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EASTERN DIVISION

Report to

**LISBURN & CASTLEREAGH
CITY COUNCIL**
Autumn 2026

Photo: A3, Moira Road

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Foreword

I have pleasure in submitting the Roads 2026/27 Annual Report on the work of the Department for Infrastructure (DfI) Roads across the Lisburn and Castlereagh City Council area.

This report deals with works completed across the Council area during the year 2025/26 and sets out our initial proposals for schemes to be undertaken in the year 2026/27.

The road network is Northern Ireland's largest and most valuable public strategic infrastructure asset valued at approximately £37bn. It provides real benefits for our citizens, our communities and the economy. It delivers for people every day by providing and maintaining the things that we all need to go about our daily lives. It is recognised that there is much more to do as we seek to improve and protect the vital road network. In an effort to do this we have published the new Road Maintenance Strategy that will put us in a strong position to progress a modern, data-driven approach to maintaining the road network, ensuring that resources are used as effectively and efficiently as possible. It seeks to raise maintenance standards by delivering higher-quality, longer-lasting repairs and targeting investment where it is needed most.

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.

While a formal Budget has not yet been agreed by the Executive, for planning purposes, an opening indicative allocation for structural maintenance of approximately £98m is being provided, which is approximately £30m higher than the opening allocation in the previous year. From this allocation the Department has targeted approximately £12.5m towards a Roads Recovery Fund. This funding 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 and Castlereagh City Council area are contained within this report.

For many years, the Department has operated within a constrained resource budget and has continued to prioritise key essential services. This means that Limited Service policy will continue for routine maintenance activities such as defect repair, grass cutting and gully emptying. The Limited Service policy allows the Department to repair defects greater than 50mm on all roads including low trafficked rural roads and on high trafficked roads defects greater than 20mm will also be repaired, subject to available resources. The Department will

aim to cut all sightline grass at least twice between April and October on more heavily trafficked roads and once a year on other roads when it is safe to do so. This aims to balance the need for road safety while protecting our environment and encouraging biodiversity. However, sightlines at bends and junctions will be cut as frequently as required to ensure public safety. The Department has included additional funding towards improving the quality of patch repairs also increasing its Resourcing funding to continuing to improve the extent and quality of patch repairs, enhancing our ability to clean drainage, and enhancing signage repair and refreshing white lines.

To help prioritise, the Department is developing a Transport Strategy 2035, which sets out a long-term vision and strategic framework for the region. The Strategy aims to support economic growth, strengthen regional balance, and enhance connectivity, while promoting a more sustainable transport system. It brings together key transport policy objectives within a single overarching framework, providing greater clarity on the context for the Department's decisions and the actions required across government to support delivery of these strategic outcomes.

In parallel, Local Transport Plans are being developed alongside councils' Local Development Plans to ensure a more integrated approach to transport and land use planning.

The Department recognises the importance of investing in pedestrian and cycling infrastructure and the Everyday Active Travel Urban Delivery Plan will provide a firm basis for the development of improved walking, wheeling and cycling networks in our towns and cities over the next ten years and beyond. The Department will also continue to invest in pedestrian enhancement measures that make our streets more inclusive and accessible for everyone and will continue to work closely with councils to better understand your five-year Greenway and active travel priorities.

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.

In January this year the Department launched the Speed Limit Review consultation, and officials are now working through the responses to consider potential changes to speed limit policy on all our roads.

The Local Transport & Safety Measures (LTSM) programme continues to be an important

method of providing road safety schemes 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.

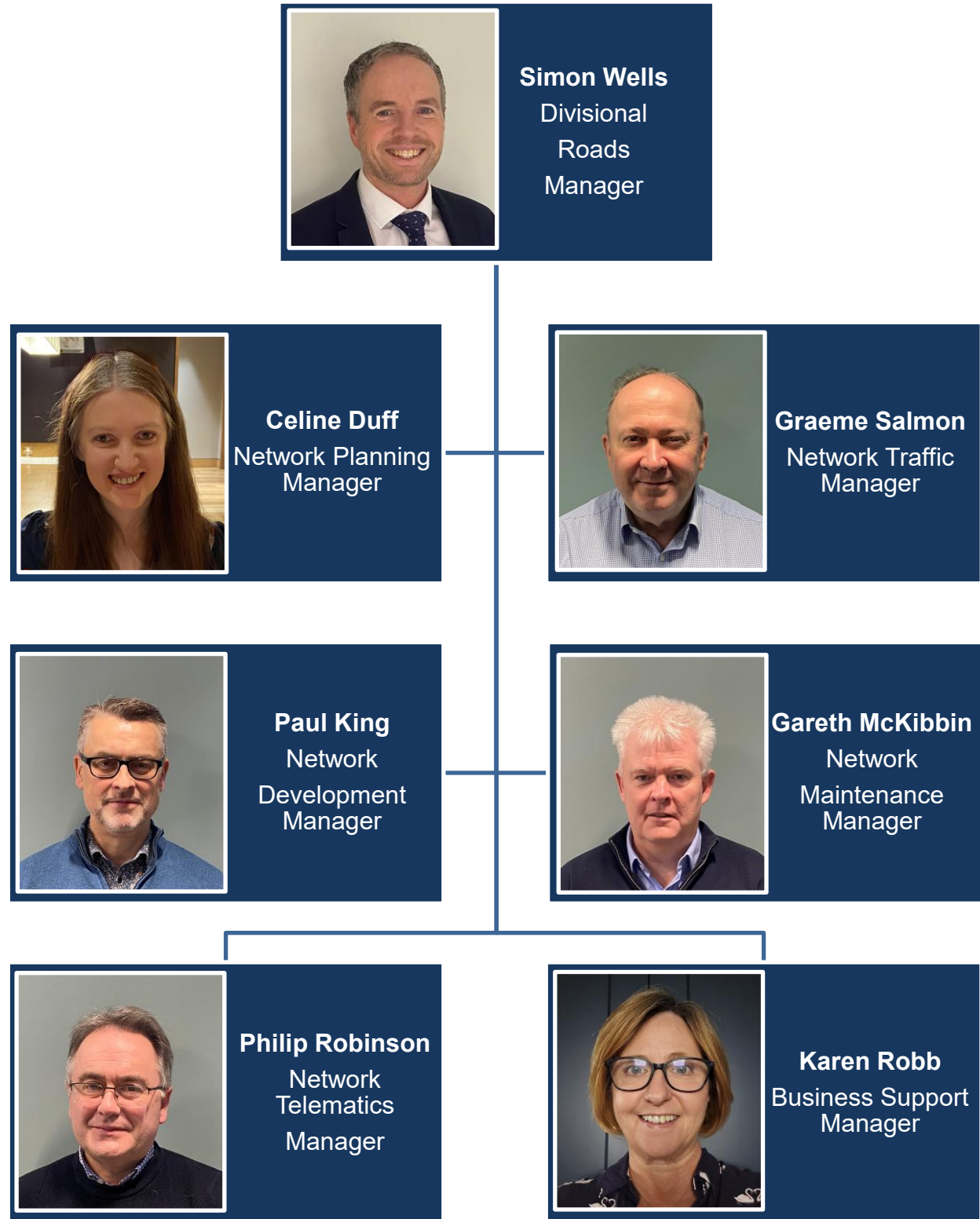
The introduction of part-time 20mph zones at schools across the north is a significant intervention that has helped to ensure that children, parents and staff feel safer as they travel to and from school on a daily basis. In June 2025, it was confirmed that an additional 40 schools will benefit from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

