

# CPD — Continued Prolonged Delays

Top 3 delay factors per jurisdiction · 280 schemes across 7 jurisdictions · QUINTIN QS · July 2026

7 Jurisdictions

40 schemes each

## NI Northern Ireland 40 schemes

### #1 Funding gaps & no confirmed budget

18 schemes · 45%

18 of 40 schemes have no confirmed construction budget. York Street has a confirmed 11-year horizon. The DfE schools capital backlog alone stands at over £1bn.

York Street Interchange, Magee University, NI Schools Backlog

### #2 Legal challenges & planning refusals

4 schemes · 10%

A5 WTC: High Court blocked June 2025; CoA judgment pending 2026. Casement Park (BBC, 3 Jul 2026): capacity halved from 34,500 to ~17,000 seats (£90m funding gap) — Ulster senior finals no longer viable.

A5 WTC, Casement Park, Arc21 Waste Facility

### #3 Roads Pipeline — no active procurement

6 schemes · 15%

Six schemes sit in the DfI Roads Pipeline with no active procurement initiated. All are dependent on prior phase completions or future budget allocations with no confirmed timeline.

A4 Enniskillen, A2 Newry, A6 Phase 3

## ROI Republic of Ireland 40 schemes

### #1 Planning & An Bord Pleanála delays

14 schemes · 35%

ABP refusals, appeals and statutory review timelines are the single largest bottleneck. N6 Galway Ring Road permission quashed Oct 2022 (climate plan oversight); further information submitted Apr 2025, ABP

N6 Galway Ring Road, BusConnects Dublin, Luas Finglas, Dublin Airport

### #2 CPO, vesting & land acquisition

8 schemes · 20%

CPO processes and legal challenges from landowners are causing years of pre-construction delay across road and flood schemes. M28 and Limerick NDR both have active legal challenges.

M28 Cork–Ringaskiddy, Limerick Northern Distributor, N5 Ballaghaderreen

### #3 Funding not confirmed for construction

10 schemes · 25%

10 schemes have completed business cases or route selection but have no confirmed capital funding for construction. National Children's Hospital cost overrun (€983m to €2.2bn+) has constrained NDP headroom

Navan–Dublin Rail, Western Rail Corridor, DART+ West

## SCO Scotland 40 schemes

### #1 Contractor performance & insolvency

12 schemes · 30%

Ferguson Marine was nationalised after years of programme failure. ISG went into administration in 2024 disrupting schools and health projects nationally. NHS Grampian Baird Family Hospital delayed 2+ years by

Ferguson Marine, Baird Hospital, Beeslack School (ISG admin 2024)

### #2 STPR2 strategic review — schemes paused

6 schemes · 15%

The Strategic Transport Projects Review 2 paused multiple road and rail schemes pending strategic reassessment in 2023. A96 dualling was suspended; A9 dualling continues but with multiple contract

A96 Dualling (Inverness–Nairn), A82 Loch Lomond, Highland Main Line

### #3 HLOS deferral — rail funding not committed

5 schemes · 13%

High Level Output Specification period 2 deferrals have left major rail electrification and capacity schemes without confirmed funding. Scotland's rail capital programme is constrained by UK Government

Fife & Borders Electrification, Glasgow Queen Street, Highland Main Line

## WAL Wales 40 schemes

### #1 WGOSS cancellations & no replacements

8 schemes · 20%

The Welsh Government's Roads Review (WGOSS) cancelled or paused numerous road schemes leaving sunk costs and no confirmed replacements. The M4 Relief Road was cancelled in 2019 with no alternative committed.

M4 Relief Road, A494 Dee Bridge, multiple road schemes

### #2 Procurement resets & contractor failure

7 schemes · 18%

Velindre Cancer Centre reached financial close March 2024 (£885m MIM contract, 25 years) after 15 years from original proposal; construction started April 2024, first patient treatment targeted April 2027.

New Velindre Cancer Centre (5+ year delay), Core Valley Lines

### #3 UK Government funding withheld or disputed

6 schemes · 15%

Wales received no direct HS2 Barnett consequentials — a long-running political dispute. Cardiff–Swansea electrification has no confirmed funding from either UK or Welsh Government. Several Burns Commission

HS2 Barnett consequentials, Cardiff–Swansea electrification

## LON London 40 schemes

### #1 TfL & GLA funding constraints post-COVID

14 schemes · 35%

TfL's balance sheet was severely damaged by COVID fare revenue collapse. Multiple expansion and upgrade schemes have been deferred indefinitely. Crossrail 2 has no funding commitment. Bakerloo Extension has no programme.

