



Department for
Infrastructure

An Roinn

Bonneagair

Department for

Infrastructure

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2024
AUTUMN REPORT
TO BELFAST CITY COUNCIL

Photo: Kings Road resurfacing scheme

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1.0 FOREWORD

I have pleasure in submitting the Roads 2024/25 Annual Report on the work of the Department for Infrastructure (DfI) Roads across the Belfast Council area.

This report deals with works completed across the Council area during the year 2023/24 and sets out our initial proposals for schemes to be undertaken in the year 2024/25.

The road network is Northern Ireland's largest and most valuable strategic infrastructure asset. Getting infrastructure right - and investing in it - can and will deliver real benefits for our citizens, our communities and the economy. It delivers for people every day by providing and maintaining the things we all need to go about our daily lives, and which make this place work. While recognising there is much more to do as we seek to improve and protect the vital asset that is our road network, we are working hard to maximise the positive impacts we can deliver with the resources we have.

The budget allocated to the Department for 2024-25 is challenging, however we continue to prioritise essential frontline services and address regional imbalance. In June 2024 the Department launched its 'Budget 2024-25 Equality Impact Assessment (EQIA) Consultation' to facilitate a thorough assessment of the equality impacts of the 2024-25 opening resource and capital budgets allocated to the Department. An interim report has been published on the findings from the consultation and can be viewed at: [DfI Budget 2024-25 Equality Impact Assessment - Interim Consultation Report \(infrastructure-ni.gov.uk\)](https://infrastructure-ni.gov.uk)

The opening Capital budget for structural maintenance of the road network in 2024/25 is £89m, 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 Belfast 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 the Department will continue with a Limited Service policy 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 roadside verges and sightline grass at least twice between April and October on the 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.

At present a full street lighting repair service continues during 2024/25.

The Division is continuing to face significant staffing pressures which is impacting on our ability to deliver and as such public safety is our paramount priority, and as a result it may mean other functions will be lower in our priorities. In an effort to maximise our effectiveness I would strongly encourage Councillors who have access to the internet to please report road defects using the DfI online reporting facility provided by NIDirect. My operational teams are of course available to assist with emergency and public safety related queries and can be contacted using our generic email addresses or by phone using our emergency numbers shown on Page 54.

The Department recognises that investing in pedestrian and cycling infrastructure can help make our streets feel safer and more accessible for the many people who want greater choice in how they travel, particularly for shorter everyday journeys. It can also help to reduce air pollution and tackle climate change, particularly in combination with public transport.

We are developing a Northern Ireland wide Active Travel Delivery Plan that includes an update of our policies and design guidance for Active Travel as well as network plans for our larger towns and cities. We aim to consult the public on this plan later in 2024. When complete, the Active Travel Delivery Plan will complement the Belfast Cycling Network Delivery Plan and the Strategic Plan for Greenways to provide a firm basis for the prioritisation, design, and delivery of active travel across the north.

The Department continues 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.

Regarding Major Projects in the Council area, the publication of the prioritised list of major road schemes explains that development work on York Street Interchange is currently paused. A decision on the schemes within this list will be considered following confirmation of the Department's Transport Plans and the availability of funding.

I hope that you find this report informative. I, along with representatives from our Section Offices, Joe Torney, David Williams and Graeme Salmon look forward to meeting the Council.

Des McFarlane
Divisional Roads Manager

2.0 EASTERN DIVISION DETAILS

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

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

- Strategic Road Improvements & Active Travel – Road Improvement Schemes greater than £1.5 million on the strategic road network and active travel projects:
- Network Maintenance – Maintenance of Roads:
- Network Development & Network Traffic – Street Lighting, Park & Ride Road Improvement Schemes up to £1.5 million and management of roads and road structures:
- Network Planning - Development Control, Private Streets and Area Plans.
- 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.
- Active Travel - delivering projects that enable more people to walk, wheel and cycle for many of their shorter everyday journeys. In Belfast this includes progression of Belfast Cycling Network Delivery Schemes. In Lisburn & Castlereagh this involves developing a programme of priority projects in line with the emerging Active Travel Delivery Plan. A public consultation on the draft plan is due to take place between November 2024 and February 2025.

Divisional Headquarters

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Eastern Division - Senior Management Team

Des McFarlane

Divisional Roads Manager

Celine Duff	Paul King	Gareth McKibbin	Graeme Salmon	Philip Robinson	Karen Robb
Network Planning Manager	Network Development Manager	Network Maintenance Manager	Network Traffic Manager	Network Telematics Manager	Business Support Manager
Development Control, Private Streets, Development Plans	Transportation Team, Street Lighting, Local Transport and Safety Measures schemes	Road Maintenance, Structural Maintenance, Highway Inspections, Utility Street Works, Street Tree Maintenance, Public Liability Claims, Winter Service and Emergency Planning.	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.	Traffic signal control, operation of the Traffic Information and Control Centre, Traffic and travel information, TrafficWatchNI website, Motorway Control Systems, CCTV traffic cameras.	Eastern Secretariat, Lands and Finance
Supported by:	Supported by:	Supported by:	Supported by:	Supported by:	Supported by:
Stephen Cash	Girvin Miskimmin	David Williams	Andrew Miskimmin	Gary McCracken	Aidan Darragh
Senior Engineer L&CCC Development Control	Senior Engineer Works & Structures	Senior Engineer Belfast South	Senior Engineer Traffic Management 1	Senior Engineer Traffic Signals & Road Safety	Eastern Secretariat
Geoff Lawther	Lionel Walsh	Joe Torney	Gillian Stevenson	Ian Duff	Paul Gallagher
Senior Engineer BCC Development Control	Senior Engineer Works & Structures	Senior Engineer Belfast North	Senior Engineer Traffic Management 2	Senior Engineer Intelligent	Lands Officer
Laurence Bell	Evans Gibson	Paul Thompson	Stephen McMeekin	Sheenagh Cooper	Cooper
Senior Engineer Local Development Plans	Senior Engineer Street Lighting	Senior Engineer Lisburn & Castlereagh	Senior Engineer Traffic Management 3	Transport Systems and Control Room Operation	Finance Officer
Russell Moore	Harry Armstrong	Sean O'Neill			
Senior Engineer Private Streets	Senior Engineer Transportation Team	Senior Engineer Maintenance Support			

3.0 NETWORK PLANNING

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.

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.

LOCAL DEVELOPMENT PLANS

The Department provides advice to the Council on transportation matters for Local Transport Plans and Community Plans as well as work on strategic development planning applications.

The Local Development Plan (LDP) will comprise of two development plan documents;

- ◆ The Plan Strategy (PS); and
- ◆ The Local Policies Plan (LPP)

As a consultee DfI Roads have a significant input into the process.

PLANNING CONSULTATIONS

Consultation Details 01/4/23-31/3/24	Belfast Council Area
Number of consultations Received	915
Number of consultations replied to within 21 days	708
Number of Pre-Planning Enquiries	56

PRIVATE STREETS - ADOPTIONS

COMPLETED WORKS 2023 – 2024

Adoptions	Belfast Council Area
Number of adoptions	14
Adoption locations	Date of Adoption
Ballysillan Park	08/12/2023
Cregagh Park	05/07/2023
Finaghy Park Gardens	07/08/2023
Glenbryn Park	03/01/2024
Hopewell Crescent	06/02/2024
Inverary Avenue	10/07/2023
Kingsberry Park and Cheltenham Park	16/06/2023
Lawnbrook Court	04/12/2023
Mill Valley, Mill Valley Gardens & Mill Valley Road	27/03/2024
Napoleon's Gate	22/02/2024
Thornberry Hill	15/12/2023
Thornberry Road	13/02/2024
Woodstock Road/Cregagh Road	09/10/2023
Woodstock Road	10/11/2023

4.0 NETWORK DEVELOPMENT & NETWORK TRAFFIC

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 across the North 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
- Traffic Calming
- Collision Remedial
- Safer Routes to School
- Bus Priority Measures
- Road and Lane Closures
- Legislation

Structures

DfI maintain over 5,800 bridges and associated highway structures including sign gantries, retaining walls and vehicle restraint systems. All bridges must be capable of carrying 40 tonne vehicles and this requirement has led to an ongoing programme assessment, strengthening and replacement of bridges across the road network.

Street lighting

DfI Roads maintain over 290,000 streetlights. Regular outage repairs are carried out following reports of defects from elected representatives and/or the general public via our online reporting system at www.nidirect.gov.uk or through our new call centre (0300 200 7899). DfI are also working to replace all older streetlights with more energy efficient LED lighting.