I hope that you find this report informative and I 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) and 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 highway inspections, utility street works, street tree maintenance, public liability claims, emergency planning, 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 Everyday Active Travel Urban 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:

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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	635
Number of consultations replied to within 21 days	407
Number of Pre-Planning Enquiries	13

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

TABLE 2: Example Planning Consultations – Major applications

Application Reference	Location
LA05/2025/0252/O	Lands at Blaris
LA05/2025/0334/F	Lands North of Chestnut Hall Avenue and Maghaberry Road
LA05/2025/0384/F	Lands at Belfast 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 **20** 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 2025 – 2026

TABLE 3: Private Streets - Adoption Numbers

Adoption Details	Lisburn and Castlereagh City Council Area
Number of adoptions	15

TABLE 4: Adoption Locations

Adoption locations	Date of Adoption
Ayrshire Drive/Ayrshire View	18/02/26
Blackquarter Meadows	04/12/25
Causeway End Road/Causeway End Crescent	30/05/25
Causeway End Road	10/09/25
Causeway Manor	10/09/25
Coopers Mill Green	09/10/25
Coopers Mill Heights, Link & Way	09/10/25

Earlsfort Manor	10/09/25
Glebe Park / Magherahinch Road	06/02/26
Gravelhill Road @ no 24	04/12/25
Magheralave Road	11/04/25
St James Place	11/04/25
Wellington Park View/Wellington Park Walk	01/07/25
Woodfall Manor	28/07/25
Yew Tree Walk/Yew Tree Mews	25/09/25

During the reporting period Private Streets Section has been successful in adopting a total of 15 private developments comprising 2367.5m of carriageway and 454m 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 2025 to 31 March 2026 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, Street Lighting, Collision Remedial and Safer Routes to Schools Schemes.

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

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Traffic Manager: Graeme Salmon

Graeme is responsible for Traffic Management Minor Improvements, Pedestrian Priority, Traffic Orders, Signing, 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 individual schemes are relatively low cost in comparison with projects delivered through 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

2.1 Completed Works 2025– 2026

TABLE 5: Transportation - Bus Priority

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

TABLE 6: Transportation - Park & Ride

Name, Location	Scheme Description	Status
Cairnshill Park and Ride	Provision of the first phase of height restriction barriers	Substantially Complete
Cairnshill Park and Ride	General annual maintenance	Complete
Sprucefield Park and Ride	New access arrangement to accommodate Knockmore Link Road, extend and reconfigure the existing layout with a net gain of 7 spaces.	Outline design Complete
Sprucefield Park and Ride	General annual maintenance	Complete

TABLE 7: Road Signs, Markings, Bollards

Road Number	Road Name, Location	Scheme Description	Status
C300	Carr Road, Carryduff	Provision of 2no. 'Horse in road' warning signs	Complete
B101/ B154	Dundrod crossroads	Provision of yellow-backed 'Give way' sign	Complete
U0199	Cluntagh Road	Provision of road marker posts	Complete
U0071	Gravelhill Road, Maze	Provision of yellow-backed advance stop sign	Complete

Road Number	Road Name, Location	Scheme Description	Status
A3	Moir Road/ Aghnatrisk Road, Royal Hillsborough	Provision of '200 yds' plate to existing junction warning sign	Complete
U0414	Eglantine Road	Provision of 2no. 'Road narrows' warning signs	Complete
B104	Ballinderry Road/ Kilcorrig Road, Lisburn	Provision of 2no. yellow-backed chevrons	Complete
B6	132 Saintfield Road, Lisburn	Provision of 2no. yellow-backed chevrons	Complete
U0146	30 Ballycoan Road, Belfast	Provision of 2no. yellow-backed 'Bend' warning signs and yellow backed chevron	Complete
B154	46 Quarterland Road, Dundrod	Provision of yellow-backed chevron	Complete
B103	Lambeg Road/ Tullynacross Road	Corner restrictions	Complete
U7650	Old Moira Road/ Greenhall Park, Glenavy	Edge of carriageway/ parking bay	Complete
B177	Lisburn Road/ Kensington Gardens, Royal Hillsborough	Provision of double yellow line corner restrictions	Complete
C306	Dromara Road / Raffertys Hill, Drumlough	Provision of 2no. new 'SLOW' road markings	Complete
U270	Knockbracken Road / Clontonacally Road, Carryduff	Provision of new 'SLOW' road marking	Complete

TABLE 8: Legislation - Speed Limits

Road Number	Road Name, Location	Scheme Description	Status
C298	Drumbo Road	30mph speed limit	Complete

TABLE 9: 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

A22	Comber Road, Dundonald	Proposed limited waiting restrictions within layby	Under review
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2.2 Planned Works 2026 – 2027

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, Castlereagh.	Pedestrian link to Carrowreagh Road.	Programmed. (Carried forward from 2025/26.)
A512	McKinstry Road/ Derriaghy 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

