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# EASTERN DIVISION

Report to

**LISBURN & CASTLEREAGH  
CITY COUNCIL**

Autumn 2025

Photo: McKinstry Road/Derriagh Road/The Cutts

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## Foreword

I have pleasure in submitting the Roads 2025/26 Annual Report on the work of the Department for Infrastructure (DfI) Roads across the Lisburn & Castlereagh District Council area.

This report deals with works completed across the Council area during the year 2024/25 and sets out our initial proposals for schemes to be undertaken in the year 2025/26.

The Department's Final 2025-26 Resource Budget is £637.1m, representing an increase of £77.6m from the 2024-25 opening budget. The Department has been historically underfunded for many years, so this is a welcome increase in the Department's resource budget allocation. However, this does not fully meet the requirements of the Department and therefore decisions on prioritising the budget have been made.

The Department's Final 2025-26 Capital Budget is £917m, representing an increase of £63.4m from the 2024-25 opening budget. This recognises the importance infrastructure plays to everyday lives, contributing to addressing regional imbalance and delivering positive change for all as we invest for future generations. The Department will continue to deliver priority capital schemes with the funding available for the benefit of all citizens.

To help prioritise, the Department is developing a Transport Strategy 2035, the Public Consultation for which closed in September 2025.

The Transport Strategy sets the long-term vision and the overarching strategic goals for the region, enabling economic growth, strengthening regional balance, and enhancing connectivity while the Transport Plans are more detailed and spatially focussed on specific areas

Work has commenced on the local transport plans, and these are being developed in parallel with the council's Local Development Plans to ensure an integrated approach between transport and land use planning.

The opening Capital budget for structural maintenance of the road network in 2025/26 is £68M, which will enable the delivery of the highest priority resurfacing, roadside stability and drainage projects. Further details of those projects to be delivered within the Lisburn & Castlereagh District Council area are contained within this report.

The Department will continue to prioritise delivery of essential services for maintaining public safety, protecting the transport network, and addressing regional imbalance. To help address historic underfunding additional funding has been allocated to essential maintenance and enhancing signs and lining and builds upon the existing level of service.

In an effort to maximise the use of the resources available, we are continuing to develop the Road Maintenance Strategy which offers, a new approach to how the road network is maintained. It will be data driven and supported by sound engineering judgement and focused on delivering higher quality repairs ensuring a more reliable and safer road network.

The Department recognises the importance of investing in pedestrian and cycling infrastructure and the Active Travel Delivery Plan will provide a firm basis for the delivery of walking, wheeling and cycling infrastructure in our villages, towns and cities, over the next ten years and beyond. The Department will continue to work closely with Councils to better understand your five-year active travel programme and to develop an effective grant and support framework for the effective delivery of greenways and other measures to promote and encourage active travel.

Road safety also remains a high priority for the Department, and we are committed to working proactively to make our roads safer and address the needs of all road users, particularly near schools.

In 2024 the Department launched the Road Safety Strategy to 2030 and the supporting 2024-25 Action Plan that contains 10 Strategic Interventions.

The strategy is an important document focused on creating safe roads, safe vehicles, and safe people and the Department delivers a programme of priority targeted road safety interventions through the Local Transport & Safety Measures (LTSM) programme to progress improvements across the road network.

Requests for LTSM improvements, including the provision of footway schemes or upgrading works, will continue to be assessed with progression of priority improvements within the funding available.

The introduction of part-time 20mph zones at schools across the north is a significant intervention that has helped to ensure that children, parents and staff feel safer as they travel to and from school on a daily basis and in June 2025 it was confirmed an additional 40 schools will benefit from this key safety measure bringing the total delivered since 2020/21 to 273 schools.

I hope that you find this report informative. I, along with a representative from our Section Office, Paul Thompson and Network Development Manager Paul King, look forward to meeting the Council.

**Simon Wells**  
**Divisional Roads Manager (Acting)**

## Eastern Division - Senior Management Structure

DfI Roads wishes to build upon the good working relationships it has with Council Members and Officers. The Divisional Senior Management Team is listed below. Day to day operational matters should be raised with the relevant Senior Engineers whose details are listed at the start of each section.



## About Eastern Division

Eastern Division is one of four Client Divisions within DfI Roads. It spans the local Council areas of Belfast City and Lisburn & Castlereagh City.

In Eastern Division we are responsible for approximately 2,564 km of public road together with 355 bridges, 68,532 streetlights, 257 controlled crossings (Pelican/Puffin/Toucan & Zebra type), 264 traffic signalised junctions. We carry out functions under the headings: -

- **Network Planning** - Regulation of additions to the network proposed by developers
- **Network Development** - Improvements to the existing network to improve safety and traffic progression including Minor Works and Local Transport & Safety Measures.
- **Network Traffic** - Traffic Management minor improvements, pedestrian priority, traffic orders, signing, collision remedial schemes, resident and disabled parking, car parks and pay and display spaces, cycling and traffic calming.
- **Network Traffic Telematics** - Traffic signal control, operation of the Traffic Information and Control Centre, Traffic and travel information, TrafficWatchNI website, Motorway Control Systems, CCTV traffic cameras.
- **Network Maintenance** – Maintenance of the existing network. Maintenance activities include resurfacing, surface dressing and drainage works as well as grass cutting, gully emptying, patching, embankment / verge maintenance, fencing and provision of the Winter Service.
- **Major Projects East** – Major capital projects (>£5M) on Key Transport Links.
- **Active Travel** - delivering projects that enable more people to walk, wheel and cycle for many of their shorter everyday journeys. In Lisburn & Castlereagh this involves developing a programme of priority projects in line with the emerging Active Travel Delivery Plan.

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## SECTION 1 – NETWORK PLANNING

### Network Planning Manager: Celine Duff

Celine is responsible for the Development Control, Private Streets and Development Plans.

Celine is supported in Lisburn and Castlereagh City Council area by the following staff:

#### **Stephen Cash**

##### **Senior Engineer – Local Development Plans**

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## 1.1 Development Control

DfI Roads in its consideration of planning applications, takes into account aspects of development which could prejudice traffic progression and safety in terms of junction capacity, access arrangements, parking standards and provision, road width, radii, gradients, drainage and sight lines. This consideration usually involves site visits and technical work. Compliance with transport policy and compatibility with road infrastructure is taken into account as well as any need for developer led improvements. Proposals are also checked for potential encroachment upon any future road corridors. A detailed Transport Assessment may be required for larger developments where potential traffic impact may extend to road junctions some distance from the development site and where infrastructure improvements are deemed necessary as mitigation. For smaller developments a Transport Assessment Form is required to be completed by the applicant in order to ascertain the likely impact.

In the case of housing developments, the Private Streets (NI) Order 1980 is applied if a planning application includes streets which are to become public and maintainable by the Department. Development Control along with the associated Private Streets Section determines the area to be adopted, arranges for the calculation of the bond amount, supervises construction of the streets and, following satisfactory completion by the developer completes the process for adoption into the public road network. Should the developer not complete the street, DfI Roads can take appropriate enforcement action under the Private Streets Order to ensure satisfactory completion of works funded by the bond.

Other Development Control work includes participating in pre-application discussions and planning meetings, preparation of evidence and presentation of this at Planning Appeals. Assistance is given with enforcement cases associated with breaches of planning control. Input is provided for the use of planning case officers at Council Planning Committee meetings with attendance by Development Control Officers as required.

**TABLE 1: Planning Consultations**

Consultation Details	Lisburn and Castlereagh City Council Area
Number of consultations	667
Number of consultations replied to within 21 days	472
Number of Pre-Planning Enquiries	21

Examples of major applications being dealt with are included in Table 2.

**TABLE 2: Example Planning Consultations – Major applications**

<b>Application Reference</b>	<b>Location</b>
LA05/2024/0618/F	Lands at Comber Road Dundonald
LA05/2022/1170/F	Lands north of Ballymaconaghy Road
LA05/2024/0923/F	Lands at Ballinderry Road

### **Roads (NI) Order 1993, Article 80**

Article 80 applies to new vehicular accesses or agricultural accesses onto unclassified roads. It covers proposals such as new driveway entrances or alterations where planning permission is not required. During the reporting period DfI Roads dealt with **19** Article 80 applications.

Development Control also provides evidence in respect of associated Article 84 appeals which are determined by the Planning Appeals Commission.

Development Control also gives advice on various ad-hoc matters such as placing of planters and signage.

## 1.2 Private Streets

Private Streets Section inspects and manages the adoption of roads infrastructure in new developments. It also manages enforcement proceedings against developers who fail in their responsibility to provide road bonds before commencement of work on site. This takes the form of a series of warning letters followed, if necessary, by enforcement action.