LOCAL TRANSPORT AND SAFETY MEASURES**COMPLETED WORKS 2023 – 2024**

Total value of LTSM schemes
£ 2,920,011.88

Transportation - Bus Priority Measures

Road Name	Scheme Description	Status
Colin Connect	Enhancement of Colin Connect bus turning facility to improve the pathway for Belfast Rapid Transit - Glider vehicles.	Complete
McKinstry Road Roundabout	Enhancement of McKinstry Road Roundabout to improve the pathway for Belfast Rapid Transit - Glider vehicles.	Complete
Blacks Road	Provision of a replacement bus shelter on Blacks Road circa Oranmore Drive.	Complete
Belvoir Drive	Provision of a replacement bus shelter on Belvoir Drive circa House No. 176.	Complete
Belvoir Drive	Provision of a replacement bus shelter on Belvoir Drive opposite House No. 169.	Complete
Garnerville Road	Provision of a replacement bus shelter on Garnerville Road circa Dunluce Drive junction.	Complete
Old Milltown Road	Provision of a replacement bus shelter on Old Milltown Road circa Grays Park junction.	Complete
Upper Knockbreda Road	Provision of a replacement bus shelter on Upper Knockbreda Road circa Castlereagh Road junction.	Complete

Residents Parking

Road Name	Scheme Description	Status
Rugby Road / College Park Avenue	Residents parking scheme in Rugby Road / College Park Avenue area fully operational 16 April 2018. Review of scheme completed, findings being considered.	On going
Iveagh	Residents Parking Iveagh Area – Informal Consultation completed March 2019. Designs for Zone 1 being developed to enable formal consultation to be carried out	On going

Collision Remedial

Road Name	Scheme Description	Status
Sydenham Bypass, Bangor bound carriageway	Sydenham Bypass, Bangor bound carriageway on approach to Belfast City Airport – High Friction Surfacing	Complete
Upper Galwally / Forestside	Control of Right turn into Forestside	Complete
Malone Road at House of Sport Roundabout	High Friction Surfacing on the approach to the Signals	Complete
Tates Avenue / Boucher Road	High Friction surfacing on the approaches to the roundabout	Complete

Road Signs, Markings, and Bollards

Road Name	Scheme Description	Status
Beit Street/Roden Street	15m Double Yellow Lines (DYL)	Complete
Florenceville Drive	4.5m I-Bar	Complete
Whitehall Gardens	3m I-Bar	Complete
Deerpark Drive/Deerpark Road	New 'Give Way' markings	Complete
Gipsy Street/Primrose Street	DYL's extend by 8m	Complete
Beverley St @ Northumberland St	15m Corner restrictions	Complete
Nth Howard Link @ Northumberland St	15m Corner restrictions	Complete
Gibson Street / Lereson Street	15m Corner restrictions	Complete
Strathmore Park South	New 'Give Way' Markings	Complete
Sevastopol Street	15m Corner restrictions	Complete
Weavershill Road	15m Corner restrictions	Complete
Great Georges Street	2 x 3.5m I-Bars	Complete
Old Cavehill Road	15m Corner restrictions	Complete
Chichester Road	15m Corner restrictions	Complete
Kitchener Street	2 x 3.5m I-Bars	Complete
Deramore Ave	1 x 3.5m I-Bar	Complete
Ormeau Road	1 x 6.m I-Bar	Complete
Drumkeen Court	15m Corner restrictions	Complete
Portallo Street	2 x 2m I-Bars	Complete
141 Cavehill Road	4.5m I-Bar	Complete
Cairnmartin Road at Forthriver Primary School	3 Panels Pedestrian Guard Rail	Complete
Cregagh Rd, Access Rd at No.450	15m Corner restrictions	Complete
Oxford Street at May Street	2No 4m arrows	Complete
Glenveagh Drive at Glen Rd at School	2no lengths of Pedestrian guard RailGR	Complete
Lanark Way, Mayo St at Nursery	2No School Keep Clears	Complete
Upp N'Ards Rd at Hawthorden Way	4m long Nose markings	Complete
Falls Road at St Mary's College	Give way markings	Complete
Glenmachan St at Broadway	Renew carriageway markings	Complete

NETWORK DEVELOPMENT

Road Name	Scheme Description	Status
Newington Avenue	1 x 3.5m I-Bar	Complete
Mountforde Road	School Keep Clear marking 25.5	Complete
Ormeau road/ Saintfield Road	2 Shopping Centre signs	Complete
Stirling Green	1 x No Through Road	Complete
Ravenhill Road	1 x Roundabout sign	Complete
Queen Elizabeth Bridge	Replace 2 x Queen Elizabeth Bridge signs	Complete
Newtownards Road (North Rd to Beersbridge Rd)	4 x (At any time on footway) plates	Complete
Iris Close	1 x No Through Road	Complete
Oldpark Road	Girls Model school signs	Complete
Wandsworth Crescent	1 x No Through Road	Complete
Lisburn Road	2 x Urban Clearway signs	Complete
Berry Street	2 x New 'No Entry' signs & poles	Complete
Athol Street	6 x Limited waiting plates	Complete
Larkfield Gardens	1 x No Through Road	Complete
Springfield Road / Cupar Street	1 x Children / Patrol. 1 X traffic signal sign	Complete
North Howard Link/Northumberland Street	1 x 'STOP' sign	Complete
Denmark Street	2 x Children crossing signs	Complete
Denmark Street	2 x 'Playground' plates	Complete
Stanhope Street	2 x Children crossing signs	Complete
Stanhope Street	2 x 'Playground' plates	Complete
Wall Street	1 x Children crossing signs	Complete
Wall Street	1 x 'Playground plates	Complete
Donegall Road (North side)	1 x New road layout ahead sign	Complete
Crumlin Road	1 x Road on left ahead sign	Complete
Crumlin Road	1 x Road on right ahead sign	Complete
Malone Road	1 x Mon-Fri 8-6:30pm time plate	Complete
Gibson Park Drive	1 x Traffic light sign	Complete
Gibson Park Drive	1 x left arrow	Complete
Ventry Lane	2 x Mon-Fri 8-6:30pm time plates	Complete
Frederick Street	4 x Urban Clearway signs (AM&PM)	Complete
A55	1 x Roselawn Crematorium sign	Complete
505 Oldpark Rd	1 x Our Lady's N.S	Complete
Loopland Drive	1 x Mon-Fri 8-6:30pm time plate	Complete
Garnerville Road	1 x Road on left ahead sign	Complete

Legislation – Waiting Restrictions

Road Name	Scheme Description	Status
Rosetta Primary School	Prohibition of waiting at school zig zags	Complete
Botanic Primary School	Prohibition of waiting at school zig zags	Complete
Dundela Infants'	Prohibition of waiting at school zig zags	Complete

NETWORK DEVELOPMENT

Road Name	Scheme Description	Status
St. Michael's Primary School Ravenhill Road	Prohibition of waiting at school zig zags	Complete
Strandtown Primary School	Prohibition of waiting at school zig zags	Complete
Sorelli Street	Small length of DYL	In progress
Dunville Street	Small length of SYL and DYL	In progress
Belmont Church Road	Extension of DYL at Upper Newtownards Road	In progress
Suffolk Road	DYL at Community Centre	In progress
Hill Street	Informal Consultation on Pedestrianisation	Complete

Legislation – Carriageway Markings

Road Name	Scheme Description	Status
North Queen Street	Temporary Bus Lane provided as traffic mitigation measure for Grand Central Station works	Complete
Howard Street	Temporary Bus Lane provided as traffic mitigation measure for Grand Central Station works	Complete
Great Victoria Street	Temporary Bus Lane provided as traffic mitigation measure for Grand Central Station works	Complete
Bruce Street	Temporary Bus Lane provided as traffic mitigation measure for Grand Central Station works	Complete
Dublin Road	Temporary Bus Lane provided as traffic mitigation measure for Grand Central Station works	Complete

Legislation - Disabled Parking Bays

Road Name	Scheme Description	Status
79 Strandburn Drive	Bays to be removed	Complete
58 Cheviot Avenue	Bays to be removed	Complete
30 Castlereagh Place	Bays to be removed	Complete
78 North Parade	Bays to be removed	Complete
6 Grays Park Avenue	Bays to be removed	Complete
104 Ulsterville Avenue	Bays to be removed	Complete
25 Strandview Street	Bays to be removed	Complete
94 North Parade	Bays to be removed	Complete
20 North Queen Street	Bays to be removed	Complete
47 Victoria Drive	Bays to be placed	Complete
72 Strandburn	Bays to be placed	Complete
31 Sunnyside Drive	Bays to be placed	Complete
7 Watt Street	Bays to be placed	Complete
106 Ulsterville Avenue	Bays to be placed	Complete
32 Ardgowan Street	Bays to be placed	Complete

NETWORK DEVELOPMENT

Road Name	Scheme Description	Status
7 Larkfield Gardens	Bays to be placed	Complete
178 Cliftonville Road	Bays to be placed	Complete
165 Clarawood Park	Bays to be placed	Complete
123 Oldpark Avenue	Bays to be placed	Complete
38 Ava Street	Bays to be placed	Complete
171 Clarawood Park	Bays to be placed	Complete
59 Knockmore Park	Bays to be placed	Complete
116 Ligoniel Road	Bays to be placed	Complete
Park Road at entrance to Ormeau Park	Bays to be placed	Complete
6 Ashley Drive	Bays to be placed	Complete
10 Chesham Grove	Bays to be placed	Complete
57 Walmer Street	Bays to be placed	Complete
10 Downfine Gardens	Bays to be placed	Complete
10 Wellington Park	Bays to be placed	Complete
62 Cooneen Way	Bays to be placed	Complete
3 Evelyn Avenue	Bays to be placed	Complete
5 North Parade	Bays to be placed	Complete
5 Sinclair Street	Bays to be placed	Complete
9 Woodside Drive	Bays to be placed	Complete
85 Benview Park	Bays to be placed	Complete
126 Euston Street	Bays to be placed	Complete
2 Ferguson Drive	Bays to be placed	Complete
7 Greencastle Place	Bays to be placed	Complete
30 Knocknagoney Avenue	Bays to be placed	Complete
43 North Parade	Bays to be placed	Complete
8 Posnett Court	Bays to be placed	Complete
250 Ravenhill Avenue	Bays to be placed	Complete
53 Sandhurst Drive	Bays to be placed	Complete
9 Tullyard Way	Bays to be placed	Complete
12 Riverview Street	Bays to be placed	Complete

