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DfI ROADS NORTHERN DIVISION

2024 Annual Report to

MID AND EAST ANTRIM DISTRICT COUNCIL

Fisherwick Crescent / St Patricks Barracks

Shared footway / cycleway link

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INTRODUCTION

Foreword by Divisional Manager

I have pleasure in submitting the Roads 2024/25 Annual Report on the work of the Department for Infrastructure (DfI) Roads across the Mid and East Antrim Borough 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 Mid and East Antrim Borough 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.

INTRODUCTION

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 9.

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 currently 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 and a methodology for prioritising active travel investment in smaller towns and villages. We aim to commence a public consultation on this plan in November and would welcome input from councils as part of this consultation.

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 future prioritisation, design, and delivery of active travel across the north. The Department also 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 further promote and encourage active travel.

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.

I hope that you find this report informative. I, along with a representative from our Section Office, Michael Alexander, look forward to meeting the Council.



ALAN KEYS
Divisional Roads Manager

INTRODUCTION

DfI Northern Division Details

Northern Division is one of four Client Divisions within DfI Roads. It spans the local Council areas of Mid & East Antrim, Causeway Coast & Glens and Antrim & Newtownabbey.

TABLE 1: Division Details



The Division is responsible for approximately 5,853km (3,635 miles) of public road and 2,636km of footway, together with 1,364 bridges and 10 park and ride/share sites. 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 – Street Lighting, Road Improvement Schemes up to £1.5 million and management of road structures
- Network Planning - Development Control, Private Streets and Area Plans

INTRODUCTION

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INTRODUCTION

DfI Northern Division – Senior Management Team

Alan Keys

Divisional Roads Manager

Cathal Brown	Ian Coulter	Colin Cochrane	Dawson Wray	James Middleton
Network Planning Manager	Network Development Manager	Network Maintenance Manager	Strategic Road Improvement Manager	Strategic Road Improvement Manager

Development Control,
Private Streets,
Development Plans,
Structures

Traffic Management,
Street Lighting, Local
Transport and Safety
Measures schemes,
Active Travel

Road maintenance
operations, structural
maintenance planning and
programming, inspections,
road maintenance
standards, utility street
works, winter service

Major Works schemes

Major Works schemes
A6 Dungiven to
Drumahoe

Supported by:

Andrew Minihan
Senior Engineer
DC CCG

Supported by:

Patrick Caithness
Senior Engineer
MEA & AN

Supported by:

Ian Lowe
Senior Engineer
CCG

Supported by:

Philip McKeown
Senior Engineer
SRI

Supported by:

Billy Millar
Senior Engineer
SRI

David McQuitty
Senior Engineer
DC MEA & AN

Graham Campbell
Senior Engineer
CCG

Michael Alexander
Senior Engineer
(Acting) MEA

Colin Russell
Senior Engineer
SRI

Seamus Graffin
Senior Engineer
Active Travel

Andrew Gillan
Senior Engineer AN

Trevor Scott
Senior Engineer
Street Lighting

NETWORK PLANNING

NETWORK PLANNING

Network Planning functions include activities related to Development Control; Private Streets; inputs to Development Plans and Planning Policy issues.

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 lines. 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

NETWORK PLANNING

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.

NETWORK PLANNING

Planning Consultations

TABLE 2: Planning Consultations

Consultation Details	Northern Division	Mid and East Antrim Council area
Number of consultations	2581	682
Number involving the Private Streets Order	68	22
Number of Pre-Planning Enquiries	1221	634

NETWORK PLANNING

Private Streets - ADOPTIONS

Completed Works 2023 – 2024

TABLE 3: Private Streets – Adoption numbers

Adoption Details	Northern Division	Mid and East Antrim Council area
Number of adoptions	53	12

TABLE 4: Adoption locations

Adoption locations	Carriageway (m)	Footway (m)	Date of Adoption
Raceview Manor, Broughshane	154		13/04/2023
Donaghy's Lane, Larne	211	125	03/05/2023
Adair Manor, Ballymena	185	169	04/05/2023
Beech Hill, Larne	235		30/05/2023
Quarry Heights, Ahoghill	228		05/06/2023
Killane Manor, Ahoghill	335	40	03/07/2023
Trooperslane Road, Carrickfergus	5	116	05/09/2023
Rocavan Meadow, Broughshane	240		28/11/2023
Park View, Ballymena	185		08/12/2023
Sandhurst Manor, Galgorm	291		05/01/2024
Leafield, Ballycarry	50		30/01/2024
Goldenvue Park, Greenisland	150	25	26/03/2024

NETWORK PLANNING

Private Streets - ENFORCEMENTS

Planned Works 2024 – 2025

TABLE 5: Private Streets - Enforcements

Enforcement location
None programmed for the Mid and East Antrim Council Area in 2024-2025.