TABLE 11: Transportation - Bus Priority Measures

Road Number	Road Name, Location	Scheme Description	Status
Various	Experimental Scheme	Bus Lanes – Following the 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 it is now proposed to extend the duration of this scheme for a further 6 months.	Ongoing

TABLE 12: Transportation - Park & Ride

Road Name, Location	Scheme Description	Status
Cairnshill Park and Ride	Provision of the second phase of height restriction barriers	Ongoing
Cairnshill Park and Ride	General routine maintenance	Programmed

TABLE 13: Traffic Calming

Road Number	Road Name, Location	Scheme Description	Status
	No schemes currently programmed		

TABLE 14: Collision Remedial

Road Number	Road Name, Location	Scheme Description	Status
A49	Saintfield Road, Lisburn	Provision of high friction surfacing and upgraded signage	In Progress
B101 / B154	Dundrod Crossroads – Leathemstown Road & Carnaghliss Road	Provision of high friction surfacing and upgraded signage.	In Progress

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

Road Number	Road Name, Location	Scheme Description	Status
U0059	Brookfield School, Halfpenny Road, Moira	Part Time 20mph Speed Limit	In Progress
C300	Carr PS, Carr Road, Lisburn	Part Time 20mph Speed Limit	In Progress
A1	St Joseph's PS, Seymour Street, Lisburn	Part Time 20mph Speed Limit	In Progress

Road Number	Road Name, Location	Scheme Description	Status
C005	Parkview Special School, Brokerstown Road, Lisburn	Safer Routes to School signs & associated road markings	In Progress

TABLE 16: Road Signs, Markings and Bollards

Road Number	Road Name, Location	Scheme Description	Status
C270	Knockbracken Road, Castlereagh	Provision of road marker posts	Programmed
B101/ B154	Dundrod crossroads	Provision of yellow-backed advance give way sign	Programmed
B38	Hannahstown Road/ Ballycolin Road, Divis	Provision of yellow-backed advance stop signs	In Progress
B178	Comber Road/ Cadger Road, Carryduff	Provision of 'Junction on left' warning sign	Programmed
B103	Ballyskeagh Road at driving range bridge, Lambeg	Provision of 'Road narrows' warning sign	Programmed
C005	Brokerstown Road, Lisburn	Provision of 2no 'Series of bends' warning signs	Programmed
U071	Gravelhill Road/ Lurganure Road, Maze	Provision of yellow-backed stop sign	Programmed
B178	Comber Road, Royal Hillsborough	Provision of 4no yellow backed chevrons	Programmed
U1062	Old Road, Maghaberry	Provision of Crossroads warning sign	Programmed
C360	Clarehill Road / Redhill Road, Moira	Provision of '120 yards' plate	Programmed
A3	Moira Road / Cross Lane, Lisburn	Provision of junction warning sign	Programmed
C297	61 Ballykeel Road, Moira	Provision of junction on bend warning signs	Programmed
B007	Dundrum Road / Moneynabane Road, Dromara	Provision of junction warning sign	Programmed
B2	4 Dromore Road, Ballynahinch	Provision of Crossroads warning sign	Programmed

Road Number	Road Name, Location	Scheme Description	Status
A24	Ballynahinch Road / Muskett Road, Carryduff	Provision of 'No through road' warning sign	Programmed
A24	Ballynahinch Road / Meadowvale Park, Carryduff	Provision of 'No through road' warning sign	Programmed
U193	Manse Road / Beechmount Road, Carryduff	Provision of junction warning signs	Programmed
U136	Lisleen Road South, Moneyreagh	Provision of Advance Stop warning sign	Programmed
C006	12 Lissue Road, Lisburn	Provision of additional Low bridge warning sign opposite Coca Cola exit	Programmed
A3	Moira Road/ Lissue Road, Lisburn	Provision of additional Low bridge warning sign	Programmed
A3	Moira Road / Meadow Road, Lisburn	Provision of yellow-backed crossroads warning signs	Programmed
B178	131 Comber Road	Provision of 'Series of bends' warning sign	Programmed
U2108	Backwood Road/ Langtry Lodge, Moira	Provision of 2no. 'Pedestrians crossing' signs	Programmed
U400	88 Blaris Road, Lisburn	Provision of 2no. chevrons	Programmed
A49	Magheraknock Road/ Laurel Road	Provision of yellow-backed staggered junction warning sign	Programmed
B178	Comber Road, Carryduff	Provision of 2no. 'Hidden dips' warning signs	Programmed
C0008	Hillsborough Road/ Thornbrook Road, Royal Hillsborough	Provision of 'Staggered junction' warning sign	Programmed
A3	Lisburn Road/ Glen Road, Maze	Provision of additional 'Drivers of Large and SLOW' blue information sign	Programmed
U0201	Ballynagarrick Road (approach to Mealough Road - northbound)	Provision of 1no. new 750mm 'Horse in Road' warning sign	Programmed
B105	Soldierstown Road (Both approaches to No. 65), Aghalee	Provision of 2no. 'Series of bends' warning signs	Programmed
C0299	Leverogue Road/ Mealough Road	Provision of 1no. new 750mm 'Horse in Road' warning sign	Programmed
U0071	Dagger Road/ Cross Lane, Lisburn	Provision of additional low bridge sign	Programmed

Road Number	Road Name, Location	Scheme Description	Status
B12	Lurgan Road/ Aghadolgan Road/ Chapel Road	Provision of 2no. crossroads warning signs	Programmed
U0176	Killynure Road, Carryduff	Provision of 'Road narrows' sign	Programmed
B104	Lower Ballinderry Road/ Gortraney Road	Provision of 'side road on right' warning sign (A26 direction)	Programmed
B104	Lower Ballinderry Road/ Gortraney Road	Provision of Advance stop with distance plate	Programmed
C269	Upper Braniel Road/ Gilnahirk Road West, Castlereagh	Provision of 1no. advance GW sign + 300 Yards plate on	Programmed
C0013	Lough Road/ Crewe Road/ Killultagh Road	Provision of 2no. Staggered junction warning signs	Programmed
U0072	School Lane on each app. to Magheragall Presbyterian	Provision of 2no. '!' Peds crossing' signs	Programmed
U7600_22	Lyngrove Hill Glenavy	Provision of 'Playground' warning sign	Programmed
U7600_24	Killultagh Walk, Glenavy	Provision of 'Playground' warning sign	Programmed
C293	Dundrum Road / Park Road, Dromara	Provision of 2 new 'SLOW' road markings	Programmed
B6	Saintfield Road / Knockany Road, Castlereagh	Provision of new 'SLOW' road markings	Programmed
U7006	Hertford Crescent, Lisburn	Extension of 'School - Keep clear road' marking	Programmed
A1	Hillsborough Road, Royal Hillsborough	Provision of 'I' bar entrance marking	Programmed
C353	Bridge Road/ Bottier Road, Moira	Provision of 3no. 30mph roundels	Programmed
B12	Crumlin Road at No. 22a, Glenavy	Provision of new 'SLOW' marking	Programmed