Pedestrian Measures

Road Name	Scheme Description	Status
Cambrai Street	Dropped kerbs and Tactile Paving	Complete
Village Area	Dropped kerbs and Tactile Paving	Complete
Benmore Drive area	Dropped kerbs and Tactile Paving	Complete
Whiterock Road	Dropped kerbs and Tactile Paving	Complete
Belmont Road	Dropped kerbs and Tactile Paving	Complete
Dundela Ave	Dropped kerbs and Tactile Paving	Complete
Gransha Rise	Dropped kerbs and Tactile Paving	Complete
Malvern Way	Dropped kerbs and Tactile Paving	Complete
Euston Street	Dropped kerbs and Tactile Paving	Complete
Inverary Avenue	Dropped kerbs and Tactile Paving	Complete
Tamery Pass	Dropped kerbs and Tactile Paving	Complete
Montrose Street	Dropped kerbs and Tactile Paving	Complete

NETWORK DEVELOPMENT

Road Name	Scheme Description	Status
Rosetta Road	Dropped kerbs and Tactile Paving	Complete
Balkan Street	Dropped kerbs and Tactile Paving	Complete

PLANNED WORKS 2024 – 2025

Estimated value of LTSM schemes
£4,327,000

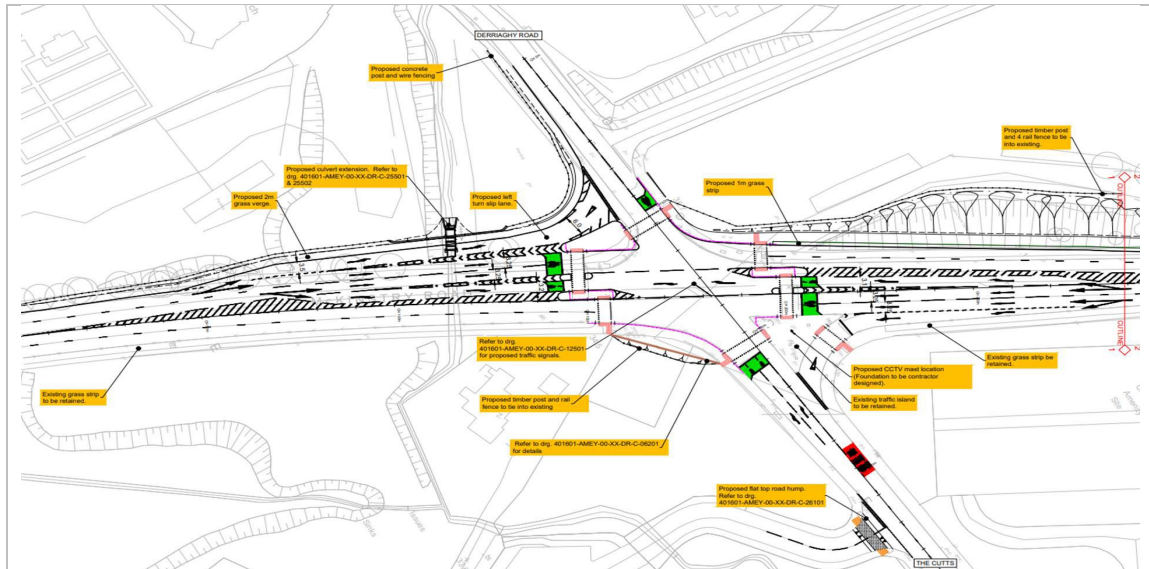
Carriageways/Minor Works

Road Name	Scheme Description	Status
Church Road	<p>Provision of 465m of new footway along the eastern side of Church Road to link existing footway at Grey Castle Manor with the entrance to the Henry Jones playing fields and provide continuous pedestrian access along Church Road.</p> <p>Scheme design is complete and accommodation works and land acquisition have been agreed.</p> <p>The scheme will include resurfacing of the carriageway by Network Maintenance section.</p> <p>Works are currently scheduled to start on site in Autumn 2024.</p>	Programmed

Road Name	Scheme Description	Status
McKinstry Road /Derriaghy Road/ The Cutts	<p>Junction improvement scheme involving extensive road widening in order to provide sufficient road space to fully control vehicle movements, including right turns within the signal phasing.</p> <p>Scheme includes and aims to:-</p> <p>Separately controlled right turning movements for traffic travelling in all directions to reduce right turning collisions.</p> <p>Provides an uncontrolled left slip from McKinstry Road into Derriaghy Road to maintain junction capacity.</p> <p>Improved junction intervisibility.</p> <p>Improved Active Travel Opportunities at the location and in the general area by providing</p>	Programmed to commence on site October 24

NETWORK DEVELOPMENT

	<p>both new and upgraded facilities at the location.</p> <p>Improved pedestrian crossing facilities at the junction by the introduction of staggered Toucan crossings. Retention and improvement to the shared use footway stretching from the McKinstry Rd / The Cutts junction to Stewartstown Road (eastern side), which will link to proposed cycling facilities within the Lagmore area.</p> <p>Widening the existing footway on the western side to also provide a shared use facility linking Stewartstown Road, the Business Park and newly constructed McDonalds and eventually linking into possible cycle lanes to Blacks Road. Also linking to the East / West Glider bus route and Glider Halt on Stewartstown Road.</p> <p>To encourage active travel and walking / cycling to school. Oakwood Integrated Primary School is located close by the junction.</p> <p>Provide new high-quality footways to encourage walking and cycling whether it be recreational, for safer routes to school and to work. The area has extensive high-density housing and a large population. McKinstry Road is a popular route for both walkers and joggers.</p> <p>To resurfacing and strengthen the existing carriageway.</p> <p>To replace and improve the traffic signals layout.</p>	
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Transportation - Bus Priority Measures

Road Name	Scheme Description	Status
Albert Bridge and East Bridge Street	Reallocation of road space on Albert Bridge and East Bridge Street to facilitate pedestrian demand, cycling and public transport.	Awaiting outcome of Eastern Transport Plan
Hollywood Road	Reallocation of road space on Hollywood Road corridor to provide new/extended lengths of bus lane to facilitate improved public transport and cycling.	Preliminary design under consideration.
Antrim Road	Reallocation of road space on Antrim Road corridor to provide new/extended lengths of bus lane to facilitate improved public transport and cycling.	Awaiting decision on BRT2
Ormeau Road	Reallocation of road space on Ormeau Road corridor to provide new/extended lengths of bus lane to facilitate improved public transport and cycling.	Preliminary design under consideration.
Shore Road	Reallocation of road space on Shore Road corridor to provide new/extended lengths of bus lane to facilitate improved public transport and cycling.	Preliminary design under consideration.

Transportation – Taxis

Road Name	Scheme Description	Status
Belfast City Centre	Belfast taxi rank review	Ongoing

Transportation – Park & Ride

Road Name	Scheme Description	Status
Tillysburn Park and Ride	A proposal has been developed for a Park and Ride site on the A2 Belfast to Bangor transport corridor. It will be located at Tillysburn Junction, on vacant ground situated between Hollywood Road and Sydenham Bypass. The scheme is progressing through the initial stages of planning application. A Pre-Application Discussion (PAD) submission was made to Belfast City Council Planning in August 2021 and Council planners are carrying out consultations with statutory consultees relating to this.	Development of scheme moving to Translink.

Transportation – Linen Quarter

Road Name	Scheme Description	Status
Linen Quarter	Transportation measures to limit traffic movements in the Linen Quarter, Belfast in accordance with objectives set out in the Eastern Transportation Plan	At design stage

Traffic Calming

Road Name	Scheme Description	Status
Orpen Road, Porter Park & Orpen Drive	Traffic calming scheme	Under Review
Orpen Park	Traffic calming scheme	Under Review
Ravenhill Park / Onslow Parade	Traffic calming scheme	At Design Stage
Somerton Road	Traffic calming scheme	At Design Stage
Alexandra Park Avenue	Traffic calming scheme	At Design Stage
Connsbrook Avenue	Traffic calming scheme	Design being reviewed
Windsor Park	Traffic Calming Scheme	Consultation complete
Derryvolgie Avenue	Traffic Calming Scheme	Consultation complete
Flax Street	Traffic Calming Scheme	Programmed

Collision Remedial

Road Name	Scheme Description	Status
Sydenham Bypass/ Dee St junction	Feasibility into fully controlling the right turn into Dee Street	In progress
Shore Road / M2/Mount Vernon	Control of Right turning traffic	At design stage