DfI Roads will afford a developer every opportunity to fulfil their responsibilities in completing development infrastructure works to an adoptable standard. Where it becomes evident that a developer is either incapable or unwilling to complete the work, DfI Roads will consider initiating legal proceedings. This may result in the need for DfI Roads to complete the works and recover the costs.

DfI Roads has a finite contracting resource at its disposal and given the variation in annual funding levels, the availability of contracting resource to deliver private street enforcement works cannot be assured. In addition, DfI Roads has no control over the interests of other stakeholders, primarily Northern Ireland Water (NIW), which impact on the delivery of the completion of adoption works.

### **Completed Works 2024 – 2025**

**TABLE 3: Private Streets - Adoption Numbers**

Adoption Details	Lisburn and Castlereagh City Council Area
Number of adoptions	4

**TABLE 4: Adoption Locations**

Adoption locations	Date of Adoption
Green Acres Lane	15/04/2024
Hillsborough Road Mews	19/03/2024
Hospital Road	31/03/2025
Redwood Court	20/12/2024

During the reporting period Private Streets Section has been successful in adopting a total of 4 private developments comprising 801m of carriageway and 286m of footway, into the publicly maintained road network.

### **1.3 Private Streets - Enforcement**

Private Streets Section continues to invoke enforcement proceedings against developers who fail in their responsibility to provide road bonds before commencement of work on site. This takes the form of a series of warning letters followed, if necessary, by enforcement action.

Private Streets Section continues to work with developers on backlog housing sites with the objective of having work completed to an adoptable standard. Where it becomes evident that a developer is either no longer trading or is incapable or unwilling to complete the work, DfI Roads will consider initiating enforcement action. This may result in the need for DfI Roads to complete the works and recover the costs from the road bond under Articles 13 and 15 of the Private Streets Order 1980.

The Planning Portal which was launched in December 2022 can be used to submit, view and comment on planning applications online by accessing the following link:

<https://www.nidirect.gov.uk/services/planning-portal>.

## **1.4 Local Development Plans**

### **Advice**

The Department provides advice to the Council area as requested, on road safety and traffic progression issues for Local Development Plans and Community Plans as well as work on strategic development planning applications.

There were no consultations dealt with, during the reporting period from 1 April 2024 to 31 March 2025 within the Lisburn and Castlereagh City Council Area.

## SECTION 2 - NETWORK DEVELOPMENT & NETWORK TRAFFIC

### Development Manager: Paul King

Paul is responsible for Transportation Projects, Local transport and Safety Improvement Schemes and Street Lighting.

Paul is supported in Lisburn and Castlereagh City Council Area by:

#### **Lionel Walsh**

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**Traffic Manager: Graeme Salmon**

Graeme is responsible for Traffic Management Minor Improvements, Pedestrian Priority, Traffic Orders, Signing, Collision Remedial schemes, resident and disabled parking, car parks and pay and display spaces, and Traffic Calming.

Graeme is supported in Lisburn and Castlereagh City Council Area by:

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## **LOCAL TRANSPORT AND SAFETY MEASURES**

The Regional Transportation Strategy (RTS) identified the importance of Local Transport and Safety Measures (LTSM) and highlighted some of the principal initiatives to be addressed, including:

- local improvements in towns to assist pedestrians and cyclists.
- local highway infrastructure measures to improve safety, such as collision remedial schemes and traffic calming schemes; and
- Network Development schemes (minor works).

LTSM expenditure tends to be widely spread and most communities benefit, as an individual scheme is relatively low cost in comparison to the cost of projects on the Strategic Works programme. They are usually very visible measures and provide good value for money in terms of a safer road transport system, which benefits society, the economy, the environment; and actively contributes to everyone's quality of life.

Types of LTSM projects include:

- Minor Works and Micro Schemes
- Traffic Management
- Pedestrian Measures
- Traffic Calming
- Collision Remedial
- Safer Routes to School
- Bus Priority Measures
- Cycling Measures
- Road and Lane Closures
- Legislation

## 2.1 Completed Works 2024 – 2025

**TABLE 5: Transportation - Bus Priority**

Road Number	Road Name, Location	Scheme Description	Status
U7026	Berkeley / Holborn Hall, Lisburn	Replacement of automated Bollard	Complete

**TABLE 6: Transportation - Park & Ride**

Name, Location	Scheme Description	Status
Sprucefield P& R	General annual maintenance	Complete
Cairnshill P&R	Phase 1 – Provision of security bollards	Complete
Cairnshill P&R	General annual maintenance	Complete

**TABLE 7: Road Signs, Markings, Bollards**

Road Number	Road Name, Location	Scheme Description	Status
U519	Ivanhoe Avenue, Castlereagh	Provision of School warning signs	Complete
C5	Brokerstown Road, Lisburn	Provision of 30mph speed limit signs	Complete
B154	46 Quarterland Road, Dundrod	Provision of yellow backed chevron sign and marker posts	Complete
A3	Moira Road / Glen Road, Maghaberry	Provision of additional level crossing warning signs	Complete
B105	Station Road, Moira	Provision of additional level crossing warning signs	Complete
B178	Comber Road, Royal Hillsborough	4no yellow backed chevrons	Programmed
A501	Colin Glen Road / Barnfield Road, Belfast	Provision of junction warning signs	Complete
U1062	Old Road, Maghaberry	Provision of Crossroads warning sign	Programmed
A23	Ballygowan Road / Manse Road, Castlereagh	Provision of yellow backed Give way signs	Complete

Road Number	Road Name, Location	Scheme Description	Status
C13	Lowtown Road / Hillhead Road, Lisburn	Provision of 'Horse in Road' warning signs	Complete
C378	East Link Road / Hanwood Road, Dundonald	Provision of 'No through road' warning sign	Complete
C297	Ballynahinch Road / Dill Avenue, Lisburn	Provision of 'No through road' warning sign	Complete
U407	Artifinny Road, Royal Hillsborough	Provision of 'Cattle in Road' warning sign	Complete
B2	Ballynahinch Road / Leapogues Road, Dromore	Provision of additional yellow backed warning signs	Complete
A1	Hillsborough Road / Waverly Avenue, Lisburn	Provision of double yellow line corner restriction	Complete
B101	Stoneyford Road, Dundrod	Provision of 40mph speed limit roundel road marking	Complete
C369	Cairnshill Road, Castlereagh	Provision of 30mph speed limit roundel road marking	Complete
A30	Lisburn Road, Glenavy	Provision of 40mph speed limit roundel road marking	Complete
B12	Crumlin Road/ Ogales Road, Ballinderry	Provision of new Slow road marking	Programmed
C6	Lissue Road / Lissue Walk, Lisburn	Provision of Keep clear road marking	Complete
A30	Ballymacash Road / St Marks Wood, Lisburn	Provision of Yellow box road marking	Complete
C5	Brokerstown Road, Lisburn	Provision of Keep clear road marking	Complete
C13	Lough Road/ Crewe Road, Glenavy	Provision of new Slow road marking	Complete
B104	Lower Ballinderry Road / Gortraney Road, Ballinderry	Provision of new Slow road marking	Complete
B12	Lurgan Road / Aghadolgan Road, Glenavy	Provision of 2 new Slow road markings	Complete
C17	Y-bridge Road / Moss Road / Stoneyford Road, Stoneyford	Provision of new Slow road marking	Complete
U71	Gravelhill Road, Maze	Provision of new Slow road marking	Complete
U519	Ivanhoe Avenue, Castlereagh	Provision of 2 new Slow road markings	Complete

Road Number	Road Name, Location	Scheme Description	Status
A23	Moneyreagh Road / Church Road, Moneyreagh	Provision of new Slow road marking	Complete
B103	Ballyskeagh Road, Lambeg	Provision of 2 new Slow road markings	Complete
U146	30 Ballycoan Road, Belfast	Provision of new edge of carriageway road markings on	Complete

**TABLE 8: Legislation - Speed Limits**

Road Number	Road Name, Location	Scheme Description	Status
U512	McKinstry Road, Dunmurry	New 40mph speed limit	Complete

**TABLE 9: Legislation - Waiting Restrictions**

Road Number	Road Name, Location	Scheme Description	Status
U7030	Barrack Street, Lisburn	'No waiting at any time' restriction	Complete