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
B177	Ballynahinch Street at Downshire PS, Royal Hillsborough	Puffin crossing	At design stage
A26	Main Street, Glenavy	Puffin crossing	At design stage
U400	Blaris Road, Lisburn	Toucan Crossing at Greenway	At design stage
A1	Queensway at St Colemans, Lisburn	Puffin Crossing	At design stage

Road Number	Road Name, Location	Scheme Description	Status
B104	Ballinderry Road, St Aloysius Lisburn	Puffin Crossing	Programmed

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.

De-illumination 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 2025 – 2026

TABLE 21: Street Lighting – completed

Location	Scheme Description	Status
Knockcairn Road, Dundrod	Street Lighting Renewal Scheme	Complete
Hill Street/Ivan Street Area Lisburn	Street Lighting Renewal Scheme	Complete
High Grove, Shelling Court, Glen Court, Ravernet	Street Lighting Renewal Scheme	Complete
Elm Corner, Pine Cross, Woodside, Dunmurry	Street Lighting Renewal Scheme	Complete
Eglantine Road, Crescent & Court Lisburn	Street Lighting Renewal 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 2026– 2027

Street Lighting – planned

Location	Scheme Description	Status
Royal Lodge Castlereagh	Street Lighting Renewal Scheme	Ongoing
Winchester Park, Carryduff	Street Lighting Renewal Scheme	Complete
Danesfort, Earlsfort, Kingsfort Lodge, Moira	Street Lighting Renewal Scheme	Complete

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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Belfast

BT3 9DY

Telephone: 028 9025 4517

Email: belfast.ticc@infrastructure-ni.gov.uk

Niamh Semple

Senior Engineer – Road Safety

Traffic Information and Control Centre

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BT3 9DY

Telephone: 028 9025 4517

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Gary McCracken

Senior Engineer – Traffic Signals

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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.

Our recently renovated and upgraded Control Room allows staff to manage and co-ordinate the control of the road network. More space and enhanced ergonomics help make this role more efficient, particularly during Special Events, such as the Fleadh and the annual Balmoral Show, as well as the increasingly frequent and intense Storm Events.

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 2025 – 2026

TABLE 22: Network Telematics Completed Works

Scheme Description	Status
TRAFFIC AND TRAVEL INFORMATION	
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
URBAN CLOSED-CIRCUIT TELEVISION (CCTV) CAMERAS	
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
TRAFFIC CONTROL SYSTEMS	
We will continue the rollout of Server to Server Bus priority on Quality Bus Corridors throughout Belfast.	Ongoing

Scheme Description	Status
Commenced a project to examine fibre shortfall on the network, subject to funding and resource.	Ongoing
Upgraded CCTV instation hardware	Ongoing
We have implemented software improvements for the M1 and M2 Busway signs.	Complete
TRAFFIC MANAGEMENT	
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
MOTORWAY NETWORK SAFETY	
Investigate future technologies and infrastructure needed for C-ITS implementation	Ongoing

3.2 Planned Works 2026 – 2027

TABLE 23: Network Telematics Planned Works

Scheme Description	Status
TRAFFIC AND TRAVEL INFORMATION	
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

Scheme Description	Status
We will install additional 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
Integrate the new TTR system to the TrafficWatchNI website to automatically populate roadworks data.	Ongoing
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 the remaining analogue CCTV cameras to digital throughout the network.	Ongoing
Deploy mobile CCTV at various events	Ongoing

Scheme Description	Status
Upgrade camera analytics where feasible	Ongoing
Upgrade the CCTV instation provider due to obsolescence of existing system	Ongoing
URBAN CLOSED-CIRCUIT TELEVISION (CCTV) CAMERAS	
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
TRAFFIC CONTROL SYSTEMS	
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 undertake a Gov Assure audit of our UTC system	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 have commenced a project to address the fibre shortfall on the motorway network.	Ongoing

Scheme Description	Status
We will upgrade the communications infrastructure to all UTC sites on the network.	Ongoing
We will investigate new platforms and technologies to be able to communicate with infrastructure on the network.	Ongoing
TRAFFIC MANAGEMENT	
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
We have commenced a review of our ITS infrastructure to ensure that we are delivering the best service possible to the public.	Ongoing
Complete refurbishment of the Traffic Control room, server room and associated infrastructure.	Ongoing
We have commenced a review of the ITS Strategy for DfI.	Ongoing
MOTORWAY NETWORK SAFETY	
Subject to adequate resource and funding being available we will undertake a trial for a new Emergency Roadside Telephone (ERT) system on the network. This will replace the existing end-of-life ERT system.	Ongoing
We will undertake feasibility into upgrading access to sites for maintenance personnel and subject to adequate funding commence design and construction 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

Scheme Description	Status
We will investigate future technologies and infrastructure needed for C-ITS implementation.	Ongoing
Develop, procure and award a new contract for the control of the motorway instation	Ongoing
Develop, procure and award a contract for the maintenance of all aspects of the motorway ITS infrastructure to include, signs, signals, MIDAS, CCTV, ERT, communications networks and associated	Ongoing
Develop a new system to control the motorway infrastructure	Ongoing
PEDESTRIAN MEASURES	
Subject to adequate funding being made available we will upgrade controlled pedestrian crossing equipment as required.	Ongoing
Controlled crossing equipment upgrades incorporating extra low voltage equipment and puffin crossing facilities at Hillsborough Road/	Complete

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:

Sean O'Neill

Section Engineer

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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 purposes, 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 2026/27, 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.