Road Signs, Markings, and Bollards

Windsor Avenue	4m School Keep Clear Extension	Programmed
Pasadena Gardens	18.5m I-Bar	Programmed
Tildarg Street	4m I-Bar	Programmed
Ballygomartin Road	3 x Pedestrian guardrail	Programmed
Galway Street	8.2m I-Bar	Programmed
North King Street	10m extension DYL's	Programmed
Glenveagh Drive	5 x pedestrian guardrail	Programmed
Upper Galwally/Church Road	15m Corner restrictions	Programmed
Galwally Avenue/Church Road	15m Corner restrictions	Programmed
Church Road/Bradford Place	15m Corner restrictions	Programmed
Allworthy Avenue	6m I-Bar	Programmed
Clenburn Rd/Glenburn Court	15m Corner restrictions	Programmed
Kingsway	10 x parking plates	Programmed
Frederick Street	2 x Mon-Fri 8-6:30pm timeplates	Programmed
SL1 Richview Street	1 x Mon-Fri 8-6pm timeplate	Programmed
SL2 Richview Street	1 x Mon-Fri 8-6pm timeplate	Programmed
31 Landseer Street	1 x Mon-Fri 8-6pm timeplate	Programmed
Broadway	2 x PM Urban Clearway signs	Programmed
Stranmillis Road	1 x Mon-Fri 8-6pm timeplate	Programmed
SL52 Duncrue Street	1 x DAERA sign	Programmed
692 Ravenhill Road	1 X Roundabout sign	Programmed
Botanic Court	2 x No stopping timeplates	Programmed
Dundela Avenue	4 x No stopping timeplates	Programmed
Earlswood Road	4 x No stopping timeplates	Programmed
North Road	2 x No stopping timeplates	Programmed
Ravenhill Road	10 x No stopping timeplates	Programmed
Tates Avenue	2 X National Football Stadium signs	Programmed
Lisburn Road	2 X National Football Stadium signs	Programmed
Boucher Road	2 X National Football Stadium signs	Programmed
Stockman's Lane	2 X National Football Stadium signs	Programmed
York Road	2 x Jennymount Business Pk signs	Programmed
Finaghy Road South	2 x Finaghy Community Ctr signs	Programmed
Stranmillis Rd/Embankment	4 x Zebra crossing warning signs	Programmed
Ravenhill Road	10 x No stopping timeplates	Programmed
Tates Avenue	2 X National Football Stadium signs	Programmed
Lisburn Road	2 X National Football Stadium signs	Programmed
Boucher Road	2 X National Football Stadium signs	Programmed

Legislation – Speed Limits

Road Name	Scheme Description	Status
Ballygowan Road on approach to Church Road, Belfast	Section of 40mph	Programmed

Legislation – Waiting Restrictions

Road Name	Scheme Description	Status
	Waiting restrictions will be provided when required	

NETWORK DEVELOPMENT

Road Name	Scheme Description	Status
Sorelli Street	Small length of DYL	Programmed
Dunville Street	Small length of SYL and DYL	Programmed
Belmont Church Road	Extension of DYL at Upper Newtownards Road	Programmed
Suffolk Road	DYL at Community Centre	Programmed
Carolyn Road	175m SYL Mon-Fri 8.00am-16.00pm	Programmed

Legislation - Disabled Parking Bays

Road Name	Scheme Description	Status
3 Edenvale Grove	Bays to be placed	Programmed
4 Knocknagoney Road	Bays to be placed	Programmed
5 Jubilee Avenue	Bays to be placed	Programmed
13 Lancefield Road	Bays to be placed	Programmed
91 Grace Avenue	Bays to be placed	Programmed
13 Eglantine Avenue	Bays to be placed	Programmed
34 Lothair Avenue	Bays to be placed	Programmed
38 Marlborough Park North	Bays to be placed	Programmed
14 North Hill Street	Bays to be placed	Programmed
63 Mount Vernon Park	Bays to be placed	Programmed
18 Heath Lodge Avenue	Bays to be placed	Programmed
236 Duncairn Gardens	Bays to be placed	Programmed
100 Cliftonville Road (Apartment No. 2)	Bays to be placed	Programmed
Road Name	Scheme Description	Status
10 Andersonstown Park South	Bays to be placed	Programmed
81 Cambrai Street	Bays to be placed	Programmed
168 Cliftonville Road	Bays to be placed	Programmed
1 Edenvale Grove	Bays to be placed	Programmed
162/164 Old Hollywood Road	Bays to be placed	Programmed
27 Innisfayle Gardens	Bays to be placed	Programmed
123 Joanmount Gardens	Bays to be placed	Programmed
24 Knock Green	Bays to be placed	Programmed
15 Rossnareen Avenue	Bays to be placed	Programmed
36 Snugville Street	Bays to be placed	Programmed
Carncaver Road in front of Nos. 27 and 28 (2 bays)	Bays to be removed	Programmed
219 Cregagh Street	Bays to be removed	Programmed

NETWORK DEVELOPMENT

Road Name	Scheme Description	Status
60 Nevis Avenue Cliftonville Circus, Belfast	Bays to be removed New bay at shops	Programmed Programmed

Pedestrian Measures

Road Name	Scheme Description	Status
Upper Dunmurry Lane at Cherry Road	Pedestrian Crossing	Programmed
Knockbreda Road	Pedestrian Crossing	Programmed
Westrock Gardens	Dropped Kerb Scheme	Programmed
Glenbank Place Area	Dropped Kerb Scheme	Programmed
Chadwick Street Area	Dropped Kerb Scheme	Programmed
Ashmore Street/Conway Street Area	Dropped Kerb Scheme	Programmed
Snugville Street Area (incl. Tudor Grove)	Dropped Kerb Scheme	Programmed
Summerhill Drive Area	Dropped Kerb Scheme	Programmed
Downshire Park central	Dropped Kerb Scheme	Programmed

STREET LIGHTING**COMPLETED WORKS 2023 – 2024**

Total number of sites	Total cost
141	£3.65M

Location	Scheme Description	Status
Albert Street Area*	Street Lighting LED Retrofit Scheme	Complete
Albany Place	Street Lighting LED Retrofit Scheme	Complete
Albany Square	Street Lighting LED Retrofit Scheme	Complete
Altnagarron Area	Street Lighting LED Retrofit Scheme	Complete
Andrews Court	Street Lighting LED Retrofit Scheme	Complete
Ambleside Court	Street Lighting LED Retrofit Scheme	Complete
Ashley Gardens	Street Lighting LED Retrofit Scheme	Complete
Ava Avenue*	Street Lighting Renewal Scheme	Complete
Balholm Drive	Street Lighting LED Retrofit Scheme	Complete
Barrack Street*	Street Lighting LED Retrofit Scheme	Complete
Ballysillan Close	Street Lighting LED Retrofit Scheme	Complete
Beersbridge Road*	Street Lighting Renewal Scheme	Complete
Ben Madigan Park Area	Street Lighting LED Retrofit Scheme	Complete
Berwick Road	Street Lighting LED Retrofit Scheme	Complete
Blaney Street	Street Lighting LED Retrofit Scheme	Complete
Bloomfield Avenue	Street Lighting Renewal Scheme	Complete
Bloomfield Road	Street Lighting Renewal Scheme	Complete
Botanic Ave*	Street Lighting Renewal Scheme	Complete
Botanic Area*	Street Lighting LED Retrofit Scheme	Complete
Bristol Avenue	Street Lighting LED Retrofit Scheme	Complete
Bruslee Way/Pinkerton Walk	Street Lighting Renewal Scheme	Complete
Cameronian Drive*	Street Lighting LED Retrofit Scheme	Complete
Cairnburn Drive	Street Lighting LED Retrofit Scheme	Complete
Carncaver Road	Street Lighting Renewal Scheme	Complete
Castle Avenue	Street Lighting LED Retrofit Scheme	Complete
Castle Drive	Street Lighting LED Retrofit Scheme	Complete
Castle Gardens	Street Lighting LED Retrofit Scheme	Complete
Castle Lane	Street Lighting Renewal Scheme	Complete
Castle Street*	Street Lighting Renewal Scheme	Complete
Castlereagh Rd Phase 2*	Street Lighting Renewal Scheme	Complete
Cavendish Street*	Street Lighting LED Retrofit Scheme	Complete
Cedar Grove	Street Lighting LED Retrofit Scheme	Complete
Charleville Street	Street Lighting LED Retrofit Scheme	Complete
Cherryvalley Park/Gardens*	Street Lighting Renewal Scheme	Complete
Church Avenue, Dunmurry*	Street Lighting LED Retrofit Scheme	Complete
Cleaver Park Area	Street Lighting LED Retrofit Scheme	Complete
Clowney Street	Street Lighting Renewal Scheme	Complete
Cooke Court Area	Street Lighting LED Retrofit Scheme	Complete
Cloona Moore/Hazelwood Avenue*	Street Lighting LED Retrofit Scheme	Complete

