work ongoing – Work to continue to progress towards the next key decision point regarding making of the statutory orders.
1C	A6 Derry / Dungiven Phase 2	Development work currently paused – Future development work to be scoped and programmed, including consideration of whether the current preferred route remains such. Proposed timescales to be considered alongside the timing of Mobuoy Remediation project.
<b>CITY AND GROWTH DEAL PROJECTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
2A	Belfast Rapid Transit 2	Awarded £20m timebound NI Deal funding and £35m partial BRCD allocation – Development work to continue to progress towards the next key decision.
2A	Lagan Pedestrian & Cycle Bridge	Full BRCD allocation - Development work to continue to progress towards the next key decision regarding procurement.
2A	Newry Southern Relief Road	Full BRCD allocation - Development work to continue to progress towards the next key decision regarding publication of draft Orders.
2B	A4 Enniskillen Southern Bypass	Awarded £15m timebound NI Deal funding and under consideration for inclusion in MSW - Development work to continue to progress towards the next key decision regarding procurement.
2B	A29 Cookstown Bypass	Under consideration for inclusion in MSW - Development work to continue to progress towards the next key decision regarding publication of draft Orders, subject to inclusion within the MSW Growth Deal.

<b>PROJECTS WITH PREVIOUS MINISTER COMMITMENTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
3	A1 Junctions Phase 2	Development work on contract documents to continue to progress towards the next key decision on procurement of the scheme which will be considered following confirmation of RSTNTP.
3	York Street Interchange	Development work on the PATR to continue to progress towards the next key decision on subsequent progression of the scheme which will be considered following confirmation of RSTNTP and BMTP
3	A32 Cornamuck	Subject to availability of staffing resource, development work on contract documents to continue to progress towards the next key decision on procurement of the scheme which will be considered following confirmation of RSTNTP.
<b>OTHER PROJECTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
4	A24 Ballynahinch Bypass	Development work complete – Decision to proceed to procurement to be considered following confirmation of RSTNTP
4	A55 Knock Road widening	Development work complete – Decision to proceed to procurement to be considered following confirmation of RSTNTP
4	A2 Buncrana Road	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A28 Armagh East Link	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A32 Esker Bog	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A3 Armagh North and West Link	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A2 Ballykelly Bypass	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP

4	A2 Sydenham Bypass widening	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A32 Kilgortnaleague	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	M1/A1 Sprucefield Bypass	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A3 Portadown to Richill Dualling	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	A26 Ballymoney to Coleraine	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	A26 Nutts Corner to Moira	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	A4 Fivemiletown Bypass	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	M2 / A8(M) Sandyknowes junction upgrade	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	Shaftesbury Link, Belfast	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	M1 Slip Roads at Blacks Road	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP

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**From:** Harrison, Julie (Dfl – Perm Sec)  
**Sent:** 21 April 2023 13:49  
**To:** Sec, Perm  
**Subject:** Perm Sec Content- Official Sensitive - SSUB-0072-2023 : Major Project Prioritisation - March 2023 - EF Act.DOCX

**Categories:** ACTION - EMMA

Yes please

Sent with BlackBerry Work  
(www.blackberry.com)

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**From:** [REDACTED] on behalf of: Sec, Perm <[Perm.Sec@infrastructure-ni.gov.uk](mailto:Perm.Sec@infrastructure-ni.gov.uk)>  
**Date:** Friday, 21 Apr 2023, 11:39 am  
**To:** Harrison, Julie (Dfl – Perm Sec) [REDACTED]  
**Subject:** URGENT - Official Sensitive - SSUB-0072-2023 : Major Project Prioritisation - March 2023 - EF Act.DOCX