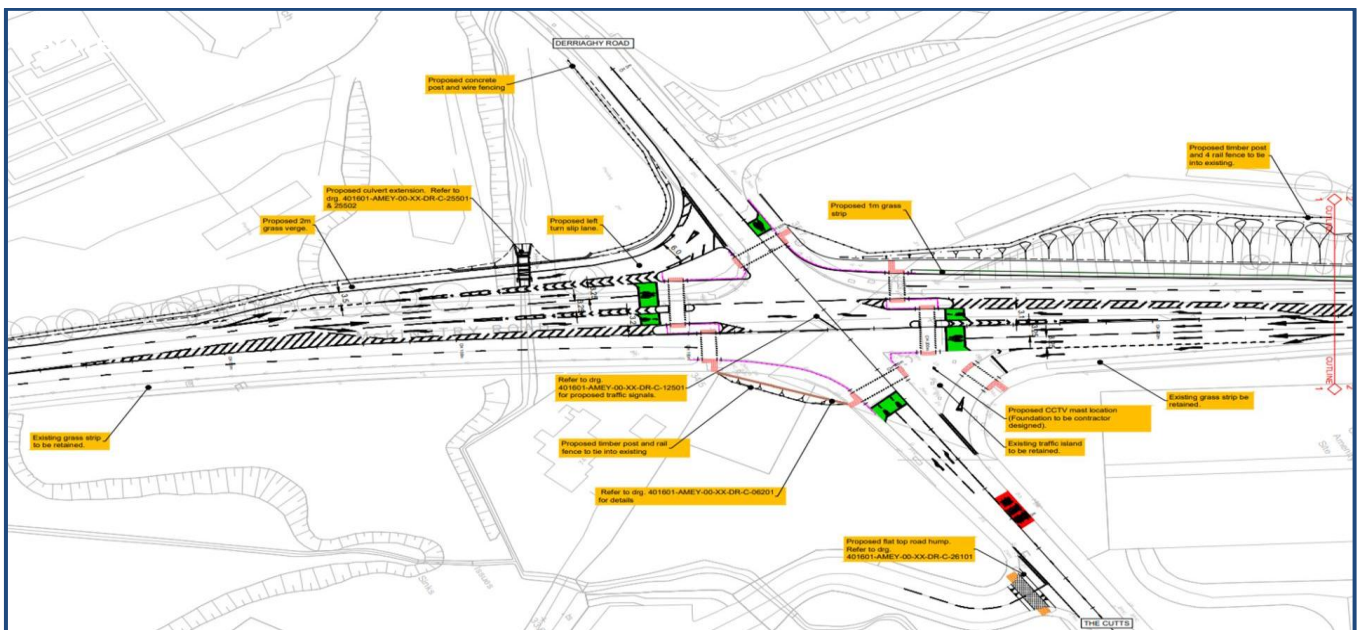
## 2.2 Planned Works 2025 – 2026

Please note that the delivery of the schemes listed below will be dependent on availability of Contractor resources.

**TABLE 10: Carriageways / Minor Works Planned**

Road Number	Road Name, Location	Scheme Description	Status
U509	Millreagh Drive	Pedestrian Link to Carrowreagh Road	Programmed (Carried forward from 2024/25)
A512	McKinstry Road/ Derrriaghy Road/ The Cutts	Junction improvement, carriageway widening, upgrade and widening of footways, shared use cycle tracks. Control of all vehicle movements with the signal phasing.  (On the boundary of Belfast and Lisburn Council areas)	Complete

### McKinstry Road/ Derrriaghy Road/ The Cutts scheme design



**TABLE 11: Transportation - Bus Priority Measures**

Road Number	Road Name, Location	Scheme Description	Status
Various	Experimental Scheme	Bus Lanes - Introduction of an operational time change to AM/PM peak periods on both inbound & outbound bus lanes on southern radial routes to Belfast City Centre and draft associated legislation.	Complete
Various	Glider Bus Corridors	Review maintenance issues and defects highlighted by Translink and prioritise for repair.	Feasibility stage

**TABLE 12: Transportation - Park & Ride**

Road Name, Location	Scheme Description	Status
Cairnshill Park and Ride	Provision of height restriction barriers and bollards	On site
Cairnshill Park and Ride Extension	Provision of an additional 359 spaces	Awaiting confirmation of land
Sprucefield Park and Ride	New access arrangement to accommodate Knockmore Link Road. Business case expired due to delay in planning approval being granted.	Design completed. Resubmit Business case.

**TABLE 13: Traffic Calming**

Road Number	Road Name, Location	Scheme Description	Status
U108	Old Saintfield Road	From Saintfield Road to Saintfield Road	Deferred
C005	Brokerstown Road	Between Glenavy Road and Knockmore Road	Deferred
U7750	Soldierstown Road	Aghalee Village 30mph to Lurgan Road	Deferred

**TABLE 14: Collision Remedial**

Road Number	Road Name, Location	Scheme Description	Status
A512	McKinstry Road / Derriaghy Road / The Cutts	Junction improvement and control of all traffic movements	Complete. (CCTV camera to be erected at later date)
A23	Ballygowan Road/ Manse Road junction	Enhanced signing and HFS	Programmed
B101	Dundrod Crossroads	Enhanced signing	Programmed

**TABLE 15: Safer Routes to School - Part time 20mph limits**

Road Number	Road Name, Location	Scheme Description	Status
U060	Brookfield Special School, Halfpenny Gate Road, Hillsborough	Part time 20mph	Programmed
A1	St Joseph's Primary school, Castle Street, Lisburn	Part time 20mph	Programmed
C300 B178	Carr Primary school, Lisburn	Part time 20mph on Carr Road and replacement of school flashing signs on Comber Road	Programmed

**TABLE 16: Road Signs, Markings and Bollards**

Road Number	Road Name, Location	Scheme Description	Status
B178	Comber Road, Royal Hillsborough	4no yellow backed chevrons	*Programmed
U1062	Old Road, Maghaberry	Provision of Crossroads warning sign	*Programmed
U360	Clarehill Road / Redhill Road	Provision of '120 yards' plate	Programmed
A3	A3 Moira Road / Cross Lane	Provision of junction warning sign	*Programmed

Road Number	Road Name, Location	Scheme Description	Status
B101	Dundrod Crossroads	Provision of additional yellow-backed warning signs	Programmed
C300	Carr Road, Carryduff	Provision of 'Horse in Road' warning signs	*Programmed
B104	Ballinderry Road / Kilcorrig Road	Provision of additional yellow-backed warning signs	*Programmed
C297	61 Ballykeel Road	Provision of junction on bend warning signs	*Programmed
U023	Ballycolin Road / Hannahstown Road	Provision of Advance Stop warning signs	*Programmed
A3	Moira Road / Aghnatrisk Road	Addition of '200 yards' plate to warning sign	Programmed
B6	132 Saintfield Road	Provision of chevron warning signs	Programmed
B178	Comber Road / Cadger Road	Provision of junction warning sign	*Programmed
B007	Dundrum Road / Moneynabane Road	Provision of junction warning sign	*Programmed
B2	4 Dromore Road, Ballynahinch	Provision of Crossroads warning sign	*Programmed
A24	Ballynahinch Road / Muskett Road	Provision of 'No through road' warning sign	*Programmed
A24	Ballynahinch Road / Meadowvale Park	Provision of 'No through road' warning sign	*Programmed
U193	Manse Road / Beechmount Road	Provision of junction warning signs	*Programmed
U136	Lisleen Road South, Moneyreagh	Provision of Advance Stop warning signs	Programmed
B103	Ballyskeagh Road at Driving Range	Provision of Road Narrows warning signs	Programmed
C006	Lissue Road	Provision of additional Low bridge warning sign	Programmed
A3	Moira Road / Meadow Road	Provision of yellow-backed crossroads warning signs	Programmed
B178	131 Comber Road	Provision of Series of bends warning sign	Programmed
U071	Gravelhill Road, Maze	Provision of Advance stop warning sign	Programmed

Road Number	Road Name, Location	Scheme Description	Status
C005	Brokerstown Road	Provision of Series of Bends warning signs	Programmed
U2108	Backwood Road	Pedestrians crossing signs	Programmed
U400	Blaris Road	Provision of 2 chevron signs	Programmed
U7006	Hertford Crescent, Lisburn	Extension of School Keep clear road marking	Programmed
B007	Dundrum Road / Park Road, Dromara	Provision of 2 new Slow road markings	Programmed
C309	Dromara Road / Raffertys Hill	Provision of 2 new Slow road markings	Programmed
U270	Knockbracken Road / Clontonacally Road	Provision of new Slow road marking	Programmed
B6	Saintfield Road / Knockany Road	Provision of new Slow road marking	Programmed
A26	Main Street, Glenavy	Provision of new edge of carriageway road markings	Programmed
B177	Lisburn Road / Kensington Gardens	Provision of double yellow line corner restrictions	Programmed

\*Carried over from 2024/25

**TABLE 17: Legislation - Waiting Restrictions**

Road Number	Road Name, Location	Scheme Description	Status
U7006	Drumlough Gardens	'No waiting at any time' waiting restriction	Programmed
U7106	The Cutts, Dunmurry	New Single and Double Yellow Lines	Under review
A21	Comber Road, Dundonald	Proposed limited waiting restrictions within layby	Under review

**TABLE 18: Legislation – Weight Restrictions**

Road Number	Road Name, Location	Scheme Description	Status
B177	Royal Hillsborough Village	7.5T weight limit – Traffic impact assessment commissioned on Alternative Routes	In progress

**TABLE 19: Legislation – Traffic Orders (Road & Lane Closures)**

Road Number	Road Name, Location	Scheme Description	Status
B23	Hillhall Road / Largymore Drive	Banning of right turn movement	Deferred

**TABLE 20: Pedestrian Measures**

Road Number	Road Name, Location	Scheme Description	Status
U400	Blaris Road, Lisburn	Toucan Crossing at Greenway	At design stage
A1	Queensway at St Colemans, Lisburn	Puffin Crossing	At design stage
B104	Ballinderry Road, St Aloysuis Lisburn	Puffin Crossing	At design stage
C007	Maghaberry Road	Puffin Crossing for LCCC	Complete

### **Accessible Parking Bays – General**

Individual Accessible Parking Bay applications are assessed in line with policy and before the necessary legislative process. Successful applications are required to be notified in local newspapers offering the opportunity for the public to submit their views.