NETWORK DEVELOPMENT

NETWORK DEVELOPMENT

Network Development Section includes Local Transport Safety Measures (LTSM) which covers a wide range of network interventions that improve road user and pedestrian safety. It also includes Street Lighting and maintenance of Structures.

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

NETWORK DEVELOPMENT

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 on-line 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.

NETWORK DEVELOPMENT

Local Transport and Safety Measures

Completed Works 2023 – 2024

TABLE 6: Carriageways/Minor Works completed

Road Name	Scheme Description	Status
Curran Road/Main Street, Larne	Upgrade of the existing Curran Road/Main Street/Circular Road and A2 Glenarm Road, Larne signalised crossroads junction. This is due to the poor condition of the existing equipment including signals Controller.	Complete
Agnew Street/Victoria Road, Larne	Upgrade of the existing Agnew Street/Victoria Road/Old Glenarm Road, Larne signalised crossroads junction. This is due to the poor condition of the existing equipment including signals Controller.	Complete

TABLE 7.1: Transportation - Pedestrian Measures completed

Road Name	Scheme Description	Status
Island Road, Ballycarry	Provision of a Pedestrian Island and footway link to assist pedestrians crossing the Island Road close to its junction with the Hillhead Road.	Complete
Gilmore Street, Harryville, Ballymena	Upgrading of the existing Pelican Crossing to a new Puffin Crossing.	Complete
Dreen Road, Cullybackey	Provision of a new footway on the Dreen Road, Cullybackey linking the Killyless Road with the existing footway at the Diamond Primary School. The footway will also provide users with a hardstand area to drop off and collect children from school.	Complete

TABLE 7.2: Transportation - Cycling Measures completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

NETWORK DEVELOPMENT

TABLE 7.3: Transportation - Bus Priority Measures completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

TABLE 7.4: Transportation – Taxis completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

TABLE 7.5 Transportation – Park & Ride completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

TABLE 8: Traffic Calming completed

Road Name	Scheme Description	Status
Fairview Park & Knights Avenue, Carrickfergus	A traffic calming scheme in the form of vertical road humps to control speed of traffic.	Complete
Glenkeen Drive, Greenisland	A traffic calming scheme in the form of vertical road humps to control the speed of traffic.	Complete

TABLE 9: Collision Remedial completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

TABLE 10.1: Car Parking completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

TABLE 10.2: Residents Parking completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

NETWORK DEVELOPMENT

TABLE 11: Safer Routes to School – Part time 20mph limits completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

TABLE 12: Road Signs, Markings, and Bollards completed

Road Name	Scheme Description	Status
M2 Ballymena Bypass and associated roads	Removal of all Brown Tourist signage relating to the ECOS facility. Tourism NI have confirmed the ECOS building is no longer a tourist facility.	Complete
Ballymena Town Centre, various roads	Removal of the Variable Message Signage within Ballymena Town Centre relating to council owned or private car parks.	Complete
Milebush Park, Carrickfergus	Installation of Centreline and Give way markings	Complete
Taylor's Avenue, Carrickfergus	Installation of 15m corner restrictions	Complete
The Bla Hole, Whitehead	Installation of 2no slow road markings	Complete
Brooklands Park, Whitehead	Installation of Centreline and Junction markings	Complete
Red Brae Road Carrickfergus	Installation of 3no SLOW road markings	Complete

TABLE 13.1: Legislation – Speed Limits completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

TABLE 13.2: Legislation – Waiting Restrictions completed

Road Name	Scheme Description	Status
Prince Andrew Way, Carrickfergus	No waiting at anytime	Complete

TABLE 13.3: Legislation – Weight Restrictions completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

NETWORK DEVELOPMENT

TABLE 13.4: Legislation - Traffic Orders (Road & Lane Closures) completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

TABLE 13.5: Legislation - Disabled Parking Bays completed

Road Name	Scheme Description	Status
Killyglen Road Larne	Accessible parking bay	Complete
Toberwine Street Glenarm	Accessible parking bay	Complete
The Roddens Larne	Accessible parking bay	Complete
Moyard Gardens, Greenisland	Accessible parking bay	Complete
Davy Street Carrickfergus	Accessible parking bay	Complete

TABLE 14: Accessible Parking [Dropped kerbs/mobility ramps] completed

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2023-2024.	