Julie – they have resent the SUB with your changes in the letter. I have lifted the text into the attached memo. Are you content for me to issue?  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** 20 April 2023 17:49  
**To:** Sec, Perm <[Perm.Sec@infrastructure-ni.gov.uk](mailto:Perm.Sec@infrastructure-ni.gov.uk)>  
**Cc:** Woods, Colin (Dfl) [REDACTED] Hutchinson, Colin  
<[Colin.Hutchinson@infrastructure-ni.gov.uk](mailto:Colin.Hutchinson@infrastructure-ni.gov.uk)>; Fullerton, Karen  
Anderson, Susan (Dfl) [REDACTED]; Redmond, James  
[REDACTED] McEvoy, Liam Saulters,  
Jonathan Kerr, William (ROADS) [REDACTED]  
[REDACTED] Wray, Dawson Keenan, Seamus  
[REDACTED] King, Paul [REDACTED]  
[REDACTED] Robinson, Clive (ROADS) [REDACTED]; Dfl Press Office  
<[Press.Office@infrastructure-ni.gov.uk](mailto:Press.Office@infrastructure-ni.gov.uk)>; [REDACTED] Dfl Strategy  
& Business Planning <[StrategyandBusinessPlanning@infrastructure-ni.gov.uk](mailto:StrategyandBusinessPlanning@infrastructure-ni.gov.uk)>  
**Subject:** Official Sensitive - SSUB-0072-2023 : Major Project Prioritisation - March 2023 - EF Act.DOCX

Good Afternoon

Please see attached amended submission following comments by Julie.

Thanks  
[REDACTED]

PS to Colin Hutchinson  
[REDACTED]



**From:**  
Colin Hutchinson  
Director of Major Projects  
and Active Travel

**Your Ref:** SSUB-0114-2023

**Our Ref:**

**Tel:** 028 90816 027

**Date:** 18 May 2023

**To: Permanent Secretary**

**cc:** Copy distribution below

*SENIOR OFFICERS PREPARING A SUBMISSION TO INFORM A FUTURE DECISION SHOULD MAKE SURE THAT THEY ARE PERSONALLY SATISFIED THAT ALL RELEVANT FACTORS IN THE GUIDANCE HAVE BEEN ADDRESSED AS PART OF THEIR RATIONALE.*

**SUBMISSION TITLE:**

**Prioritisation of Major Roads<sup>1</sup> Projects**

**ISSUE**

A decision is required on how the Department should prioritise the development and delivery of its major roads programme.

**TIMESCALE**

**Routine**

**PRESENTATIONAL ISSUES**

This decision will attract significant attention from media and locally elected politicians. We will work with Press Office colleagues to manage this.

**FOI IMPLICATIONS**

This submission may be disclosable in time, subject to consideration of any relevant exemptions and, if necessary, the application of a public interest test.

**FINANCIAL IMPLICATIONS**

Any decisions will not commit the Department to capital funding. All prioritised projects will be progressed in accordance with current Departmental governance and decision-making procedures and in line with any decisions around the allocation of capital budget. The

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<sup>1</sup> The current Major Roads Programme comprises strategic road improvement projects plus Belfast Rapid Transit Phase 2 and Lagan Bridge.

outcome of this submission will be used to update the Department's capital requirements going forward.

**LEGAL ADVICE**

[REDACTED]

**BACKGROUND**

1. As a recommendation in SSUB-0072 -2023, you wrote to Permanent Secretaries on 21 April 2023 seeking their views on the cross-cutting impact of prioritising DfI's Strategic Road Improvement Programme in advance of considering a decision [REDACTED]  
[REDACTED]
2. We have received responses from all Permanent Secretaries and they are in agreement in principle with the approach proposed in the submission. The returns are collated in a separate Appendix (Appendix 1).
3. As part of their response, DoH requested a meeting between officials, which took place on 12 May. This related mainly to the proposed Health Hub on the Fort George site / Pennyburn Roundabout which would be impacted as a result of the prioritisation proposal for the A2 Buncrana Road scheme.
4. It was accepted that there was cross-cutting benefit in ensuring that improvements to Pennyburn Roundabout were future proofed going forward. An allowance has been made for this through the addition of Tier 3B for work which is considered to be of mutual benefit. The timing of the development of the Fort George site is uncertain and is not likely to be an immediate resource constraint.
5. The final prioritisation list of Major Roads Projects is presented in **Annex A**.