NETWORK DEVELOPMENT

Location	Scheme Description	Status
Colin Mill, Poleglass	Street Lighting Renewal Scheme	Complete
Coniston Close	Street Lighting LED Retrofit Scheme	Complete
Corporation Street (Underpass Lighting)	Street Lighting Renewal Scheme	Complete
Cregagh Road (Lower)	Street Lighting Renewal Scheme	Complete
Crimea Close Area*	Street Lighting LED Retrofit Scheme	Complete
Crocus Street Area*	Street Lighting LED Retrofit Scheme	Complete
Cupar Street (Upper)	Street Lighting Renewal Scheme	Complete
Deramore Park	Street Lighting LED Retrofit Scheme	Complete
Deramore Drive	Street Lighting LED Retrofit Scheme	Complete
Donegall Quay (Underpass Lighting)	Street Lighting Renewal Scheme	Complete
Donegall Square West*	Street Lighting Renewal Scheme	Complete
Donegall Square West*	Street Lighting LED Retrofit Scheme	Complete
Downview Gardens	Street Lighting LED Retrofit Scheme	Complete
Dover Street Area	Street Lighting Renewal Scheme	Complete
Dundela Area*	Street Lighting Renewal Scheme	Complete
Dunmore Area	Street Lighting LED Retrofit Scheme	Complete
East Link Road*	Street Lighting Renewal Scheme	Complete
Empire Street Area*	Street Lighting Renewal Scheme	Complete
Exchange Place*	Street Lighting LED Retrofit Scheme	Complete
Fairyknowes Area	Street Lighting LED Retrofit Scheme	Complete
Finchley Park	Street Lighting LED Retrofit Scheme	Complete
Findon Gardens	Street Lighting Renewal Scheme	Complete
Findon Grove	Street Lighting Renewal Scheme	Complete
Finn Square/Fingals Court*	Street Lighting LED Retrofit Scheme	Complete
Flax Street	Street Lighting Renewal Scheme	Complete
Forthriver Drive/Link	Street Lighting Renewal Scheme	Complete
Forthriver Parade*	Street Lighting Renewal Scheme	Complete
Fortfield Place *	Street Lighting LED Retrofit Scheme	Complete
Fortwilliam Parade	Street Lighting Renewal Scheme	Complete
Glastonbury Avenue	Street Lighting LED Retrofit Scheme	Complete
Glenalina Road	Street Lighting LED Retrofit Scheme	Complete
Glenard Brook	Street Lighting LED Retrofit Scheme	Complete
Glencoe Park	Street Lighting LED Retrofit Scheme	Complete
Glenbryn Area	Street Lighting LED Retrofit Scheme	Complete
Glenmillen Park	Street Lighting LED Retrofit Scheme	Complete
Glendarragh	Street Lighting LED Retrofit Scheme	Complete
Glen Ebor Park	Street Lighting LED Retrofit Scheme	Complete
Halliday's Road	Street Lighting Renewal Scheme	Complete
Harberton Park Area	Street Lighting LED Retrofit Scheme	Complete
Holylands Area*	Street Lighting LED Retrofit Scheme	Complete
Hugh St/Mayfield Street*	Street Lighting LED Retrofit Scheme	Complete
Huss Row	Street Lighting Renewal Scheme	Complete
Innisfayle Drive	Street Lighting LED Retrofit Scheme	Complete
Inverary Drive*	Street Lighting LED Retrofit Scheme	Complete
Ivan Street	Street Lighting Renewal Scheme	Complete
Kennel Bridge	Street Lighting LED Retrofit Scheme	Complete
Knightsbridge Area	Street Lighting LED Retrofit Scheme	Complete

NETWORK DEVELOPMENT

Location	Scheme Description	Status
Kingsdale Park	Street Lighting Renewal Scheme	Complete
Kings Road*	Street Lighting LED Retrofit Scheme	Complete
Kirklowe Drive/Ormande Avenue*	Street Lighting LED Retrofit Scheme	Complete
Lagmore Glen Area	Street Lighting LED Retrofit Scheme	Complete
Laurelbank Area, Poleglass	Street Lighting LED Retrofit Scheme	Complete
Lansdowne Park + North	Street Lighting LED Retrofit Scheme	Complete
Laivina Mews Area	Street Lighting LED Retrofit Scheme	Complete
Lesson Street Area*	Street Lighting Renewal Scheme	Complete
Lincoln Avenue	Street Lighting Renewal Scheme	Complete
Lismoyne Park	Street Lighting LED Retrofit Scheme	Complete
Malvern Lane*	Street Lighting LED Retrofit Scheme	Complete
Motelands LED Retrofit	Street Lighting LED Retrofit Scheme	Complete
Mount Aboo Park/Torr Way	Street Lighting Renewal Scheme	Complete
Mount Eagles Area	Street Lighting LED Retrofit Scheme	Complete
Moyard Parade Area	Street Lighting Renewal Scheme	Complete
New Forge Grange	Street Lighting Renewal Scheme	Complete
New Forge Dale	Street Lighting LED Retrofit Scheme	Complete
New Lodge Pathway Area	Street Lighting Renewal Scheme	Complete
North Street*	Street Lighting Renewal Scheme	Complete
Notting Hill Court	Street Lighting Renewal Scheme	Complete
Old Cavehill Road	Street Lighting LED Retrofit Scheme	Complete
Old Golf Course Road*	Street Lighting LED Retrofit Scheme	Complete
Old Mill Road Area	Street Lighting Renewal Scheme	Complete
Old Park Road*	Street Lighting LED Retrofit Scheme	Complete
Ormeau Road*	Street Lighting Renewal Scheme	Complete
Parkmount Road	Street Lighting LED Retrofit Scheme	Complete
Parkmount Parade/Gardens	Street Lighting Renewal Scheme	Complete
Percy St/Shanvis Court*	Street Lighting LED Retrofit Scheme	Complete
Pineview Road Area	Street Lighting LED Retrofit Scheme	Complete
Pine/Walnut St Area	Street Lighting Renewal Scheme	Complete
Poleglass Area*	Street Lighting LED Retrofit Scheme	Complete
Ravenhill Road*	Street Lighting LED Retrofit Scheme	Complete
Ravenscroft Avenue	Street Lighting Renewal Scheme	Complete
Rockville Street Area*	Street Lighting LED Retrofit Scheme	Complete
Royal Avenue*	Street Lighting Renewal Scheme	Complete
Sandy Row Area*	Street Lighting LED Retrofit Scheme	Complete
Short Strand	Street Lighting Renewal Scheme	Complete
Silverstream Area*	Street Lighting Renewal Scheme	Complete
Skegoniell Flats	Street Lighting Renewal Scheme	Complete
Soudan Street Belfast	Street Lighting Renewal Scheme	Complete
Strathearn Park	Street Lighting LED Retrofit Scheme	Complete
Strathmore Area	Street Lighting LED Retrofit Scheme	Complete
Susan St, Duke St & tower Court*	Street Lighting LED Retrofit Scheme	Complete
Summerhill Area	Street Lighting LED Retrofit Scheme	Complete
Tauton Avenue	Street Lighting LED Retrofit Scheme	Complete
The Mount	Street Lighting Renewal Scheme	Complete
Torrens Area	Street Lighting LED Retrofit Scheme	Complete

NETWORK DEVELOPMENT

Location	Scheme Description	Status
Twinbrook Area*	Street Lighting LED Retrofit Scheme	Complete
Upper Mervue Street	Street Lighting Renewal Scheme	Complete
Waterloo Gardens	Street Lighting LED Retrofit Scheme	Complete
Wandsworth Road*	Street Lighting Renewal Scheme	Complete
Wandsworth Road Area	Street Lighting LED Retrofit Scheme	Complete
Weavershill Road Area	Street Lighting LED Retrofit Scheme	Complete
Wheatfield Drive Area	Street Lighting LED Retrofit Scheme	Complete
Invernary Area	Street Lighting Renewal Scheme	Complete

*Carried over from 22/23

PLANNED WORKS 2024 – 2025

Total number of sites proposed	Estimated cost
4	£350k

Location	Scheme Description	
Lower Ormeau (River Terrace, Cooke Street Mews and Court, Shaftesbury Ave, Balfour Ave, Hatfield, Farnham and Rutland Street)	Street Lighting Renewal Scheme	Programmed
Sandringham Mews	Street Lighting Renewal Scheme	Programmed
Templemore Avenue	Street Lighting Renewal Scheme	Programmed
Knockdene Park	Street Lighting Renewal Scheme	Programmed

STRUCTURES**COMPLETED WORKS 2023 – 2024****STRUCTURES**

Total number of sites	Total cost
16	£235k

Location	Scheme Description
PRINCIPAL INSPECTIONS	
Structure No 20141 – Ballygomartin Road	Completed
Structure No 20151 – Old Westland Road. Culvert	Completed
Structure No 20152 – Westland Road. Culvert	Completed
Structure No 20190 – Tillysburn, Road over Rail	Completed
Structure No 20201 – Summerhill Avenue	Completed
Structure No 20227 – Suffolk Bridge	Completed
Structure No 20232 – Finaghy Road North, Road over Rail	Completed
Structure No 20233 – Farmhill Bridge, Road over Rail	Completed
Structure No 20234 – Blacks Road, Road over Rail	Completed
Structure No 20268 – Kings Road, Knock River	Completed
Structure No 90397 – Upper Dunmurry Lane	Completed
Structure No 90584 – Crooked Bridge	Completed
Structure No 96115 – Old Westland Road, Footbridge	Completed
OTHER ANCILLARY WORKS	
Structure No 20249 -Fane Street, Footbridge – Handrail Repairs and Installation of Anti-Climb Measures	Complete
Structure No 20250 – Tate’s Avenue Bridge (Donegall Avenue Side) – Removal of Guano – Replacement of Mesh Panels and Installation of Doors for Inspection purposes.	Partially Complete
Structure No 20251 - Lower Windsor Avenue – Power-Washing	Complete

PLANNED WORKS 2024 – 2025**STRUCTURES**

Total number of sites proposed	Estimated cost
19	£190k

STRUCTURES LOCATIONS

Location	Scheme Description
PRINCIPAL INSPECTIONS	
Structure No 20124 – East Bridge Street, Road	Programmed