Any objections must be fully considered before the application can progress to the Legislative Stage. Due to the processes involved, approved applications are required to be grouped and processed in batches of two or maybe three occasions during the year.

### **Deillumination of signs**

The Department is continuing to develop a programme of replacing internally illuminated bollards with retroreflective bollards, as resources permit, thus helping to reduce energy costs.

## **Legislation**

All proposals to introduce or amend legislation are subject to successful completion of the necessary processes. This includes Accessible Parking Bays, Speed Limits, Traffic Regulation Orders (such as one-way), Parking and waiting restrictions (such as yellow lines) etc. A notice of intention of proposals is published in local papers which offers the opportunity for the public to submit their views on the proposals. Objections, when received, must be fully considered and addressed before any scheme can be taken forward for implementation.

## 2.3 Street Lighting

The total number of streetlights in Eastern Division is approximately 68,250, of which 22,493 (33%) are in the Lisburn and Castlereagh City Council area.

### **Completed Works 2024 – 2025**

**TABLE 21: Street Lighting – completed**

Location	Scheme Description	Status
Carnreagh, Hillsborough	Street Lighting Upgrade Scheme	Complete
Iniscarn Park / Close, Ardane Gardens, Gortmore Park, Lisburn	Street Lighting Upgrade Scheme	Complete
James Craig Way, Carson Court, Brookeborough Square, Molyneaux Drive / Walk, Lisburn	Street Lighting Upgrade Scheme	Complete

### **Street Lighting Maintenance**

Since April 2015, in line with reductions in available staff, DfI Roads only repairs those defective streetlights reported by the public or their representatives. In order to facilitate this process, reports of defective lights can now be made directly online via the NI Direct website at the web address: <https://www.nidirect.gov.uk/services/report-street-light-fault>

Reports made via this web page automatically generate a works order to the appropriate contractor to have the defect repaired.

Reports can also be made by telephone at 0300 200 7899.

Priority is given to emergency defects i.e. those defects posing a direct structural or electrical hazard, then to groups of lights out, groups of lights burning continuously and finally to individual lights out.

## **Repair of faults to streetlights**

Our response times are: -

**Emergency**, responded to a Road Traffic Collision within an hour and a half to site (1.5 hrs) where a streetlighting column has been damaged. This is only to make safe and protect the public from danger to exposure of live cables or the column falling.

**Urgent**, respond within twenty-four hours (24 hrs). This is to reinstate a knockdown of a column possibly at a critical junction.

**Normal lamp maintenance** within five days (5 days). It is not always possible to fulfil the 5-day response. This can be down to a combination of factors. The number of outages on the system, cable faults on the cable network or staff shortages. We also try to ensure that at least 95% of streetlights are recorded as working on the LMS at anytime, subject to budget being available.

## **Planned Works 2025– 2026**

### **Street Lighting – planned**

There are no planned schemes in Lisburn and Castlereagh City Council for 2025/26.

## SECTION 3 - NETWORK TELEMATICS

Philip is responsible for Traffic signal control, operation of the Traffic Information and Control Centre, Traffic and travel information, TrafficWatchNI website, Motorway Control Systems, and CCTV traffic cameras.

Philip is supported by:

**Ian Duff**

**Senior Engineer – Intelligent Transport Systems & Control Room Operations**

Traffic Information and Control Centre

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## **NETWORK TRAFFIC TELEMATICS**

The Traffic Information & Control Centre (TICC) operates 24/7 and carries out a variety of functions, including traffic control; dissemination of traffic and travel information; incident management; and out of hours incident handling.

TICC manages and co-ordinates the control of traffic on Belfast's urban road network and on our motorway networks. TICC is also responsible for control of traffic signals in some other towns, such as Bangor, Newry Carrickfergus and Lisburn.

Operators use a computerised Urban Traffic Control (UTC) system which allows them to monitor and control the traffic signals at junctions in Belfast and make changes to timings, if necessary, to help traffic flow more freely and prevent queues building up, wherever possible.

There are permanent CCTV traffic cameras throughout Northern Ireland and these provide a visual aid to monitor the network. The cameras cover Belfast City Centre, the motorway network and other strategic routes, including the A1 to Newry and the Belfast Rapid Transit routes. Additional cameras have recently been installed in Coleraine, Derry, Omagh, Cookstown and on the A6 Belfast to Derry route.

A Motorway Control System allows operators to add information to the overhead signs and set advisory speed limits on the motorway network, Westlink, A1, A6 and A8.

When incidents occur on the road network, they inevitably result in traffic congestion, unreliable journey times and have an adverse effect on air quality. Staff in TICC work closely with other organisations to manage incidents as effectively as possible, to ensure that the network is safe and is operating at its optimum capability.

Incident and event management are integral parts of the TICC operation. Regular meetings are held with stakeholders including PSNI, Belfast City Council, SSE Arena, Titanic Belfast and Belfast Harbour Police. Through these forums, planned events have special traffic management plans developed and implemented with the aim of ensuring that journey times are optimised for road users.

It is also responsible for the provision of traffic information throughout Northern Ireland and a key aspect of monitoring and managing the road network is the provision of up-to-date and accurate information to the public and local radio stations.

This is facilitated via the TrafficWatchNI website, email alerts and a X account (formerly Twitter) to which increasing numbers are now subscribing. All dynamic information on the website is verified visually by the operators or through communication with the PSNI. The number of Twitter followers has increased from 29,000 in January 2017 to over 84,000 currently.

Other work areas within TICC's remit include the:

- Network Management team that manages the computer systems behind the traffic signal control operation;
- Motorway Control team that manages installation, maintenance and the computer systems behind motorway signs, signals and emergency telephones;
- Traffic signal installation and maintenance team; and
- Contract Management

### 3.1 Completed Works 2024 – 2025

**TABLE 22: Network Telematics Completed Works**

Scheme Description	Status
<b>TRAFFIC AND TRAVEL INFORMATION</b>	
We have increased the number of CCTV sites available on the website to provide coverage at critical network junctions and improve traffic control capabilities.	Complete
Ensure systems remain maintained and up to date	Complete
We have upgraded the TrafficWatchNI website to ensure it remains robust, secure and fit for purpose.	Complete
<b>URBAN CLOSED-CIRCUIT TELEVISION (CCTV) CAMERAS</b>	
We will continue to identify new locations where the provision of cameras will enhance the coverage of the CCTV network to improve traffic control capabilities.	Ongoing
We have upgraded a number of our Westlink and motorway CCTV cameras from analogue to digital.	Complete
Deployed mobile CCTV at numerous events.	Complete
<b>TRAFFIC CONTROL SYSTEMS</b>	
We will continue the rollout of Server to Server Bus priority on Quality Bus Corridors throughout Belfast.	Ongoing
Commenced a project to examine fibre shortfall on the network, subject to funding and resource.	Ongoing
Upgraded CCTV instation hardware	Ongoing

<b>Scheme Description</b>	<b>Status</b>
<b>TRAFFIC MANAGEMENT</b>	
Utilise TICC's communications and control infrastructure together with the CCTV network to ensure traffic flows are monitored and effectively managed on the urban and motorway networks.	Ongoing
We will monitor traffic signal timings to ensure they are appropriate for the prevailing traffic conditions.	Ongoing
Purchased new equipment to replace some of the aging infrastructure currently on the network.	Complete
Subject to adequate funding being made available we will upgrade equipment at traffic signal-controlled junctions as required.	Ongoing
<b>MOTORWAY NETWORK SAFETY</b>	
Investigate future technologies and infrastructure needed for C-ITS implementation	Ongoing