Bakerloo Extension, Crossrail 2, DLR Thamesmead, Bakerloo Upgrade

### #2 HS2 Euston pause — cascade effect

5 schemes · 13%

HS2 Euston was paused March 2023; Chancellor Reeves authorised resumption late 2024; tunnelling to Euston restarted January 2026. Phase 1 cost now projected at £49–57bn (HS2 Ltd, 2019 prices); first trains now not expected until the 2030s per Transport Secretary June 2025. Old Oak Common and Euston regeneration remain highly uncertain.

OOC Station, HS2 Phase 1, Euston Masterplan, Old Oak Common regen

### #3 Legal & planning delays — consenting failures

7 schemes · 18%

Heathrow has been through planning, legal challenge and political delay since the 2018 Airports NPS. Lower Thames Crossing DCO approved March 2025 after years of delay; construction started March 2026 but financing model still unresolved. Hammersmith Bridge reopened to pedestrians 2025 but LBHF confirmed July 2026 no funding available for vehicle restoration (£300m needed); Structures Fund bid pending autumn 2026.

Heathrow 3rd Runway, Lower Thames Crossing, Hammersmith Bridge

## ENG England 40 schemes

### #1 HS2 programme failure & political cancellation

7 schemes · 18%

HS2 Phase 2b was cancelled by the Sunak Government in October 2023. Euston was paused the same year. Costs on Phase 1 have risen to £45bn+. Northern Powerhouse Rail has been deferred under RNOP review. The rolling stock contract is on hold pending Phase 1 clarity.

HS2 Phase 2b cancelled, Euston paused, NPR deferred, rolling stock on hold

### #2 DCO refusals, withdrawals & planning system failures

8 schemes · 20%

The A303 Stonehenge scheme was cancelled July 2024 by Chancellor Reeves as a 'low value unaffordable commitment' (£179m already spent); DCO formally revoked March 2026. Lower Thames Crossing approved March 2025 after years of delay; construction started March 2026. Multiple Road Investment Strategy schemes cancelled in 2024 spending review.

A303 Stonehenge (cancelled 2024, DCO revoked 2026), A27 Arundel (cancelled), R...

### #3 RNOP deferral — rail investment frozen

6 schemes · 15%

The Rail Network Enhancements Pipeline review in 2023 deferred or paused multiple major rail schemes. East West Rail Cambridge section paused. Midlands Rail Hub not confirmed. Transpennine Route Upgrade is years behind and costs have risen to £12bn+.

East West Rail CS2/3, Northern Powerhouse Rail, Midlands Rail Hub, TRU scope

## AUS Australia 40 schemes

### #1 Tunnelling complexity & TBM failures

8 schemes · 20%

TBM issues are a recurring cause of major delay. Snowy 2.0 reset to A\$12bn in 2023 but Snowy Hydro confirmed Oct 2025 that \$12bn is unachievable; independent estimates now range A\$20–42bn including transmission. Sydney Metro West faces complex geology driving costs up and completion back to 2030.

Snowy 2.0 (TBM blockage), Sydney Metro West, North East Link, Adelaide T2D

### #2 Cost governance failures & scope revisions

9 schemes · 23%

Inland Rail cost rose from A\$4.7bn (2015) to A\$31bn (2023 review) to A\$45bn+ (2025 ACIL Allen assessment); federal government axed the Brisbane section May 2026. Brisbane Cross River Rail has major contractor disputes and overrun. Systematic underestimation at business case stage is the defining pattern across Australian infrastructure.

Inland Rail (\$14bn to \$31bn), Snowy 2.0 (\$4bn to \$12bn+), Brisbane CRR

### #3 Contractor disputes & programme resets

7 schemes · 18%

Contractor scope disputes have caused 12+ month delays on Brisbane CRR and Metro Bankstown. The NSW New Intercity Fleet is years behind schedule due to accessibility compliance issues requiring costly redesign. Brisbane 2032 Olympic venues reset after Gabba cancellation.

Brisbane Cross River Rail, Sydney Metro Bankstown, NSW New Intercity Fleet