Dealing with Correspondence / Public Interface

The Department, and in particular DfI TRAM, 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 67.

Street Tree Maintenance

DfI TRAM 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. Belfast City Council employs three Woodland Officers, funded by the Department, dedicated to managing the street tree population.

Street trees are inspected on a 2-year cyclical programme by BCC arboriculture 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 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 TRAM tree maintenance located within the Lisburn and Castlereagh

City Council area. In 2025/26 routine tree maintenance costs within DfI TRAM Eastern Division were £435,351. A further £121,000 was spent on reactive and storm related tree works. An additional £121,000 was allocated to address tree works at Creightons Road.

During 2025/26 110 replacement heavy standard trees were planted.

Open Sites / Planters

The DfI / BCC Project Management Agreement also includes the maintenance of 81 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 2025/26 open site maintenance costs within DfI TRAM Eastern Division were £214,700.

4.1 STRUCTURAL MAINTENANCE COMPLETED WORKS 2025 – 2026

Structural Maintenance - Carriageway

TABLE 24: Structural Maintenance Cost and Length Completed

Structural Maintenance Cost	
£4,339,000	
	Total Length Completed
Road Network	18.43 km
Road Recovery	13.61 km

TABLE 25: Resurfacing Locations

Road Number	Road Name, Location
7065U7024_23	Llewellyn Avenue, Lisburn
7035U0511_17	Lenaghan Avenue, Lisburn
7065A0003_04	Moira Road, Lisburn (Hulls Lane to Lissue Road)
7065U7650_02	Peel Gardens, Ballinderry
7065A0003_03	Moira Road - Rosevale Meadows to Ballycreen Drive
7065C0297_08	Ballynahinch Road, Lisburn
7065C0006_03	Lissue Road, Lisburn
7065C0018_01	Knockcairn Road, Dundrod*
7035C0302_08	Newtownbreda Road
7035U0180_01	Beechill Road Phase 1
7065U0060_22	Halfpenny Gate Road Phase 1
7035A0020_12	Upper Newtownards Road*
7065b0006_12	B6 Saintfield Road*
7065B0178_10	Comber Road, Hillsborough*
7065U0417_21	Carnreagh Road, Hillsborough*
7065A0001_03	Queensway, Dunmurry*
7065U7105_11	Hollymount, Dunmurry*
7065U7105_12	Ashlea Bend, Dunmurry*
7065U7105_01	Rowan Drive Cul-de-sac, Dunmurry*

Road Number	Road Name, Location
7065U7105_05	Elm Corner, Dunmurry*
7065U7013_13	Abercorn, Hillsborough*
7065U7001_08	Ashcroft Park, Lisburn*
7065B0177_12	Dromore Road, Hillsborough*
7065B0177_11	Main Street, Hillsborough*
7065B0178_10	Comber Road*
7065c0294_05	Laurel Road*
7065U7300_01	Rawdon Place, Moira*
7065U7006_21	Ballinderry Gardens, Lisburn*
7065U7006_05	Tirowen Drive, Lisburn*
7065U7006_09	Ballyknockan Park Cul-de-sacs*
7065U0423_21	Spirehill Road, Hillsborough*
7065U7105_21	Woodside, Dunmurry*
7065U7105_15	Birch Green, Dunmurry*
7065U7105_07	Beech Grove, Dunmurry*
7065U7105_08	Pine Cross, Dunmurry*
7065U7105_13	Willow Gardens*
7065U7018_01	Hillview Park, Lisburn*
7065U7018_02	Hillview Gardens, Lisburn*
7065U7018_21	Ashbourne Park, Lisburn*
7065F7105_16	Larch Grove, Dunmurry*
7065U7105_22	Oakland Way, Dunmurry*
7065U7105_02	Cypress Close, Dunmurry*
7065U7105_24	Riverside, Dunmurry*
7065U7105_36	Hornbeam Cul-de-sacs, Dunmurry*
7065U7105_37	Riverside, Dunmurry*
7065U7017_03	Cloverdale Crescent*
7065U7017_04	Cloverdale Road*
7035U0521_12	Muskett Court, Carryduff*

Road Number	Road Name, Location
7035U0521_08	Muskett Avenue, Carryduff*
7035U0521_11	Muskett Mews, Carryduff*
7035U0521_07	Muskett Gardens, Carryduff*
7065A0049_09	Old Ballynahinch Road*
7065U0071_24	Cross Lane*
7065U7005_51	Rushmore Gardens, Lisburn*
7065U7005_34	Rushmore Crescent, Lisburn*
7065U7008_27	Monaville Gardens, Lisburn*
7065U7008_26	Monaville Drive, Lisburn*
7065F7007_01_4	Gortmore Park, Lisburn*

TABLE 26: Surface Dressing Completed

Total area completed
249,610m ² (45.51km)

TABLE 27: Surface Dressing Locations

Road Number	Road Name, Location
7065U0173_21	Middle Braniel Road
7065U1127_04	School Road
7035U0173_02	Houston Road
7035U0136_01	Lisleen Road
7035U0100_01	Lisleen Road South
7035U0135_01	Lisleen Road East
7035U0114_01	Manns Road
7035U0133_02	Ballyrussell Road
7065U0266_41	New Line Road
7065U0092_22	Hillhead Road
7035U0134_01	Eden Road

Road Number	Road Name, Location
7035U0133-03	Pear tree Hill - New Line Road to Hillhead Road
7035C0269-04	Pear tree Hill -Gransha Road to Ballyrussell Road
7035U01269-05	Pear tree Hill – Ballyrussell Road to Hillhead Road
7065U0147_21	Dows Road
7065U0152_21	Lisnode Road
7065C0296_07	Drennan Road
7065U1201_21	Lougherne Road
7035C0269-06	Hillhead Road
7065U0447_21	Artanagh Road
7060C0307_06	Springmount Road
7020U4021_01	Croft Road
7065C0299_03	Fort Road
7065U0038_22	Garlandstown Road
7065U0096_21	Clontariff Road
7065U0058_21	Lecky Road
7065U2107-01	Old Legmore Road
7065U0403_21	Taughblane Road
7065U1073_22	Budore Road