### 3.2 Planned Works 2025 – 2026

**TABLE 23: Network Telematics Planned Works**

<b>Scheme Description</b>	<b>Status</b>
<b>TRAFFIC AND TRAVEL INFORMATION</b>	
We will upgrade and enhance the TrafficWatchNI website to ensure it remains robust, secure and fit for purpose.	Ongoing
We have plans to further increase the number of CCTV sites available on the website from 150 to 160 to provide coverage at critical network junctions and improve traffic control capabilities.	Ongoing
We will investigate the addition of Automatic Number Plate Recognition (ANPR) Cameras on the network. Any new ANPR cameras will be high quality and use the latest optical recognition technology which will continue to provide reliable and timely journey times to Road Users.	Ongoing

Scheme Description	Status
<b>URBAN CLOSED-CIRCUIT TELEVISION (CCTV) CAMERAS</b>	
We will continue to identify new locations where the provision of cameras will enhance the coverage of the CCTV network to improve traffic control capabilities.	Ongoing
Continue design phase for Union Bridge CCTV replacement.	Ongoing
Subject to funding and resource investigate the upgrade of analogue CCTV cameras to digital throughout the network.	Ongoing
Deploy mobile CCTV at various events	Ongoing
<b>TRAFFIC CONTROL SYSTEMS</b>	
We will continue to upgrade and add to our Urban Traffic Control System (UTC) to ensure the system remains robust and secure.	Ongoing
We will commence design on IP to the Roadside for our Motorway network to enable growth in Intelligent Mobility and Connected Vehicles, when feasible.	Ongoing
We will implement software improvements for the M1 and M2 Busway signs.	Ongoing
We will investigate new platforms and technologies to be able to communicate with infrastructure on the network.	Ongoing
<b>TRAFFIC MANAGEMENT</b>	
We will utilise TICC's communications and control infrastructure together with the CCTV network to ensure traffic flows are monitored and effectively managed on the urban and motorway networks.	Ongoing
We will monitor traffic signal timings to ensure they are appropriate for the prevailing traffic conditions.	Ongoing
We will seek to purchase and install new equipment and replace aging infrastructure on the network, when funds and resource are available.	Ongoing

Scheme Description	Status
We have commenced a review of our ITS infrastructure to ensure that we are delivering the best service possible to the public.	Ongoing
<b>MOTORWAY NETWORK SAFETY</b>	
Subject to adequate resource and funding being available we will undertake feasibility work on the replacement of the end-of-life motorway Emergency Roadside Telephone (ERT) system and commence design on a replacement system.	Ongoing
We will undertake feasibility into upgrading access to sites for maintenance personal and subject to adequate funding commence design on improving health and safety going forward.	Ongoing
We will improve communication resilience to assets on the network.	Ongoing
We will examine options for the control of the motorway infrastructure when resource is available.	Ongoing
We will investigate future technologies and infrastructure needed for C-ITS implementation.	Ongoing
<b>PEDESTRIAN MEASURES</b>	
Subject to adequate funding being made available we will upgrade controlled pedestrian crossing equipment as required	Ongoing

## **SECTION 4 - NETWORK MAINTENANCE**

**Maintenance Manager: Gareth McKibbin**

Gareth is responsible for Road Maintenance, Structural Maintenance, Highway Inspections, Utility Street Works, Street Tree Maintenance, Public Liability Claims, Winter Service and Emergency Planning.

Gareth is supported in Lisburn and Castlereagh City Council Area by:

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## **EXPLANATION OF MAINTENANCE OPERATIONS**

### **Resurfacing and Strengthening**

Roads generally fail by cracking and rutting. They usually do not fail suddenly, but gradually deteriorate due to the impact of traffic, age and weathering. Wear normally appears as either excessive permanent deformation of the whole or part of the carriageway structure or is associated with the cracking of the bituminous layers.

Roads are normally designed for an operational life of 20 years. During this period and beyond, there is a need for the highway authority to intervene at times to either treat or replace the top layer of bituminous material known as the "surface course" or to provide additional depth to preserve the underlying structure of the road and extend its life.

Resurfacing is the application of a layer of this mixed material of 40mm minimum thickness. It strengthens the road, seals it against the ingress of water, and improves skidding resistance and riding quality.

Surface course Bitumen Macadam (Bitmac) has an expected life of 7-12 years which can be extended by subsequent surface dressing. Bitmac is a more flexible material than Asphalt and more suitable for the deformation and movement associated with weaker underlying ground conditions.

Asphalt resurfacing is more appropriate to heavily trafficked roads and junctions having a robust roadbase. It is more expensive and has a longer expected life of 15-20 years.

Resurfacing of existing roads can usually be carried out on top of the existing surface (overlay) but where drainage or kerb levels or bridge heights are restricted the existing surface may need to be removed before the resurfacing takes place.

### **Surface Dressing**

This process involves spraying a bitumen emulsion binder onto the existing road surface, followed by a layer of stone chippings, which is then rolled. This seals the road preventing ingress of water thus extending the life expectancy of the road and also helps to improve the skid resistance on the surface.

### **Drainage Works**

The quick and effective drainage of surface water from the carriageway contributes significantly to road safety and helps to prevent damage to the road itself. Improvement works carried out include the upgrading of the existing drainage facilities to ensure effective dispersal of surface water and prevent as far as possible the occurrence of standing water or flooding

of the road. In many cases the provision of new drainage facilities has to be undertaken including the installation of road gullies, pipes and manholes leading to a suitable discharge point.

### **Grass Cutting**

Grass cutting is carried out for road safety reasons rather than for amenity purposes. The Department's grass cutting policy has evolved to focus on protecting wildlife and promoting biodiversity when managing roadside verges. A single swathe will be cut along the verges on the strategic road network twice per year. Other areas that are needed for road safety purpose, such as sightlines at junctions, will also be cut at least twice each year with additional cuts as and when needed. A similar approach will be introduced on heavier trafficked rural roads and on lighter trafficked rural roads, one cut will be carried out late in the growing season.

### **Gully Emptying**

In 2025/26 as in the previous year, the Department currently aims to maintain the level of service and inspect and clean, where necessary, all gullies once annually. Open outlets are also cleaned once per year.

### **Dealing with Correspondence / Public Interface**

The Department, and in particular DfI Roads, receives a large volume of correspondence from the public and public representatives throughout the year. The level of correspondence has been increasing in recent years at a time when staff resources have been reducing.

In a large number of cases the correspondence relates to reports of individual defects on the road network, such as potholes, blocked gullies, defective streetlights etc. In order to improve efficiency, the Department now deals with correspondence which is only reporting routine defects differently from other general correspondence. Therefore, if a member of the public, or public representative, writes to the Department by letter or e-mail, reporting a routine defect then our staff will simply log this information onto our work systems and an automated response detailing the query reference number will issue to the correspondent. Staff will then deal with the query received in accordance with our maintenance standards.

If the initial letter relates to a more general roads issue rather than simply reporting a defect, a substantive reply will issue in the normal way.

In an effort to reduce the volume of correspondence reporting routine defects, we are encouraging the reporting of defects through the on-line "Report a Fault" section on our website. Alternatively, a phone call can be made to one of our telephone operatives who will

record the details directly onto the “Report a Fault” system. You can report a fault on-line at <https://www.nidirect.gov.uk/> or by telephone to 02890 540540.

It is noted that the vast majority of dealings with the public are by phone or email and the number of visitors to our offices has reduced considerably as communication methods have improved. However, Section Offices will remain open to the public from 10am - 12noon with meetings outside of this able to be arranged by appointment also.

### **Defects**

Section Office staff regularly inspect the local network for actionable defects in accordance with the Road Maintenance Guidelines. These guidelines classify the local roads according to traffic volume and establish corresponding deadlines for the repair of any defects identified. Also, in an effort to maximise our effectiveness in delivering key road maintenance functions, we ask that members of the public and elected representatives who have access to the internet to please report road defects via the DfI online reporting facility provided by NI Direct; <https://www.nidirect.gov.uk/information-and-services/travel-transport-and-roads/problems-roads-and-streets>. Alternatively, faults that are considered to be an emergency can be reported by telephone as shown on Page 62.

### **Street Tree Maintenance**

DfI Roads Eastern is responsible for over 14,500 street trees throughout the Division. The management and maintenance of these trees is undertaken through a longstanding arrangement with Belfast City Council (BCC). A Project Management Agreement is in place to allow the Department to draw on the advice and expertise of BCC arboriculturists to manage street trees (trees on adopted carriageways). This partnership with BCC dates back over 40 years.

Street trees are inspected on a 2-year cyclical programme by BCC arboricultural staff. Regular monthly meetings are held with BCC arboriculturists, as well as informal daily/weekly contact to discuss any street tree issues or problems that may arise. Where the need for tree maintenance works is identified this is progressed by BCC on a priority basis, in liaison with DfI Eastern Division, subject to the availability of the necessary resources. This maintenance work, and also any required replacement tree planting, is completed using the BCC arboricultural contract. This arrangement is in place throughout Eastern Division and may on occasions include necessary DfI Roads tree maintenance located within the Lisburn and Castlereagh City Council area. In 2024/25 routine tree maintenance costs within DfI Roads

Eastern Division were £368,000. A further £180,000 was spent on reactive and storm related tree works.