NETWORK DEVELOPMENT

Planned Works 2024 – 2025

TABLE 15: Carriageways/Minor Works planned

Road Name	Scheme Description	Status
Killyless Crossroads, Portglenone	A junction improvement scheme is proposed to improve traffic movements and remove the perception of a continuation of the road at this junction. Following consideration of a few options, the proposed scheme will involve the realignment of a section of the Hiltonstown Road creating a staggered junction and the provision of visibility splays in all directions.	Design Ongoing
Larne Park and Ride, Larne	A scheme is being progressed to provide a park and ride facility on a site adjacent to Shanes Hill and Belfast Road Larne. Subject to finance and planning approval the scheme will see the construction of 264 parking spaces, which will ensure there is a safe off-road bus stop facility with designated parking provision for this area.	Design Ongoing

TABLE 16.1: Transportation - Pedestrian Measures planned

Road Name	Scheme Description	Status
Main Bentra Road, Ballycarry	Provision of a new footway link for pedestrians accessing Ballycarry village.	Complete

TABLE 16.2: Transportation - Cycling Measures planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025	

TABLE 16.3: Transportation - Bus Priority Measures planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025	

NETWORK DEVELOPMENT

TABLE 16.4: Transportation – Taxis planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025	

TABLE 16.5 Transportation – Park & Ride planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025	

TABLE 17: Traffic Calming planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025	

TABLE 18: Collision Remedial planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025	

TABLE 19.1: Car Parking planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025	

TABLE 19.2: Residents Parking planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025	

NETWORK DEVELOPMENT

TABLE 20: Safer Routes to School – Part time 20mph limits planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025	

TABLE 21: Road Signs, Markings, and Bollards planned

Road Name	Scheme Description	Status
The Grange, Ballymena	Upgrade of 30mph and 40mph to grey backing boards – 30mph and 40 mph roundals and road marking installed	Complete
Scottstown Road, Ballymena	Upgrade of 30mph signage	Complete
Moorefields Road, Ballymena	Installation of Cattle signage	Complete
A8 Jct with Pound Street, Larne	Upgrade of chevron signage, installation of Give ways and Stop Signs on yellow backing boards. Refreshed all hatching and road markings.	Complete
Dunluce Street, Larne	Relocation of No-entry signage	Complete
Upper Carneal Road, Larne	Installation of chevron signage	Complete
Mullaghsandall Road, Larne	Upgrade chevron signage	Complete
Quay Street, Larne	Installation of directional signage	Complete
Drumahoe Road, Larne	Refresh of Junction markings	Complete
A2 Coast Road, Glenarm	Installation of double bend signs on yellow backing boards	Complete

NETWORK DEVELOPMENT

TABLE 22.1: Legislation – Speed Limits planned

Road Name	Scheme Description	Status
Old Glenarm Road, Larne	Speed reduction from 40mph to 30mph	In progress
Ballykennedy Road Ahoghill, Ballymena	Speed reduction from 60mph to 40mph	In progress

TABLE 22.2: Legislation – Waiting Restrictions planned

Road Name	Scheme Description	Status
Ballymoney Road, Ballymena	Limited Waiting Bay	In progress
Caircastle Road, Ballygally	Limited Waiting Bay	In progress
Waterfall Road, Carnlough	No waiting at any time restrictions	Complete
Beach Road, Whitehead	No waiting at any time restrictions	In progress

TABLE 22.3: Legislation – Weight Restrictions planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025.	

TABLE 22.4: Legislation - Traffic Orders (Road & Lane Closures) planned

Road Name	Scheme Description	Status
	None programmed for the Mid and East Antrim Council Area in 2024-2025.	

NETWORK DEVELOPMENT

TABLE 22.5: Legislation - Disabled Parking Bays planned

Road Name	Scheme Description	Status
Cairngorm Walk, Larne	Accessible Parking Bay	In Progress
Newington Avenue, Larne	Accessible Parking Bay	In Progress
Glynnview Avenue, Larne	Accessible Parking Bay	In Progress
Ballystrudder Gardens, Islandmagee	Accessible Parking Bay	In Progress
Drumnahe Manor, Larne	Accessible Parking Bay	In Progress
Main Park, Ballymena	Accessible Parking Bay	In Progress
32 Glenarm Road, Larne	Revocation of Accessible Parking Bay	In Progress
44 Glenarm Road, Larne	Revocation of Accessible Parking Bay	In Progress
12 Nelson Street, Carrickfergus	Accessible Parking Bay	In Progress
7 Dunluskin Crescent, Carrickfergus	Accessible Parking Bay	In Progress