**RECOMMENDATION:**

9. That you:

- i. note the contents of the submission;
- ii. note the inclusion of Tier 3B;
- iii. agree the final prioritisation list in Annex A; and
- iv. [REDACTED]

**Colin Hutchinson**  
**Director of Major Projects and Active Travel**

**Copy List:**

Colin Woods  
Colin Hutchinson  
Karen Fullerton  
Susan Anderson  
James Redmond  
Liam McEvoy  
Jonathan Saulters  
Willie Kerr  
Dawson Wray

**OFFICIAL – SENSITIVE**

Seamus Keenan  
James Middleton  
Darren Campbell  
Paul King  
Clive Robinson  
Jonathan Saulters  
DfI Press Office  
PS To the Above

**PRIORITISATION OF MAJOR ROAD PROJECTS**

<b>NI EXECUTIVE FLAGSHIP DEAL ROAD PROJECTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
1A	A6 Randalstown / Castledawson	Construction complete – Work to continue to close out project.
1A	A6 Derry / Dungiven Phase 1	Construction substantially complete – Work to continue to close out project.
1B	A5 Western Transport Corridor	Development work ongoing – Work to continue to progress towards the next key decision point regarding making of the statutory orders.
1C	A6 Derry / Dungiven Phase 2	Development work currently paused – Future development work to be scoped and programmed, including consideration of whether the current preferred route remains such. Proposed timescales to be considered alongside the timing of Mobuoy Remediation project.
<b>CITY AND GROWTH DEAL PROJECTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
2A	Belfast Rapid Transit 2	Awarded £20m timebound NI Deal funding and £35m partial BRCD allocation – Development work to continue to progress towards the next key decision.
2A	Lagan Pedestrian & Cycle Bridge	Full BRCD allocation - Development work to continue to progress towards the next key decision regarding procurement.
2A	Newry Southern Relief Road	Full BRCD allocation - Development work to continue to progress towards the next key decision regarding publication of draft Orders.
2B	A4 Enniskillen Southern Bypass	Awarded £15m timebound NI Deal funding and under consideration for inclusion in MSW - Development work to continue to progress towards the next key decision regarding procurement.
2B	A29 Cookstown Bypass	Under consideration for inclusion in MSW - Development work to continue to progress towards the next key decision regarding publication of draft Orders, subject to inclusion within the MSW Growth Deal.

<b>PROJECTS WITH PREVIOUS MINISTER COMMITMENTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
3A	A1 Junctions Phase 2	Development work on contract documents to continue to progress towards the next key decision on procurement of the scheme which will be considered following confirmation of RSTNTP.
3A	York Street Interchange	Development work on the PATR to continue to progress towards the next key decision on subsequent progression of the scheme which will be considered following confirmation of RSTNTP and BMTP
3A	A32 Cornamuck	Subject to availability of staffing resource, development work on contract documents to continue to progress towards the next key decision on procurement of the scheme which will be considered following confirmation of RSTNTP.
<b>PROJECTS WITH CROSS CUTTING MEASURES</b>		
3B	A2 Buncrana Road	Discussions to continue with DoH on the Pennyburn Roundabout element of the project. Development work on the remainder of the scheme paused – Decision to recommence development work to be considered following confirmation of RSTNTP
<b>OTHER PROJECTS</b>		
<b>Priority</b>	<b>Project</b>	<b>Recommendation</b>
4	A24 Ballynahinch Bypass	Development work complete – Decision to proceed to procurement to be considered following confirmation of RSTNTP
4	A55 Knock Road widening	Development work complete – Decision to proceed to procurement to be considered following confirmation of RSTNTP
4	A28 Armagh East Link	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A32 Esker Bog	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A3 Armagh North and West Link	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP

4	A2 Ballykelly Bypass	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A2 Sydenham Bypass widening	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A32 Kilgortnaleague	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	M1/A1 Sprucefield Bypass	Development work paused – Decision to recommence development work to be considered following confirmation of RSTNTP
4	A3 Portadown to Richill Dualling	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	A26 Ballymoney to Coleraine	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	A26 Nutts Corner to Moira	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	A4 Fivemiletown Bypass	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	M2 / A8(M) Sandyknowes junction upgrade	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	Shaftesbury Link, Belfast	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP
4	M1 Slip Roads at Blacks Road	Development work not started – Decision to commence development work to be considered following confirmation of RSTNTP

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**From:** Harrison, Julie (DfI – Perm Sec)  
**Sent:** 24 May 2023 15:19  
**To:** DfI Perm Sec  
**Subject:** Perm Sec cleared with comment SSUB-0114-2023 : Official Sensitive - Submission - Post Consult Major Project Prioritisation - May 2023 - EF Act

Subject to a discussion on Foyle Bridge I am content with this approach and grateful for the revised submission following consultation with other Departments.

I note too the feedback from some Perm Secs on the importance of an agreed Capital Programme given the risks to capital budgets in the next few years and intend to share this approach with the SIB ISNI Team.

- I am of the view that this matter engages with the Northern Ireland (Executive Formation etc) Act 2022.
- I am content, on the basis of the evidence provided, to sign off the approach as outlined in Annex A.

I would like to revisit this approach in four months or in the event that we see a draft ISNI (assuming we remain without Ministers in the interim).

Julie

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**From:** [REDACTED] **On Behalf Of** Sec, Perm  
**Sent:** Thursday, May 18, 2023 12:57 PM  
**To:** Harrison, Julie (DfI – Perm Sec) [REDACTED]  
**Subject:** For Consideration SSUB-0114-2023 : Official Sensitive - Submission - Post Consult Major Project Prioritisation - May 2023 - EF Act

Please see attached submission recommending that you:

- note the contents of the submission;
- note the inclusion of Tier 3B;
- agree the final prioritisation list in Annex A; and
- [REDACTED]

Regards,

[REDACTED]



**Wendy Johnston-Edwards**  
Permanent Secretary's Office  
Department for Infrastructure  
Clarence Court, 10-18 Adelaide Street, Belfast, BT2 8GB  
Email: [Perm.Sec@infrastructure-ni.gov.uk](mailto:Perm.Sec@infrastructure-ni.gov.uk)

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**From:** [REDACTED]  
**Sent:** Thursday, May 18, 2023 11:52 AM  
**To:** Sec, Perm <[Perm.Sec@infrastructure-ni.gov.uk](mailto:Perm.Sec@infrastructure-ni.gov.uk)>  
**Cc:** Woods, Colin (DfI) [REDACTED]; Hutchinson, Colin [REDACTED]; Fullerton, Karen [REDACTED]; Anderson, Susan (DfI) [REDACTED]; Redmond, James [REDACTED]; McEvoy, Liam [REDACTED]; Saulters, Jonathan [REDACTED]; Kerr, William (ROADS) [REDACTED]; Wray, Dawson [REDACTED]; Keenan, Seamus [REDACTED]

[Redacted] Middleton, James [Redacted]  
Campbell, Darren (DfI) [Redacted] King, Paul [Redacted]  
[Redacted] Robinson, Clive (ROADS) [Redacted] DfI Press Office  
<[Press.Office@infrastructure-ni.gov.uk](mailto:Press.Office@infrastructure-ni.gov.uk)>

[Redacted] fl Strategy & Business Planning  
<[StrategyandBusinessPlanning@infrastructure-ni.gov.uk](mailto:StrategyandBusinessPlanning@infrastructure-ni.gov.uk)>

**Subject:** Official Sensitive - Submission - Post Consult Major Project Prioritisation - May 2023 - EF Act

Good Morning

Please see attached submission for consideration.

Thanks  
[Redacted]

PS to Colin Hutchinson  
[Redacted]