In addition to tree maintenance, over the past 4 years DfI Roads Eastern Division has planted over 5,800 new trees on DfI owned land in partnership with BCC as part of the Belfast Million Trees project. These have mainly been native species such as Rowan, Hawthorn, Lime, Cherry and Birch and this new tree planting links into the objectives of the BCC Belfast Tree Strategy - Belfast Tree Strategy ([belfastcity.gov.uk](http://belfastcity.gov.uk)). Furthermore, 104 heavy standard street trees were planted.

### **Open Sites / Planters**

The DfI / BCC Project Management Agreement also includes the maintenance of 65 DfI Open Sites / Planters throughout the BCC area, which are mainly located in Belfast City Centre and gateway areas. Open Site maintenance is undertaken three times per year (April, August, and November) by BCC arboricultural staff, using the BCC horticultural contract. Works include trimming and pruning of bushes and vegetation, grass cutting, landscaping and litter picking, as well as any required replacement planting. In 2024/25 open site maintenance costs within DfI Roads Eastern Division were £106,000.

## 4.1 STRUCTURAL MAINTENANCE COMPLETED WORKS 2024 – 2025

### Structural Maintenance - Carriageway

**TABLE 24: Structural Maintenance Cost and Length Completed**

Structural Maintenance Cost	
£3,433,000	
Total Length Completed	
Road Network	11.25km
Road Recovery	5.38km

**TABLE 25: Resurfacing Locations**

Road Number	Road Name, Location
U7024	Roseville Park / Walk / Huguenot Drive, Lisburn
U7024	Wilson Street, Lisburn
B0177	Dromore Road, Hillsborough
B0023	Hillhall Road, Lisburn
U0019	Barnfield Road, Milltown
U7105	Hawthorn Park, Seymour Hill
C0302	Purdysburn Road
U0092	Hillhead Road*
U0420	Magherdartin Road, Hillsborough*
U0043	Crewe Hill Road*
U0208	Carsons Lane*
B0177	Ballynahinch Road, Annahilt*

\*Road Recovery Fund

**TABLE 26: Surface Dressing Completed**

Total area completed
175,880m <sup>2</sup> (43.64km)

**TABLE 27: Surface Dressing Locations**

Road Number	Road Name, Location
U0035	Ballymacward Road
C0019	Budore Road
U0023	Flowbog Road
U0023	Ballycolin Road
U0086	Scotstown Road
U1073	Steedstown road
U0075	Cairnhill Road
C0013	Ballynacloy Road
C0016	Ballypitmave Road
U0043	Crewe Park Road
U0042	Old Moira Road
U0056	Corrstown Road
U0055	Trummery Road
U0123	Pinehill Road
U0061	Agars Road
U0123	Front Road
U0123	Pinehill Road
U0124	Lisnabreeny Road
U0184	Lisnabreeny Road East
U0190	Clontonacally Road
U0195	Ballykeel Road South
U0189	Monlough Road
C0296	Ballyknockan Roads 1/2
U0191	Beechmount Road
C0296	Carricknaveigh Road
U0108	Hillside Road
U2006	Limekiln Lane
U2079	Lime Kiln Road

## Structural Maintenance - Footways

**TABLE 28: Footway Resurfacing Completed**

Total length completed
7.5 km

**TABLE 29: Footway Resurfacing Locations**

Road Number	Road Name, Location
U7024	Roseville Park / Walk / Huguenot Drive, Lisburn
U7024	Wilson Street, Lisburn
B0177	Dromore Road, Hillsborough
B0023	Hillhall Road, Lisburn
U0019	Barnfield Road, Milltown
U7105	Hawthorn Park, Seymour Hill
U7016	Richmond Court, Lisburn

## Structural Maintenance - Drainage

**TABLE 30: Drainage Sites Completed**

Number of Sites Completed
23

**TABLE 31: Drainage Completed Locations**

Road Number	Road Name, Location
B0177	Ballynahinch Road, Annahilt
B0177	Dromore Road, Hillsborough
U0032	Bensons Road
B0101	Rock Road
C0005	Brokerstown Road at Primary School
A0030	Glenavy Road
B0178	Comber Road, Carryduff
U0520	Old Mill Park, Dundonald

Road Number	Road Name, Location
A0020	Upper Newtownards Road
U0514	Islay Gardens
B0007	Ballynahinch Road, Dromara
B0101	Stoneyford Road
U0032	Bensons Road
U0064	Beanstown Road
U7002	Manor Park, Lisburn
B0023	Hillhall Road
C0307	Magheraconluce Road
U0149	Back Road, Drumbo
U0182	Laurelbank Road, Saintfield
C0296	Carricknavegh Road
U0410	Aughnatrisk Road, Hillsborough
U0449	Dromore Road, Dromara
U0412	Grove Road, Dromore

### Structural Maintenance – Verge Strengthening

**TABLE 32: Verge Strengthening Sites Completed**

Number of Sites Completed
6

**TABLE 33: Drainage Completed Locations**

Road Number	Road Name, Location
A0003	Moira Road
C0327	Edentrillick Road
A0049	Old Ballynahinch Road, Lisburn
B0177	Dromore Road, Hillsborough
C0294	Laurel Road, Ballynahinch
U0199	Cluntagh Road, Ballynahinch

## Structural Maintenance – Carriageway Refurbishment

**TABLE 34: Carriageway Refurbishment Sites Completed**

Number of Sites Completed
18

**TABLE 35: Carriageway Refurbishment Locations**

Road Number	Road Name, Location
B0178	Comber Road, Lisburn
U7004	Trinity Terrace, Lisburn
U0166	Moss Road, Carryduff
A0003	Main Street, Moira
U7005	Sandown Park, Lisburn
B0178	Comber Road, Hillsborough
U0061	Church Lane, Hillhall
B0104	Ballinderry Road
U7006	Ballycreen Drive
U7005	Benson Street, Lisburn
U0022	Ivy Hill Road, Lisburn
A0501	Sheepwalk Road
U7012	Island Kelly Park
C0005	Nettlehill Road
C0015	Killutagh Road
U0412	Grove Road, Dromore
U0035	Ballymacward Road
U0139	Tullynacross Road

## 4.2 STRUCTURAL MAINTENANCE PROPOSED WORKS 2025 – 2026

### Proposed Surfacing

**TABLE 36: Structural Maintenance Cost and Length Proposed**

Structural Maintenance Cost	
£1,849,000	
Total Length Proposed	
Road Network	6.05km
Road Recovery	7.52km

**TABLE 37: Resurfacing – Carriageway Locations**

Road Number	Road Name, Location	Status
U7024	Llewellyn Avenue, Lisburn	Complete
U0511	Lenaghan Avenue, Lisburn	Complete
A0003	Moira Road - Hulls lane to Lissue Road, Lisburn	Complete
U7650	Peel Gardens, Ballinderry	Complete
A0003	Moira Road - Rosevale Meadows to Ballycreen Drive	Complete
C0297	Ballynahinch Road, Lisburn	Ongoing
C0006	Lissue Road, Lisburn	Complete
C0018	Knockcairn Road, Dundrod*	Complete

\*Road Recovery Fund

**TABLE 38: Surface Dressing Planned**

Total Area Proposed
169,660m <sup>2</sup> (45.51km)

**TABLE 39: Surface Dressing Proposed Locations**

Road Number	Road Name, Location	Status
U0126	Middle Braniel Road, Gilnahirk	Complete
U0181	School Road, Belfast	Complete
U0173	Houston Road	Complete
U0136	Lisleen Road, Comber	Complete
U0100	Lisleen Road South, Comber	Complete
U0135	Lisleen Road East, Comber	Complete
U0114	Manns Road	Complete
U0133	Ballyrussell Road, Dundonald	Complete
U0133	New Line Road, Dundonald	Complete
U0092	Hillhead Road	Complete
U0134	Eden Road	Complete
C0269	Peartree Hill Road	Complete
C0269	Peartree Hill Road	Complete
C0269	Peartree Hill Road	Complete
U0147	Dows Road	Complete
U0152	Lisnode Road	Complete
C0296	Drennan Road	Complete
U1201	Lougherne Road, Hillsborough	Complete
U0092	Hillhead Road, Ballinderry	Complete
U0447	Artanagh Road	Complete
U0450	Springmount Road, Dromara	Complete
U0447	Croft Road, Dromara	Complete
C0299	Fort Road, Hillhall	Complete
U0038	Garlandstown Road, Glenavy	Complete
U0096	Clontarriff Road	Complete
U0058	Lecky Road	Complete

Road Number	Road Name, Location	Status
U2107	Old Legmore Road, Moira	Complete
U0403	Taughblane Road, Hillsborough	Complete
U1073	Budore Road, Lisburn	Complete