NETWORK DEVELOPMENT

Location	Scheme Description
Structure No 20125 – East Bridge Street, Rail	Programmed
Structure No 20126 – East Bridge Street, Accom	Programmed
Structure No 20153 – Fortwilliam, Rail Bridge	Programmed
Structure No 20172 – Queens Bridge	Programmed
Structure No. 20179 – Bridge End Flyover	Programmed
Structure No 20181 – Albert Bridge	Programmed
Structure No 20220 – Old Shaws Bridge	Programmed
Structure No 20249 – Fane Street, Footbridge	Programmed
Structure No 20255 – Ormeau Road Bridge	Programmed
Structure No 20256 – Kings Bridge	Programmed
Structure No 20257 – Governors Bridge	Programmed
Structure No 20258 – Shaws Bridge	Programmed
REMEDIAL WORK ON CONCRETE/STEEL STRUCTURES	
Structure No 20262 – Bells Bridge – Spalling Concrete Repairs	Programmed
REMEDIAL WORK ON MASONRY STRUCTURES	
Structure No 90395 – Kingsway, Dunmurry – Undermining & Scour Protection Works	Programmed
Structure No 90397 – Upper Dunmurry Lane – Masonry Repairs and Scour Protection Works.	Programmed
OTHER ANCILLARY WORKS	
Structure No 20250 – Tate’s Avenue Bridge (Donegall Avenue Side) – Removal of Guano – Replacement of Mesh Panels and Installation of Doors for Inspection purposes.	Ongoing
Structure No. 20152 - Westland Road Culvert – Metal Railing Repair / Replace (Structure Maintenance)	Programmed
Vegetation Removal from 3 No Road over Rail Structures	Programmed

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.

NETWORK DEVELOPMENT

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

NETWORK TRAFFIC TELEMATICS

COMPLETED WORKS 2023 – 2024

Scheme Description	Scheme Status
TRAFFIC AND TRAVEL INFORMATION	
Completed the transition of the TrafficWatchNI website between contractors.	Complete
We will upgrade the TrafficWatchNI website to ensure it remains robust, secure and fit for purpose.	Phase 3 – Complete
We will upgrade our Automatic Number Plate Recognition (ANPR) Cameras on the network. The new ANPR cameras are high quality and use the latest optical recognition technology which will continue to provide reliable and timely journey times to Road Users.	Complete
Investigated traffic control protocol improvements and implement.	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 CCTV cameras from analogue to digital.	Complete
Deployed mobile CCTV at numerous events.	Complete
TRAFFIC CONTROL SYSTEMS	
We completed the rollout of Server to Server Bus Priority on Antrim Road and Shore Road.	
We will continue the rollout of Server to Server Bus priority on Quality Bus Corridors throughout Belfast.	Ongoing
We have upgraded our Urban Traffic Control System (UTC) to STRATOS which helps ensure the system remains robust, secure and user friendly.	Complete

NETWORK DEVELOPMENT

Scheme Description	Scheme Status
We have researched and developed a bespoke communication channel between our UTC system and our motorway control system, thus increasing resilience of our systems.	Complete
We completed MIDAS integration into the STRATOS system.	Complete
We completed an interface with the PSNI.	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
Controlled crossing equipment upgrades incorporating extra low voltage equipment and puffin crossing facilities were completed at: <ul style="list-style-type: none"> • Lisburn Rd @ Osborne Park • Lisburn Rd @ Bawnmore Rd • Lisburn Rd @ Lislea Drive 	Complete

PLANNED WORKS 2024 – 2025

Scheme Description	Scheme 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 140 to 150 to provide coverage at critical network junctions and improve traffic control capabilities.	Ongoing
We will install 11 new Automatic Number Plate Recognition (ANPR) Cameras on M1, M2, M3 and A12 (Westlink). 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
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
Investigate options of installing a new CCTV site on Sydenham by-pass.	Ongoing
We will upgrade a further 13 of our Westlink, M1 and M2 CCTV cameras from analogue, improving picture quality for the public.	Ongoing
TRAFFIC CONTROL SYSTEMS	
We will review the rollout of Server to Server Bus priority on Quality Bus Corridors throughout Belfast.	Ongoing
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
TRAFFIC MANAGEMENT	
Re-introduce SCOOT into the city centre.	Underway
Introduce FUSION into the city centre.	Underway
We will monitor traffic signal timings to ensure they are appropriate for the prevailing traffic conditions.	Ongoing
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 have commenced a review of our ITS infrastructure to ensure that we are delivering the best service possible to the public.	Ongoing
We will upgrade 4 of our Advanced Motorway Indicators (AMI’s) on A12 Westlink.	October 2024
Signal junction upgrades incorporating extra low voltage equipment and puffin crossing facilities at the following sites: <ul style="list-style-type: none"> • York St / Frederick St • Bradbury Place/ Lisburn Road and Sandy Row/ Lisburn Road 	October 2024 October 2024
MOTORWAY NETWORK SAFETY	

NETWORK DEVELOPMENT

Scheme Description	Scheme Status
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 personnel 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
PEDESTRIAN MEASURES	
<p>Controlled crossing equipment upgrades incorporating extra low voltage equipment and puffin crossing facilities at the following sites:</p> <ul style="list-style-type: none"> • Donegall Pass @ Apsley St • Castlereagh St @ Frank St • York St @ Mineral St • Upper Lisburn Rd @ Entrance to Musgrave Pk Hospital • North Queen St @ Cultra St • Glen Rd @ Bingnian Drive 	<p>Complete Complete Complete Programmed Complete Programmed</p>

5.0 NETWORK MAINTENANCE

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. 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 road base. 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 surface may need to be removed before resurfacing takes place.

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.

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

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.

EMERGENCY OUT OF OFFICE HOURS ASSISTANCE

We have a call centre to deal with calls outside normal office hours. DfI Roads personnel can be called upon to deal with emergencies such as flooding, obstructions such as fallen trees, and when requested by Emergency Services, in clearing up after road traffic collisions. Routine roads related matters are not dealt with by this service and should be raised with DfI Roads offices during normal working hours. The Emergency out of Hours telephone number is: 0300 200 7899.

WINTER SERVICE

The Department carries out precautionary salting of carriageways on identified priority roads to prevent ice from forming. Every night from the middle of October until the middle of April around 300 staff and over 130 gritters are on standby to ensure the main roads are salted. The aim is to provide a winter service which, as far as is possible, will permit main road traffic to move safely and freely in wintry conditions. The winter service operation involves salting around 7,000 kilometres of main roads in just over three hours, at a cost of approximately £85,000 per night.

During snow, all gritters will be fitted with snow ploughs and efforts directed to clearing snow from main roads. Arrangements are also in place to enlist the help of contractors, including farmers, to clear blocked roads. Approximately 5,600 salt bins and 58,000 grit piles are placed at strategic locations for use on a self-help basis. At the end of last season, the Department had arrangements in place with all 11 councils for the

treatment of town and city centre footways during prolonged severe weather. Where necessary, officials are consulting with councils to roll forward these agreements. Around 65,000 tonnes of salt is used in an average winter.

The Winter Service average normal budget requirement is £7m, but has, in the past, been £10m for a bad winter as was the case in 2017-18.

Additional information, including our winter service leaflet, can be found on our [website](#).

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 2023/24 tree maintenance costs within DfI Roads Eastern Division were £336,000. In addition to tree maintenance, over the past 3 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 \(belfastcity.gov.uk\)](#)

Open Sites / Planters

The DfI / BCC Project Management Agreement also includes the maintenance of 71 DfI Open Sites / Planters throughout the BCC area, which are mainly located in Belfast City

NETWORK MAINTENANCE – ROUTINE MAINTENANCE REPORT

Centre and gateway areas. Open Site maintenance is undertaken three times per year (April, August, and November) by BCC aboricultural 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 2023/24 open site maintenance costs within DfI Roads Eastern Division were £106,000.

WINTER SERVICE

Winter Service - dates of operations- Eastern Division

Description	Start date	Completion date
Official winter maintenance period 2023-2024	16 October 2023	31 March 2024
Salting Operations in this period	67	

Winter Service - details of operations- Eastern Division

Description	Details
Depot locations in Eastern Division	Airport Road, Sprucefield & Balloo
Number of gritters used during 1 gritting action	23
Number of personnel involved in a gritting operation in Eastern Division	27
Length of roads salted in Eastern Division	1306 km
Total volume of salt used during 2023-2024 winter season	9,528 tonnes

STREET WORKS

Street Works by Utility companies

Number of Inspection Units Eastern Division 2023-24	Target Inspection Units 2023-24 Eastern Division, 30% target	Number of Inspection Units 2023-24 Eastern Division, Completed
10,912	3,274	2,814

MAINTENANCE OPERATIONS – STRUCTURAL

COMPLETED WORKS 2023 – 2024

STRUCTURAL MAINTENANCE – CARRIAGEWAY

Resurfacing – Trunk Road Network

Total length completed	Total cost
0.6 km	£420,000

NETWORK MAINTENANCE – ROUTINE MAINTENANCE REPORT

Resurfacing – Trunk Road Network locations

Council Area	Road Name
Belfast	Balmoral Avenue – Harberton Avenue to Malone Road

Resurfacing - Non-Trunk Road Network

	Total length completed	Total cost
Non-trunk Road Network	28.634 Lane km	£5,747,000
Road Recovery	8.594 Lane km	£586,000