Structural Maintenance - Footways

TABLE 28: Footway Resurfacing Completed

Total length completed
6.16 km

TABLE 29: Footway Resurfacing Locations

Road Number	Road Name, Location
7065U7024_23	Llewellyn Avenue
7035U0511_17	Lenaghan Avenue
7065A0003_04	Moir Road - Hulls Lane to Lissue Road
7065U7650_02	Peel Gardens, Ballinderry
7065A0003_03	Moir Road - Rosevale Meadows to Ballycreen Drive
7065C0297_08	Ballynahinch Road
7035U0828_67	Richmond Court
7035U0514_24	Torrin Walk*
7035U0514_22	Elenor Park East*
7065B0038_01	Belfast Road, Glenavy*
7065U7600_07	The Grange, Glenavy*
7035U0521_06	Muskett Road, Carryduff*
7035U0521_08	Muskett Avenue, Carryduff*
7035U0521_14	Muskett Glen, Carryduff*
7035U0521_07	Muskett Gardens, Carryduff*

Structural Maintenance - Drainage

TABLE 30: Drainage Sites Completed

Number of Sites Completed
30

TABLE 31: Drainage Completed Locations

Road Number	Road Name, Location
7065U0035_24	Rushey Hill Road, Stoneyford
7065B0101_04	Rock Road, Stoneyford
7035U0114_01	Manns Road, Gilnahirk
7065U0124_21	Mill Road, Hillhall
7065B0038_01	Belfast Road, Glenavy
7065U0048_25	Chapel Road, Glenavy
7065A0026_14	Glenavy Road, Moira
7065B0178_10	Comber Road, Hillsborough
7065U7111_10	Queensway, Dunmurry
7065C0016_01	Tullynewbank Road, Glenavy
7065U0139_22	Tullynacross Road, Lisburn
7065U0033_21	Pond Park Road, Lisburn
7065U0022_22	Old Park Road, Lisburn
7035B0178_03	Comber Road, Carryduff
7065A0049_12	Saintfield Road, Lisburn
7065U0407_22	Artifinny Road
7035U0520_61	Old Mill Heights, Dundonald
7065U7105_06	Laurel Way Dunmurry
7065A0003_10	Main Street, Moira
7035C0302_05	Purdysburn Road
7035U0519_30	Baronscourt, Carryduff
7065C0305_01	Hillsborough Old Road
7065C0298_06	Mealough Road

Road Number	Road Name, Location
7065C0018_01	Knockcairn Road
7065U0411_21	Trench Road
7065U0155_21	Ballymullan Road
7065U0211_26	Sandy Lane
7065U0422_22	Windmill Road, Hillsborough
7065B0007_23	Hillsborough Road, Dromara
7065A0049_09	Old Ballynahinch Road

Structural Maintenance – Verge Strengthening

TABLE 32: Verge Strengthening Sites Completed

Number of Sites Completed
6

TABLE 33: Verge Strengthening Locations

Road Number	Road Name, Location
7065B0038_04	Hannahstown Road, Lisburn
7065U0449_22	Dromore Road, Dromara
7065B0178_10	Comber Road, Hillsborough
7065A0049_09	Old Ballynahinch Road
7035A0022_01	Comber Road, Dundonald
7065B0006_14	B6 Saintfield Road

Structural Maintenance – Carriageway Refurbishment

TABLE 34: Carriageway Refurbishment Sites Completed

Number of Sites Completed
16

TABLE 35: Carriageway Refurbishment Locations

Road Number	Road Name, Location
7065A0026_15	Main Street, Glenavy
7035U0512_01	Breda Park, Belfast
7065U0422_22	Windmill Road, Hillsborough
7065B0007_22	Ballynahinch Road, Dromara
7065B0101_02	Leathemstown Road, Dundrod
7035C0302_05	Mill Road, Purdysburn
7065U0163_21	Crossans Road
7065C0297_06	Upper Ballynahinch Road
7065B0178_07	Comber Road, Lisburn
7035U0143_03	Upper Mealough Road
7065C0299_03	Fort Road, Hillhall
7065U7036_03	Rathdown Road, Lisburn
7065U7006_05	Tirowen Drive
7065U7006_06	Ballyknockan Avenue
7065U0419_21	Cabra Road, Hillsborough
7065U0166_21	Moss Road, Carryduff

4.2 STRUCTURAL MAINTENANCE PROPOSED WORKS 2026 – 2027

Proposed Surfacing

TABLE 36: Structural Maintenance Cost and Length Proposed

Structural Maintenance Cost	
£3,992,000	
	Total Length Proposed
Road Network	18.87 km
Road Recovery	7.03 km

TABLE 37: Carriageway Resurfacing – Proposed Locations

Road Number	Road Name, Location	Status
7035U0180_01	Beechill Road Phase 2	Completed
7065U0060_22	Halfpenny Gate Road Phase 2	Completed
7035A0023_10	Ballygowan Road	Completed
7065A0003_10	Moirra Main Street	Completed
7065A0003_05	Moirra Road A3, Lisburn	Programmed
7065C0298_06	Mealough Road	Programmed
7065B0012_06	Crumlin Road	Programmed
7065C0005_06	Nettlehill Road	Programmed

TABLE 38: Surface Dressing – Proposed

Total Area Proposed
89,910m ² (21.63km)

TABLE 39: Surface Dressing - Proposed Locations

Road Number	Road Name, Location	Status
7065B0177_15	Dromore Road	Completed
7065C0294_02	Bawnhill Road	Completed
7065U0433_21	Grove Road	Completed
7065U1201_21	Lougherne Road	Completed
7065C0297_05	Ballykeel Road	Completed
7065U0202_23	Ballycrune Road	Completed
7065C0297_06	Upper Ballynahinch Road	Completed
7065U0422_21	Beatties Road	Completed
7065U0422_22	Windmill Road	Completed
7065U0163_21	Crossans Road	Completed

