

## **EIR Request (received 30 September 2024) - Reference: DFI/2024-0416**

From these 4 Active Travel Schemes, can you confirm if the cost came exclusively from Active Travel Funding, and in each case can you outline how much money was spent on the road resurfacing, and how much was spent on the pedestrian/cycling path:

1. £2.6 million Active Travel scheme for A2 Clooney Road, Ballykelly:  
<https://www.infrastructure-ni.gov.uk/news/odowd-announces-ps26-million-active-travel-scheme-a2-clooney-road-ballykelly>;
2. £800,000 Active Travel scheme for the A29 Ring Road, Coleraine:  
<https://www.infrastructure-ni.gov.uk/news/odowd-announces-ps800000-active-travel-scheme-a29-ring-road-coleraine>;
3. £1.75 million active travel scheme for A29 Ring Road, Coleraine:  
<https://www.infrastructure-ni.gov.uk/news/odowd-announces-ps175-million-active-travel-scheme-a29-ring-road-coleraine>; and
4. £800,000 active travel scheme for O'Neill Road, Newtownabbey:  
<https://www.infrastructure-ni.gov.uk/news/odowd-announces-ps800000-active-travel-scheme-oneill-road-newtownabbey>.

## **Response (issued 29 October 2024)**

Thank you for your email dated 30 September 2024, requesting under the Freedom of Information Act 2000 (FOI), information held by this office in relation to the cost of the following Active Travel schemes:

1. *£2.6 million Active Travel scheme for A2 Clooney Road, Ballykelly:*  
<https://www.infrastructure-ni.gov.uk/news/odowd-announces-ps26-million-active-travel-scheme-a2-clooney-road-ballykelly>;
2. *£800,000 Active Travel scheme for the A29 Ring Road, Coleraine:*  
<https://www.infrastructure-ni.gov.uk/news/odowd-announces-ps800000-active-travel-scheme-a29-ring-road-coleraine>;
3. *£1.75 million active travel scheme for A29 Ring Road, Coleraine:*  
<https://www.infrastructure-ni.gov.uk/news/odowd-announces-ps175-million-active-travel-scheme-a29-ring-road-coleraine>; and

4. £800,000 active travel scheme for O'Neill Road, Newtownabbey:

<https://www.infrastructure-ni.gov.uk/news/odowd-announces-ps800000-active-travel-scheme-oneill-road-newtownabbey>.

*...in each case can you outline how much money was spent on the road resurfacing, and how much was spent on the pedestrian/cycling path.*

In considering your request, on behalf of the Department, I have determined that the information requested falls under the aegis of the Environmental Information Regulations 2004, as opposed to the FOI Act 2000. Section 39 of the Freedom of Information Act specifically excludes from consideration under that Act requests for what is deemed to be environmental information. EIR gives rights of public access environmental information held by public authorities.

A guide explaining the Environmental Information Regulations can be found at:

<https://ico.org.uk/for-organisations/foi-eir-and-access-to-information/guide-to-the-environmental-information-regulations/>.

In response to your request, I can confirm that the Department does hold information relating to your request.

1. The carriageway surface course element of the Clooney Road active travel scheme is estimated to be approximately £0.4m.
2. The carriageway surface course element for the second stage Coleraine Ring Road active travel scheme is estimated to be approximately £0.2m.
3. The final cost for the first stage of the Ring Road scheme was £2.5m, with the carriageway surface course element costing £0.8m of which approximately £0.2m is for the surface course material. The increase in costs between the pre-tender estimate and completed total was due to a number of unforeseen issues on site and the general increase in construction costs across the whole sector at that time.
4. The final cost for the O'Neill Road scheme was £0.7m, with the carriageway surface course element costing approximately £0.2m.

Provision of high-quality active travel infrastructure along existing roads, in some cases, means having to move and reprofile the existing carriageway, including replacing kerb lines and drainage. This is the case for all four schemes in question. Where the carriageway needs to be realigned and reprofiled to facilitate the active travel infrastructure improvements the resultant resurfacing is a necessary consequence of delivering the works.

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