### Proposed Footway Resurfacing

**TABLE 40: Footway Resurfacing Planned**

Total length planned
4.54 km

**TABLE 41: Footway Resurfacing Proposed Locations**

Road Number	Road Name, Location	Status
U7024	Llewellyn Avenue	Complete
U0511	Lenaghan Avenue	Complete
A0003	Moira Road - Hulls Lane to Lissue Road	Complete
U7650	Peel Gardens, Ballinderry	Complete
A0003	Moira Road - Rosevale Meadows to Ballycreen Drive	Complete
C0297	Ballynahinch Road	Ongoing

### Structural Maintenance - Drainage

**TABLE 42: Drainage sites proposed**

Number of Sites Completed
4

**TABLE 43: Drainage Sites Proposed**

Road Number	Road Name, Location	Status
U0035	Rushy Hill Road, Stoneyford	Complete
B0101	Rock Road, Stoneyford	Complete
U0114	Manns Road, Gilnahirk	Complete
U0124	Mill Road, Hillhall	Complete
B0038	Belfast Road, Glenavy	Complete
U0048	Chapel Road, Glenavy	Complete

**Structural Maintenance – Verge Strengthening**

**TABLE 44: Verge Strengthening Sites Proposed**

Number of Sites Proposed
2

**TABLE 45: Verge Strengthening Proposed Locations**

Road Number	Road Name, Location	Status
B0038	Hannahstown Road, Lisburn	Complete
U0449	Dromore Road, Dromara	Complete

**Structural Maintenance – Carriageway Refurbishment**

**TABLE 46: Carriageway Refurbishment Sites Proposed**

Number of Sites Proposed
16

**TABLE 47: Carriageway Refurbishment Proposed Locations**

Road Number	Road Name, Location	Status
A0026	Main Street, Glenavy	Complete

Road Number	Road Name, Location	Status
U0512	Breda Park, Belfast	Complete
U0422	Windmill Road, Hillsborough	Complete
B0007	Ballynahinch Road, Dromara	Complete
B0101	Leathemstown Road, Dundrod	Complete
U0108	Mill Road, Purdysburn	Complete
U0163	Crossans Road	Complete
C0297	Upper Ballynahinch Road	Complete
B0178	Comber Road, Lisburn	Complete
U0143	Upper Mealough Road	Complete
C0299	Fort Road, Hillhall	Complete
U7036	Rathdown Road, Lisburn	Complete
U7006	Tirowen Drive	Complete
U7006	Ballyknockan Avenue	Complete
U0419	Cabra Road, Hillsborough	Complete
U0166	Moss Road, Carryduff	Complete

## 4.3 ROUTINE MAINTENANCE COMPLETED WORKS 2024 – 2025

### Grass Cutting

Grass verges along rural roads were mowed according to the Department's policy.

**TABLE 48: Grass Cutting Completed**

Total cut
Total rural swathe cut of 3870km. Total area cut 576,960m <sup>2</sup>

### Defects

Section Office staff regularly inspect the local network for actionable defects in accordance with the Road Maintenance Guidelines. These guidelines classify the local roads according to traffic volume and establish corresponding deadlines for the repair of any defects identified.

**TABLE 49: Defects Details**

Description	Detail Total
Total priority defects recorded	29,926

### Public Liability Claims 2024-25

**TABLE 50: Public Liability Claims Details**

Description	Detail Total
<b>Total claims received in Eastern Division</b>	<b>689</b>
- vehicular damage	661
- personal injury	165
- property damage	18
<b>Total claims settled</b>	<b>524</b>
<b>Total claims rejected</b>	<b>134</b>

Please note that statistics above for total claims settled are claims where compensation was paid, and statistics for total claims rejected are for claims where no compensation was paid.

The Department's road related claims data between 2019/20 to 2024/ 25 can be accessed via the following webpage; <https://www.infrastructure-ni.gov.uk/publications/road-asset-maintenance-directorate-management-information-roads-related-claims-period-20202021-20242025>

The link to general information relating to road related claims on NI Direct is via the following webpage; <https://www.nidirect.gov.uk/articles/claim-compensation-due-road-or-street-problem>

## 4.4 MAINTENANCE OF STRUCTURES

Structures Section manages 355 bridges and culverts within the Division, 228 of which are in the Lisburn and Castlereagh City Council Area. Typically, these have a span of 1.8m and greater. Smaller structures are managed by the local Section Office.

### **Completed Works 2024 – 2025**

Eight structures projects were completed within the Lisburn and Castlereagh City Council area during 2024/25 at a cost of £230,000.

**TABLE 51: Structures Schemes Completed 2024/25**

<b>Location</b>	<b>Scheme Description</b>
Structure No 90266 – Crooked Bridge Parapet Repairs and associated works	Complete
Structure No 90423 – Hillsborough Road Parapet Replacement	Complete
Structure No 90436 – Maze Bridge Masonry Arch Scour and Parapet Repairs	Complete
Structure No 90288 – Moss Road Stoneyford Masonry Parapet and VRS Upgrade	Complete
Structure No 90464 – Knocknarea NIR Bridge Parapet Repairs following Bridge Strike	Complete
Structure No 90482 – Newmill Bridge Parapet Repair	Complete
Structure No 90460 – Drumcill Rd Masonry Parapet and Scour Repairs	Complete
Structure No 90304 – Carrols Bridge Parapet Repairs	Complete

### **Proposed Works 2025 – 2026**

20 structures projects are proposed within the Lisburn and Castlereagh City Council area during 2025/26 at an estimated cost of £350,000.

**TABLE 52: Structures Schemes Proposed 2025/26**

<b>Location</b>	<b>Status</b>
Structure No 90480 – M1 Bridge Over River Lagan, Moira – Parapet Replacements	Complete

Location	Status
65 Old Ballynahinch Road Retaining Wall – Vegetation removal and repointing	Complete
Structure No 90464 – Knocknarea Road Railway Bridge Coping Repairs	Complete
Structure No 90145 – Ballykine Road Scour and Parapet Repairs	Complete
Structure No 90131 – Banbridge, Dromore Road Undermining	Complete
Structure No 90164 – Watson’s Bridge Vegetation Removal	Complete
Structure No 20211 – Grand Prix Flange Repairs	Programmed
Structure No 90437 – The New Bridge Undermining and Masonry Repairs	Programmed
Structure No 90439 – Trummery Lane NIR Bridge Masonry Repairs	Programmed
Structure No 90130 – Banbridge Road Bridge Parapet Repairs	Programmed
Structure No 90481 – Kilwarlin Road, Lisburn	Programmed
Structure No 90479 – Kilwarlin Road, Lisburn	Programmed
Structure No 20290 – Tuft’s Bridge Parapet Repairs	Programmed
Structure No 90290 – Fort Road Dundrod Parapet Repairs	Programmed
Structure No 90392 – Derriaghy Halt Footbridge Anti Slip Surfacing	Programmed
Structure No 90433 – Quarterland Bridge Structural Repairs	Programmed
Structure No 90472 - Glen Road Hillsborough - Masonry Repairs	Programmed
<b>OTHER ANCILLARY WORKS</b>	
Dromara Culvert Replacement – Detailed Design	Programmed
Gobrana Retaining Wall Acceptance Inspection	Programmed
65 Old Ballynahinch Road Retaining Wall Feasibility Study	Programmed

Bridges are inspected routinely. This generates an ongoing programme of maintenance / repairs to bridges and other structures.

## 4.5 MAINTENANCE OF VEHICLE RESTRAINT SYSTEMS

### Completed Works 2024/25

Vehicle Restraint Systems (VRS) works undertaken within the Lisburn and Castlereagh City Council during 2024/25.

**TABLE 53: Vehicle Restraint Systems Completed 2024/25**

Name, Location	Status
Grahamsbridge Road	Complete
Ballykeel Road	Complete
Lisburn & Castlereagh Area Vegetation Removal	Complete
Lisburn & Castlereagh TCB Tensioning.	Complete

### Proposed Works 2025/26

Vehicle Restraint Systems (VRS) works proposed for the Lisburn and Castlereagh City Council area during 2025/26.