Proposed Footway Resurfacing

TABLE 40: Footway Resurfacing Proposed

Total length planned
2 km

TABLE 41: Footway Resurfacing - Proposed Locations

Road Number	Road Name, Location	Status
7035U0180_01	Beechill Road Phase 2	Completed
7065U7019_02	Aberdelghy Park	Completed
7065U7019_04	Aberdelghy Gardens	Completed
7035A0023_10	Ballygowan Road	Completed
7035U0514_18	Endler Park East	Completed
7035U0514_04	Inchmarnok Drive	Programmed
7035U0514_12	Cromarty Place	Programmed

Road Number	Road Name, Location	Status
7035U0514_37	Dalkeith Gardens	Programmed

Structural Maintenance - Drainage

TABLE 42: Drainage Sites Proposed

Number of Sites Proposed
17

TABLE 43: Drainage Sites – Proposed Locations

Road Number	Road Name, Location	Status
7065U2079_22	Bushfield Road	Completed
7065U7013_07	Parkland Avenue	Programmed
7065F7001_09	Halftown Road	Programmed
7065B0012_09	Ballinderry Road	Programmed
7065B0105_01	Soldierstown Road	Completed
7065B0012_07	Aghalee Road	Completed
7065C0005_05	Nettlehill Road	Programmed
7065U0059_21	Lurganure Road	Programmed
7065U7018_13	Greenburn Way	Programmed
7065C0004_01	Belsize Road	Programmed
7065U7000_52	Dundrod Walk	Programmed
7035C0262_01	Grahamsbridge Road	Completed
7065C0327_01	Edentrillick Road	Programmed
7065B0178_07	Comber Road	Programmed
7035C0296_03	Ballyknockan Road	Programmed
7035U0520_61	Old Mill Heights	Completed
7035B0023_10	Hospital Road	Programmed

Structural Maintenance – Carriageway Refurbishment

TABLE 44: Carriageway Refurbishment Sites Proposed

Number of Sites Proposed
11

TABLE 45: Carriageway Refurbishment Proposed Locations

Road Number	Road Name, Location	Status
7065A0519_03	Prince William Road	Completed
7035U0103_01	Ballyregan Road	Completed
7035C0302_08	Newtownbreda Road	Completed
7065U0423_21	Spirehill Road	Completed
7065B0178_07	Comber Road @Front Road	Completed
7035C0302_05	Purdysburn Hill	Completed
7065B0023_02	Hillhall Road	Completed
7065B0177_15	Dromore Road, Hillsborough	Completed
7065A0049_01	Lisburn Street / Main Street, Hillsborough	Completed
7065B0006_14	B6 Saintfield Rd	Completed
7065A0049_09	A49 Old Ballynahinch Road	Completed

4.3 ROUTINE MAINTENANCE COMPLETED WORKS 2025 – 2026

Grass Cutting

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

TABLE 46: Grass Cutting Completed

Total cut
Total rural swathe cut of 3870km. Total area cut 676,160 m2

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 47: Defect Details

Description	Detail Total
Total priority defects recorded	40,385

Public Liability Claims 2025-26

TABLE 48: Public Liability Claims Details

Description	Detail Total
Total claims received in Eastern Division	1362
- vehicular damage	1092
- personal injury	245
- property damage	25
Total claims settled	733
Total claims rejected	362

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 2025 – 2026

Four structures projects were completed within the Lisburn and Castlereagh City Council area during 2025/26 at a cost of £339,000.

TABLE 49: Structures Schemes Completed 2025/26

Location	Scheme Description
M1 Bridge over River Lagan, Moira (Bridge No. BR90480)	Completed
STM 2016 Dromore Road (Bridge No. BR90131)	Completed
Glen Road (Bridge No. BR90308)	Completed
Knocknarea (Bridge No. BR90464)	Completed

Proposed Works 2026 – 2027

19 structures projects are proposed within the Lisburn and Castlereagh City Council area during 2026/27 at an estimated cost of £770,000.

TABLE 50: Structures Schemes Proposed 2026/27

Location	Status
Quarterland Bridge Structural Repairs (Bridge No. BR90433)	Planned
Dromara Culvert Replacement (Bridge No. N/A)	Planned
65 Old Ballynahinch Rd (Retaining Wall No. RW20002)	Planned
Ballycanal Bridge Moira (Bridge No. BR90468)	Planned
Knockmore Road (Bridge No. BR90414)	Planned
Quarry Corner (Bridge No. BR20216)	Planned

Location	Status
Trummery Lane (Bridge No. BR90439)	Planned
McKinstry Road and Derriaghy Road (Bridge No. BR90670)	Planned
Kilwarlin Road Lisburn (Bridge No. BR90481)	Planned
Kilwarlin Road Lisburn (Bridge No. BR90479)	Planned
Leopogues Road (Bridge No. BR90139)	Planned
Wolfenden's Bridge Lambeg (Bridge No. BR90243)	Planned
The New Bridge, Corkhill Rd, Moira (Bridge No. BR90437)	Planned
Glen Road, Hillsborough (Bridge No. BR90472)	Planned
Fort Road, Dundrod (Bridge No. BR90290)	Planned
Derriaghy Halt Footbridge (Bridge No. BR90392)	Planned
752 Upper Newtownards Road (Retaining Wall No. RW20001)	Ongoing
Hillsborough Road Bridge (Bridge No. BR90423)	Ongoing
Grand Prix (Bridge No. BR20211)	Ongoing

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 2025/26

Vehicle Restraint Systems (VRS) works undertaken within the Lisburn and Castlereagh City Council during 2025/26.

TABLE 51: Vehicle Restraint Systems Completed 2025/26

Name, Location	Status
Moir Road, West Section	Completed
Moir Road, East Section	Completed
Hillsborough Road West Section	Completed
Stockdam Road	Completed

Proposed Works 2026/27

Vehicle Restraint Systems (VRS) works proposed for the Lisburn and Castlereagh City Council area during 2026/27.