Resurfacing – Non-Trunk Road Network locations

Council Area	Road Name	Status
Belfast	Altcar Court *	Complete
	Antrim Road *	Complete
	Antrim Road at Circular Road junction	Complete
	Brooklands Grange	Complete
	Clandeboyne Drive *	Complete
	Clandeboyne Gardens *	Complete
	Clandeboyne Gardens at Madrid Street *	Complete
	Commedagh Drive	Complete
	Cooke Court *	Complete
	Cooke Place *	Complete
	Coolnasilla Park and East	Complete
	Coolnasilla Park South, West and Drive	Complete
	Crumlin Road at Ligoniel Road junction	Complete
	Derryvolgie Avenue	Complete
	Donore Court *	Complete
	Dunmisk Park	Complete
	Belvoir Road – Milltown Rd to traffic signals at Tesco	Complete
	Earls Court *	Complete
	Finwood Park *	Complete
	Forthriver Road	Complete
	Glen Road/ Colinglen Road	Complete
	Glenbryn Park	Complete
	Glenside Park	Complete
	Harberton Park	Complete
	Hartwell Place *	Complete
	Kennel Bridge *	Complete
	Kingsland Drive	Complete

NETWORK MAINTENANCE – ROUTINE MAINTENANCE REPORT

Council Area	Road Name	Status
Belfast	Kingsland Park	Complete
	Kingswood Park	Complete
	Kitchener Drive *	Complete
	Knockland Park *	Complete
	Ladas Way *	Complete
	Ladybrooke Cross *	Complete
	Lecale Street *	Complete
	Lenadoon Avenue at 151 and 182	Complete
	Lisburn Road – Kingsbridge Health Care to Cranmore Gardens	Complete
	Marilyn Place *	Complete
	Mizen Gardens*	Complete
	Midland Close*	Complete
	Midland Terrace*	Complete
	Midland Crescent*	Complete
	Woodland Grange*	Complete
	Mount Alverno*	Complete
	Mount Aboo Park including Torr Way	Complete
	Moyard Parade	Complete
	New Lodge Place *	Complete
	O’Dempsey Street *	Complete
	Olympia Parade *	Complete
	River Terrace *	Complete
	Sandford Avenue	Complete
	Sharman Road *	Complete
	Sheridan Street *	Complete
	Silverstream Road	Complete
	Sunbury Avenue	Complete
	Sycamore Grove *	Complete
	Viewfort Park at No.1 *	Complete
	Viewfort Park at No.43 *	Complete

*Road Recovery Fund scheme

STRUCTURAL MAINTENANCE – FOOTWAYS

Footway Resurfacing

Total length completed	Total cost
19.183 km	Included in resurfacing cost above

NETWORK MAINTENANCE – ROUTINE MAINTENANCE REPORT

Footway Resurfacing locations

Council Area	Road Name	Status
Belfast	Brooklands Grange	Complete
	Commedagh Drive	Complete
	Coolnasilla Park and East	Complete
	Coolnasilla Park South, West and Drive	Complete
	Derryvolgie Avenue	Complete
	Dunmisk Park	Complete
	Forthriver Road	Complete
	Glenside Park	Complete
	Glen Road / Colinglen Road	Complete
	Harberton Park	Complete
	Kingsland Drive	Complete
	Kingsland Park	Complete
	Kingswood Park	Complete
	Lenadoon Avenue at 151 and 182	Complete
	Lisburn Road – Kingsbridge Health Care to Cranmore Gardens	Complete
	Mount Aboo Park including Torr Way	Complete
	Moyard Parade	Complete
	Sandford Avenue	Complete
	Silverstream Road	Complete
	Sunbury Avenue	Complete

STRUCTURAL MAINTENANCE – DRAINAGE

Number of sites completed	Total cost
2	£38,000

Drainage locations

Council Area	Road Name	Status
Belfast		
	Bridge End, Short Strand and Mountpottinger Link – Replacement gully lids and channel jetting.	Complete
	Bridge End - Mastic improvement to inspection chambers.	Complete

PLANNED WORKS 2024 – 2025

STRUCTURAL MAINTENANCE – CARRIAGEWAY

Resurfacing – Trunk Road Network

NETWORK MAINTENANCE – ROUTINE MAINTENANCE REPORT

Total length proposed	Total estimated cost
7.43 lane km	£3,800,000

Resurfacing - Trunk Road Network locations

Council Area	Road Name	
Belfast	Sydenham Bypass - Citybound	On site

Resurfacing – Non-Trunk Road Network

Total Length Proposed	Total estimated cost	Type of scheme
15.870 Lane Km	£4,159,000	Non-trunk Road Network
5.05 Lane Km	£314,000	Road Recovery - 17 sites

Resurfacing - Non-Trunk Road locations

Council Area	Road Name	Status
Belfast	Lyndhurst Park View*	Complete
	Inver Avenue*	Complete
	New Barnsley*	Complete
	Felt Street*	Complete
	Eureka Drive*	Complete
	Bentham Drive*	Complete
	Boyne Court*	Complete
	Rockmount*	Complete
	Beechview Park*	Complete
	Balhome Drive*	Complete
	Forthriver Park	Complete
	Mountainhill Road	Complete
	Wolfhill Avenue	Complete
	Creighton Road	Complete
	Oldpark Terrace	Complete
	Townsend Street	Complete
	Lanark Way	Complete
	Forthriver Road	On site
	Kirkliston Drive	Complete
	Loopland Park	Complete
	Belmont Church Road	Complete
	Kings Road	Complete
	Grays Park Avenue/Gardens and Drive	Complete
	Wandsworth Road	On site
	Hawthornden Gardens*	Complete
	Inglewood Court*	Complete
	Finbank Gardens*	Complete
	Malfin Court*	Complete
	Malton Court*	Complete
	Clara Park*	Programmed

NETWORK MAINTENANCE – ROUTINE MAINTENANCE REPORT

Council Area	Road Name	Status
Belfast	Sandhill Parade*	Programmed

*Road Recovery Fund scheme

STRUCTURAL MAINTENANCE – FOOTWAYS

Footway Resurfacing

Total length proposed	Total estimated cost
13.614 km	Included in resurfacing cost above

Footway Resurfacing locations

Council Area	Road Name	Status
Belfast	Forthriver Park	Complete
	Mountainhill Road	Complete
	Wolfhill Avenue	Complete
	Oldpark Terrace	Complete
	Forthriver Road	On site
	Creeslough Park	Programmed
	Glencolin Way	Programmed
	Kings Road – Knock Road to Gilnahirk Road	Complete
	Belmont Church Road	Complete
	Loopland Park	Complete
	Grays Park Avenue	Complete
	Grays Park Gardens	Complete
	Grays Park Drive	Complete
	Wandsworth Road	On site
	Kirkliston Drive	Complete
	Altnacreeva Avenue/Whinnyhill Drive	On site

STRUCTURAL MAINTENANCE – DRAINAGE

Drainage

Number of sites proposed	Total estimated cost
3	£120,000

Drainage locations

Council Area	Road Name	Status
Belfast	Stockmans Lane – Cleaning and jetting of footway storm sewer and drainage kerbs	Programmed
Council Area	Road Name	Status

NETWORK MAINTENANCE – ROUTINE MAINTENANCE REPORT

Belfast	Kilaggan Bend – Installation of drainage channels	Programmed
	Alexandra Park Avenue – Culvert installation	Planning

MAINTENANCE OPERATIONS - ROUTINE

COMPLETED WORKS 2023 – 2024

Vehicle Restraint System (VRS) Repairs

Council Area	Road Name	Status
Belfast	Colinglen Road	Complete
	Glen Road	Complete
	Old Golf Course Road	Complete
	Dock Street North Footway	Complete
	Mount Eagles Road East	Complete
	Mount Eagles Road West	Complete
	Hannahstown Hill	Complete
	Pantridge Road	Complete
	Bell Steel Road	Complete
	Old Golf Course Road	Complete
	Bell Steel Road – South East Section	Complete
	Belfast Rd, Knocknagoney	Complete
	Dunmurry Lane	Complete
	Garnerville Road East	Complete
	Sydenham Bypass	Complete
	Belvoir Road at Footbridge Median	Complete
	Belvoir Road / Median West Section	Complete
	Belvoir Road / Median East Section	Complete
	Hollywood Rd /Tillysburn Junction	Complete
	Ballymiscaw Road	Complete

Grass Cutting

The grass verges on all rural roads and in urban areas were cut twice, with additional cutting carried out at sightlines as required.

Grass cutting completed

Total Length cut	19.1 km
Total m ² cut	286,485 m ²

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.