**TABLE 54: Vehicle Restraint Schemes Planned 2025/26**

Name, Location	Status
Grahamsbridge Road	Complete
Moira Road	Complete
Upper Newtownards Road	Ongoing
Stockdam Road	Complete
Beechdene Park, Lisburn	Ongoing
Queen's Road, Lisburn	Ongoing
Hillsborough Road, Lisburn	Ongoing
Moira Road, Glenavy	Complete
Richmond Wood, Lisburn	Complete
Barnfield Road, Lisburn	Complete
Hillhall Road parapets	Ongoing
Hillsborough Road, Moneyreagh, parapets	Ongoing

## 4.6 WINTER SERVICE

**TABLE 55: Winter Service - dates of operations**

Description	Start date	Completion date
Official winter maintenance period 2024-2025	16 October 2024	31 March 2025
Salting Operations in this period	78	

**TABLE 56: Winter Service - details of operations**

Description	Details
Depot locations for Eastern Salting Operations	Airport Road Depot, Belfast  Sprucefield Depot, Lisburn  Balloo Depot, Bangor
Number of gritters used during 1 gritting action	23
Number of personnel involved in gritting operation in Eastern Salting Operations	135
Length of roads salted in Eastern Salting Operations	1306 km
Total volume of salt used during 2024-2025 winter season in Eastern Salting Operations.	12,515 tonnes



## SECTION 5 – MAJOR PROJECTS EAST

### MAJOR PROJECTS EAST

#### 5.1 M1/A1 Link at Sprucefield

<b>District Council area(s)</b>	Lisburn Castlereagh City Council
<b>Location</b>	M1 and A1 in vicinity of Sprucefield
<b>Scheme description</b>	This scheme will provide a high standard link between the M1 motorway and the A1. It will be of major benefit to strategic traffic in reducing journey times, by avoiding delays in the Sprucefield area.
<b>Scheme length</b>	Approx. 4km
<b>Scheme estimated cost</b>	TBC
<b>Scheme website</b>	<a href="https://www.infrastructure-ni.gov.uk/m1-a1-sprucefield-bypass">M1/A1 Sprucefield Bypass   Department for Infrastructure (infrastructure-ni.gov.uk)</a>
<b>Any related schemes?</b>	It is intended that the proposal will also consider congestion at the junction on the A1 at Hillsborough.
<b>Current stage</b>	DfI Roads commissioned consultants to consider a range of options and an evaluation of all the viable options for capacity enhancement along this route. This first stage of this has been completed and the findings published in a Stage 1 Report, which determined route corridors within which further options would be examined. The Stage 1 Report was published in March 2011. Due to funding constraints, no further development work has been undertaken since then.
<b>Current position</b>	On 14 August 2023 the Department published a prioritised list of major road schemes that will continue to be progressed. No funding has been identified for this scheme and no further development work is being undertaken. Any decision on its progression will be informed by the Department's emerging Regional Strategic Transport Plan.

## 5.2 A1 Junctions Phase 2 (A1J2)

<b>Location</b>	A1 between Hillsborough Roundabout and Loughbrickland
<b>Scheme description</b>	<p>This scheme will involve the construction of four grade separated junctions (flyovers) to facilitate the closing up of all openings in the central median and installation of a continuous central median concrete safety barrier, improving road safety for all road users on the A1.</p> <p>The grade separated junctions will be located at:</p> <ul style="list-style-type: none"> <li>• Listullycurran Road</li> <li>• Gowdystown Road</li> <li>• Skeltons Road / Drumneath Road</li> <li>• Waringsford Road</li> </ul> <p>In addition, the proposal includes the provision of a northbound on-slip at Castlewellan Road at Banbridge, a link between the existing underpass junction at Hillsborough Road, Dromore and Milebush Road and the closing of nine minor road junctions along this section of the A1. All other roads will then operate on a left in - left out basis. A number of Private Accesses onto the A1 are also proposed for closure.</p>
<b>Scheme length</b>	25km
<b>Scheme estimated cost</b>	£120-130m (Approved OBC)
<b>Scheme website</b>	<a href="#">A1 Junctions Phase 2 - overview   Department for Infrastructure (infrastructure-ni.gov.uk)</a>
<b>Any related schemes?</b>	A1 Hillsborough to Sprucefield
<b>Current stage</b>	<p>The Environmental Impact Assessment Report (EIAR) and draft Statutory Orders were published in March 2019 and the Public Inquiry into the scheme was held in March 2020. The Public Inquiry Inspector issued his report to the Department on 19 October 2020. Following the publication of the Departmental Statement on 28 January 2021, the Statutory Orders for the scheme were then made, with the Stopping Up (of Private Accesses) Order coming into operation on 24th June 2021 and the Direction Order on 16th July 2021.</p> <p>On-site works for the advance ground investigations and archaeological investigations are now complete.</p>

<b>Current position</b>	<p>The former Infrastructure Minister John O'Dowd, on 2 July 2024, announced in the NI Assembly that the scheme would proceed to the procurement stage. The procurement process is ongoing, and the Department expects the contract to be awarded in 2026.</p> <p>Construction is expected to take a further three years to build the scheme.</p>
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### 5.3 A1 Hillsborough to Sprucefield

<b>Location</b>	A1 between Hillsborough and Sprucefield
<b>Scheme description</b>	The potential closure of central median crossings and provision of central median barrier.
<b>Scheme length</b>	2km
<b>Scheme estimated cost</b>	TBC
<b>Scheme website</b>	None
<b>Any related schemes?</b>	A1 Junctions Phase 2
<b>Current stage</b>	Feasibility stage. A feasibility study has been carried out on the section of the A1 between Hillsborough and Sprucefield. This was to consider the potential closure of central median crossings and provision of central median barrier where possible. The outcome of this will be considered further.
<b>Current position</b>	On 14 August 2023 the Department published a prioritised list of major road schemes that will continue to be progressed. No funding has been identified for this scheme. Any decision on its progression will be informed by the Department's emerging transport policies and plans and decisions by a future Minister.

## 5.4 Belfast Rapid Transit Phase 2 – BRT2

<b>District Council area(s)</b>	Lisburn Castlereagh City Council, Belfast City Council, Antrim and Newtownabbey Borough Council
<b>Location</b>	The G3 route will run along the Antrim Road in the north, and along the Ormeau Road and Saintfield Road in the south. The existing City Centre to Titanic Quarter Glider service will also be extended to connect with Queen’s University and the City Hospital.
<b>Scheme description</b>	The Belfast Rapid Transit Phase 2 (BRT2) project is the further development of the Belfast Bus Rapid Transit system to North and South Belfast with an extension of the existing G2 route to serve Queen’s University and Belfast City Hospital.
<b>Scheme estimated cost</b>	£142m - £148m
<b>Scheme website</b>	<a href="https://www.infrastructure-ni.gov.uk/belfast-rapid-transit-glider">Belfast Rapid Transit - Glider   Department for Infrastructure (infrastructure-ni.gov.uk)</a>
<b>Current stage</b>	<p>Completion of the OBC.</p> <p>The estimated cost of the North Belfast to South Belfast Glider route is currently in the range of £142m to £148m. To date, £35m of funding has been secured through Belfast Region City Deal and an additional £13 million allocated from the Department of Infrastructure. As such, a considerable shortfall of some £100m remains.</p>

## SECTION 6 – ACTIVE TRAVEL

Active Travel teams are responsible for making walking, wheeling and cycling an attractive travel option for many everyday journeys. In Lisburn focus of the team will shift to delivery of the Active Travel Delivery Plan. More information on Active Travel can be found at:

[Active travel | Department for Infrastructure.](#)

### **Planned Works 2025/26**

Three Active Travel projects are planned within the Lisburn and Castlereagh City Council area during 2025/26.

**TABLE 57: Active Travel Schemes Proposed 2025/26**

<b>Scheme</b>	<b>Scheme Description</b>	<b>Status</b>
St Ita's	Pilot Scheme for Safer Routes to School	Complete
Moria to Moria P&R	1.2km of active travel route between Moira Town and Moira P&R	Preliminary Design
Crumlin to Glenavy	Shared use path	Design

## USEFUL NUMBERS

### Out of Hours Emergencies

Telephone: 0300 200 7899

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### Flooding Incident Line

Telephone: 0300 200 0100

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### Street Lighting Faults

Telephone: 0300 200 7899

Website: [www.nidirect.gov.uk/services/report-street-light-fault](http://www.nidirect.gov.uk/services/report-street-light-fault)

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### General Enquiries

email: [DfIRoads\\_Eastern@infrastructure-ni.gov.uk](mailto:DfIRoads_Eastern@infrastructure-ni.gov.uk)

Website: [www.infrastructure-ni.gov.uk](http://www.infrastructure-ni.gov.uk)

Telephone: 0300 200 7899

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### Blue Badge Unit

*Provides on-street parking concessions for Badge Holders who travel either as drivers or passengers.*

Contact: BBU PO Box 64 Enniskillen BT74 0BL

email: [bluebadges@infrastructure-ni.gov.uk](mailto:bluebadges@infrastructure-ni.gov.uk)

Telephone: 0300 200 7818

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### Parking Enforcement Processing Unit

*Processes all penalty notices under Decriminalised Parking Enforcement.*

Contact: [Roads.Parking@infrastructure-ni.gov.uk](mailto:Roads.Parking@infrastructure-ni.gov.uk)

Website: <https://www.nidirect.gov.uk/articles/parking-enforcement>

Telephone: 0300 200 7895

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