TABLE 52: Vehicle Restraint Schemes Planned 2026/27

Name, Location	Status
Upper Newtownards Road	Planning
Beechdene Park, Lisburn	Planning
Hillsborough Road, Moneyreagh, parapets	Planning
Hillhall Road Parapets	Completed
Queens Road Lisburn	Completed

4.6 WINTER SERVICE

TABLE 53: Winter Service - dates of operations

Description	Start date	Completion date
Official winter maintenance period 2025-2026	13/10/25	29/03/26
Salting Operations in this period	68.7	

TABLE 54: 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	35
Number of personnel involved in gritting operation in Eastern Salting Operations	135
Length of roads salted in Eastern Salting Operations	1306
Total volume of salt used during 2025-2026 winter season in Eastern Salting Operations.	12,064.34



SECTION 5 – MAJOR PROJECTS EAST

MAJOR PROJECTS EAST

5.1 M1/A1 Link at Sprucefield

District Council area(s)	Lisburn Castlereagh City Council
Location	M1 and A1 in vicinity of Sprucefield
Scheme description	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.
Scheme length	Approx. 4km
Scheme estimated cost	TBC
Scheme website	M1/A1 Sprucefield Bypass Department for Infrastructure (infrastructure-ni.gov.uk)
Any related schemes?	It is intended that the proposal will also consider congestion at the junction on the A1 at Hillsborough.
Current stage	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.
Current position	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 transport policies and plans and decisions by a future Minister.

5.2 A1 Junctions Phase 2 (A1J2)

Location	A1 between Hillsborough Roundabout and Loughbrickland
Scheme description	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. The grade separated junctions will be located at: • Listullycurran Road • Gowdystown Road • Skeltons Road / Drumneath Road • Waringsford Road 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.
Scheme length	25km
Scheme estimated cost	£120-130m (Approved OBC)
Scheme website	A1 Junctions Phase 2 - overview Department for Infrastructure (infrastructure-ni.gov.uk)
Any related schemes?	A1 Hillsborough to Sprucefield
Current stage	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. On-site works for the advance ground investigations and archaeological investigations are now complete.
Current position	The scheme remains a mature and well-developed project, with the statutory processes completed, including the Public Local Inquiry, and an approved Outline Business Case in place. In July 2024, the project was confirmed to proceed as a single coherent package of works and moved into procurement.

	In February 2025, a restricted list of tenderers was put in place to allow the scheme to progress efficiently when appropriate. Following the A5 judgment, the restricted list was extended by one year, until February 2027, to protect the viability of the scheme during the legal uncertainty. The Department's position is that issues being examined in the A5WTC case are relevant to all major infrastructure projects, including the A1, and therefore key decisions should await clarity from the final determination of those proceedings. The extension is intended to preserve work already completed, avoid unnecessary delay or additional cost, and maintain flexibility to move to the Invitation to Tender (ITT) stage when appropriate. Officials continue to monitor safety on the A1 corridor, while maintaining that the long-term solution is delivery of the full Phase 2 scheme.
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5.3 A1 Hillsborough to Sprucefield

Location	A1 between Hillsborough and Sprucefield
Scheme description	The potential closure of central median crossings and provision of central median barrier.
Scheme length	2km
Scheme estimated cost	TBC
Scheme website	None
Any related schemes?	A1 Junctions Phase 2
Current stage	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.
Current position	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

District Council area(s)	Lisburn and Castlereagh City Council, Belfast City Council, Antrim and Newtownabbey Borough Council
Location	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.
Scheme description	The BRT2 project is the further development of the Belfast Bus Rapid Transit system to serve North and South Belfast with an extension of the existing G2 route to serve Queen's University and Belfast City Hospital.
Scheme estimated cost	£124.5m
Scheme website	Belfast Rapid Transit - Glider Department for Infrastructure (infrastructure-ni.gov.uk)
Current stage	Design Development. The estimated cost of the North Belfast to South Belfast Glider route is currently in the range of £124.5m. 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 remains.
Current Position	On 25 February 2025 Minister Kimmins announced the next steps for project, which will see the Glider service extended to north and south Belfast. Given the current funding shortfall, the project is being progressed in a phased approach using the £35m funding within the Belfast Region City Deal, with an additional £13 million allocated from the Department of Infrastructure. The Outline Business Case was approved in December 2025 and consultants were appointed in April 2026 to progress the design phase.

SECTION 6 – ACTIVE TRAVEL

Active Travel deputy Director: Peter McParland

Active Travel Manager: Rosemary Fennell

Rosemary is responsible for the delivery of Active Travel schemes in Eastern Division, and is supported in Lisburn and Castlereagh City Council area by the following staff:

Ryan Milliken
Senior Engineer – Active Travel Eastern
Hydebank House
Hospital Road
Belfast
BT8 8JL
Tel: 0300 200 7899
Email: Activetravel@infrastructure-ni.gov.uk

Active Travel teams are responsible for making walking, wheeling and cycling an attractive travel option for many everyday journeys. In Lisburn, focus is on delivering the Everyday Active Travel Urban Delivery Plan. More information on Active Travel can be found at: [Active travel | Department for Infrastructure](#).

Three Active Travel projects are within the Lisburn and Castlereagh City Council area.

TABLE 55: Active Travel Schemes

Scheme	Scheme Description	Status
Lisburn, Boomers Way to Wallace Park	3km active travel route linking Boomers Way to Wallace Park via Prince William Road, Antrim Road, Westbourne Terrace, North Circular Road and Lisburn Train Station.	Preliminary Design
Moira Town to Moira Train Station	1.2km active travel route between Moira Town and Moira Train Station.	Preliminary Design

Scheme	Scheme Description	Status
Carryduff	1km active travel route along Church Road, Ballynahinch Road, Hillsborough Road to Lough Moss Leisure Centre.	Engineering Pack completed in 2025/26 by DfI and forwarded to Lisburn & Castlereagh City Council to consider as part of a public realm scheme.

USEFUL NUMBERS

Out of Hours Emergencies

Telephone: 0300 200 7899

Flooding Incident Line

Telephone: 0300 200 0100

Street Lighting Faults

Telephone: 0300 200 7899

Website: www.nidirect.gov.uk/services/report-street-light-fault

General Enquiries

email: DfIRoads.Eastern@infrastructure-ni.gov.uk

Website: www.infrastructure-ni.gov.uk

Telephone: 0300 200 7899

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

Telephone: 0300 200 7818

Parking Enforcement Processing Unit

Processes all penalty notices under Decriminalised Parking Enforcement.

Contact: Roads.Parking@infrastructure-ni.gov.uk

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

Telephone: 0300 200 7895