NETWORK MAINTENANCE – ROUTINE MAINTENANCE REPORT

Defect Count report

	Total
Eastern Division	41,378

PUBLIC LIABILITY CLAIMS 2023-2024

Description	Detail
Total claims received in Eastern Division	1,226
- vehicular damage	934
- personal injury	260
- property damage	32
Total claims settled	675
Total claims rejected	330

MAINTENANCE OPERATIONS – ROUTINE

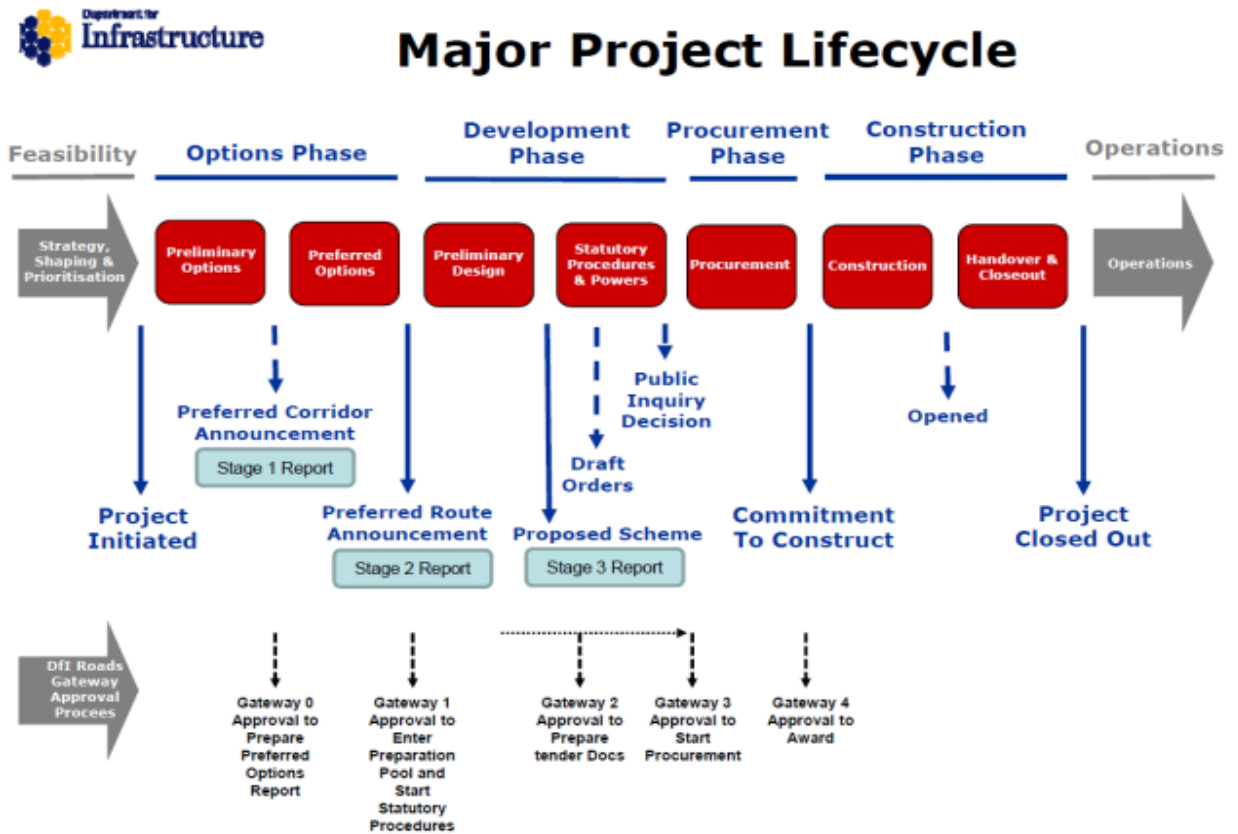
PLANNED WORKS 2024 – 2025

Vehicle Restraint System (VRS) Repairs

Council Area	Road Name	Status
Belfast	Sydenham Bypass (STM2351)	Complete
	Sydenham Bypass (STM2414)	Programmed
	Sydenham Bypass (STM2427)	Programmed
	A55 Upper Knockbreda Road Vegetation Removal	Programmed
	Vegetation Removal at VRS sites Belfast North	Programmed
	Belfast South Area TCB Tensioning	Programmed
	Belfast North Area TCB Tensioning	Programmed

6.0 MAJOR PROJECTS AND ACTIVE TRAVEL

[Major road improvements - inception to construction RSPPG E030v5 | Department for Infrastructure \(infrastructure-ni.gov.uk\)](#)



STRATEGIC ROAD IMPROVEMENTS**STRATEGIC ROAD IMPROVEMENTS****York Street Interchange**

District Council area(s)	Belfast
Location	York Street, Belfast
Scheme description	This scheme will address a major bottleneck on the strategic road network, replacing the existing signalised junctions at York Street with direct links between Westlink, M2 and M3, three of the busiest roads in Northern Ireland. It will also separate strategic traffic from local traffic movements via underpasses below the existing road and rail bridges and underneath a new bridge at York Street.
Scheme length	Grade separated junction intersection, approx 3km
Scheme estimated cost	£120m-£165m (2015 estimate, currently under review)
Scheme website	York Street interchange - overview Department for Infrastructure (infrastructure-ni.gov.uk)
Any related schemes?	None
Current stage	Development Phase, stage 3 report complete. Gateway 2 approval needed to advance to procurement.
Current position	<p>A scheme proposal has been developed and taken through public inquiry in 2015, followed by publication of the Public Inquiry Inspector's Report and the Departmental Statement in 2016. The statutory processes have been completed with the exception of the Vesting of the required lands, which would take place prior to construction.</p> <p>The procurement process to award a contract for the detailed design phase of this scheme was halted in early 2017 as result of a legal action. This legal action concluded in September 2019, with the award of contract being set aside.</p> <p>In July 2020 the former Minister announced an external review into the scheme to provide assurance on how and to what extent the scheme reflects key Ministerial, Executive and Council objectives and priorities. This included interviews with stakeholders and was conducted in November 2020. In March 2021 the former Minister announced the outcome of the review, accepting the six recommendations from it and outlined proposals to address them. Consultants were asked to carry out some further work, particularly around placemaking and active travel, to maximise ambition in terms of what can be delivered for communities, connectivity and the wider living places agenda.</p> <p>This work was completed, and the final report was published in October 2022. It recommended three options for further</p>

STRATEGIC ROAD IMPROVEMENTS

	<p>development. The former Minister asked for these to be developed, exploring any implementation issues and engage further with stakeholders. This was completed and a report submitted to the Minister in August 2024 for consideration.</p> <p>On 14 August 2023 the Department published a prioritised list of major road schemes that will continue to be progressed. No funding was identified for this scheme and the decision was made to pause the scheme development, (other than complete the ongoing placemaking and active travel work). Any future decision on the overall scheme progression will be informed by the Department's emerging transport policies and plans and decisions by a future Minister.</p>
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MAJOR TRANSPORT PROJECTS

Belfast Rapid Transit Phase 2 – BRT2

District Council area(s)	Lisburn 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 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.
Scheme estimated cost	£142m - £148m
Scheme website	Belfast Rapid Transit - Glider Department for Infrastructure (infrastructure-ni.gov.uk)
Current stage	<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. £35m of funding has been secured through Belfast Region City Deal. As such, a considerable shortfall of some £110m remains.</p>
Current position	In line with the Infrastructure Minister John O’Dowd’s announcement, October 2022, work on the feasibility of extending to Glengormley and Carryduff has been finalised. The delivery options that could be implemented, utilising the £35m funding envelope from the Belfast Region City Deal, are being investigated. The Outline Business Case is being finalised in line with these feasibility reports and delivery options.

Lagan Pedestrian & Cycle Bridge

District Council area(s)	Belfast City Council
Location	The Lagan Pedestrian and Cycle Bridge will be built across the River Lagan from the Lagan Towpath at the Gasworks site to the Ormeau Embankment, close to the 'Ozone' indoor tennis centre and leisure complex.
Scheme description	The bridge will be a twin-pylon cable-stayed steel bridge spanning 143m across the River Lagan. The steel superstructure will be supported on piled reinforced concrete piers and abutments, with approach ramps provided beyond the bridge at each end to tie into the existing pedestrian and cycle infrastructure. The width of the bridge at 5.0m, will accommodate both pedestrians and cyclists and improve linkages between communities from both sides of the River Lagan. It will also improve transport linkages to the City Centre for pedestrians and cyclists and accessibility to leisure facilities and parks for local communities and commuters. It will encourage sustainability by enabling people to choose healthier cleaner forms of transport and improve road safety to provide an alternative traffic free route.
Scheme estimated cost	Estimated Cost £25m
Scheme website	Lagan pedestrian and cycle bridge Department for Infrastructure (infrastructure-ni.gov.uk)
Current stage	Updated OBC approved. Scheme is part funded through Belfast Region City Deal.
Current position	The bridge is in procurement with prequalification submissions from contractors currently being assessed to allow selection of a restricted list to be taken forward to tender.



ACTIVE TRAVEL

Active Travel teams are responsible for making walking, wheeling and cycling the preferred choice for everyone to travel in Northern Ireland. More information on Active Travel can be found [here](#).

COMPLETED WORKS 2023– 2024

ACTIVE TRAVEL

Total number of sites	Total cost
1	£110,000

Road Name	Scheme Description	Status
Glen Road Footway	Resurfacing/ enhancement of existing facilities	Complete

PLANNED WORKS 2024 – 2025

The active travel schemes listed below are planned for delivery in 2024-2025. Delivery of some of these schemes are dependent on a successful legislative process and contractor availability.

ACTIVE TRAVEL

Total number of sites	Estimated cost
5	£2,700,000

Road Name	Scheme Description	Status
Lagmore Avenue	BCN 003- With flow cycle facilities from junction with Stewartstown Road for c630m	Programmed
West Belfast Greenway Phase 1a	BCN 016- Bog Meadows	Preparing for Construction
Island Street	BCN010- two-way cycle infrastructure	Preparation for Consultation
Montgomery Road	BCN 011- two-way cycle infrastructure	Consultation Stage
Hardcastle Street	Enhancing Existing facilities	On Site

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