TABLE 23: Accessible Parking [Dropped kerbs/mobility ramps] planned

Road Name	Scheme Description	Status
Dunluskin Drive, Carrickfergus	Dropped kerbs and tactile paving	Complete
Ellis Street, Carrickfergus	Dropped kerbs and tactile paving	Complete
A2 Glynn	Dropped kerbs	In Progress

NETWORK DEVELOPMENT

Street Lighting

Completed Works 2023 – 2024

TABLE 24: Street Lighting - completed

Location	Number of Lights
Galgorm Road, Ballymena	95
The Croft, Carnlough	20
Seacourt Estate Phase 2, Larne	65
Market Road, Ballymena	12
Knockagh Heights, Carrick	6
Circular Road, Larne	48
Fenaghy Road, Ballymena	12
Old Mill Heights, Larne	20
Led Retrofit throughout the council area	2500

NETWORK DEVELOPMENT

Planned Works 2024 – 2025

TABLE 25: Street Lighting - planned

Location	Number of Lights
Donegal Close/Crescent, Whitehead	25
Ballymoney Road, Ballymena	50
Springwell St/Albert Place, Ballymena	30
Meadowvale, Ballymena	24
Coast Road, Glenarm	13
Larne Road, Carrick	25
Dromore Road, Carrick	20
Belfast Road, Carrick	48
Led Retrofit throughout the council area	1000

NETWORK DEVELOPMENT

Structures

Completed Works 2023 – 2024

TABLE 26: Structures - completed

Location	Scheme Description
Irish Hill Bridge, Tullygarley Road, Ballymena	Remove vegetation and re-point. Repair cracks on arch barrel and arch ring.
McCartney's Bridge Slaght Road, Ballymena	Remove vegetation, repair cracks on deck soffit and spandrel walls.
Ballycarry Bridge, Island Road, Ballycarry	Remove vegetation, re-point and repair damaged parapet.
Old Railway Bridge, Randalstown.	Clear vegetation and repair parapets.
Carnduff Bridge, Bank Road, Larne	Remove vegetation and re-point structure.
Ballyminstra Bridge, Glebe Road, Ahoghill	Install new aprons and invert.
Gracehill Bridge, Galgorm Road, Ballymena	Checking and cleaning half joints
Kennel Bridge, Kennelbridge Road, Ballymena	Remove vegetation and re-point. Repair wingwalls and concrete verges.
Dungallon Bridge, Garron Road, Carnlough.	Remove vegetation and repair damaged parapets.
Topping Bridge, Old Belfast Road, Larne	Repair damaged section of parapet.
Island Road, Ballycarry near junction with Main Street	Upgrade vehicle restraint system to meet current standards.
Springmount Road, Clough	Remove sub-standard vehicle restraint system and install parapets.
A26, Frosses Road, Ashgrove Furniture entrance	Upgrade vehicle restraint system to meet current standards.
Glenravel Road, Cargan	Upgrade vehicle restraint system to meet current standards.
Millbay Road, Islandmagee	Upgrade vehicle restraint system to meet current standards.
A26, Frosses Road, Ballymena side of Glarryford junction.	Upgrade vehicle restraint system to meet current standards.
New Line/Councillors Road, Carrickfergus	Concrete base with redi-rock blocks installation to protect the verge, upgrade vehicle restraint system to meet current standards.

NETWORK DEVELOPMENT

Planned Works 2024 – 2025

TABLE 27: Structures - planned

Location	Scheme Description
Ballyminstra Bridge, Glebe Rd	Repair scoured invert, repointing, and staining on deck.
Liminary Bridge, Liminary Rd	Missing masonry- repair damaged apron and invert.
Glarryford Bridge, Kildowney Rd	Repoint and repair cracking/corrosion on parapet and handrail. Remove vegetation around parapet, spandrel wall and wing wall. Re-point of primary deck, water leakage and staining treatment. Repair cracks on wing walls, bulging and deformation also present.
Flyover- Harbour Highway, Larne	Repair cracking on abutment, parapet, pier, and primary deck. Potholes to be filled. Repair cracking at parapet beam, pier, and primary deck. Remove vegetation from parapet beam and wing walls. Corrosion at handrail, parapet beam, pier, and primary deck. Missing material at expansion joints. Superstructure drainage- Loss of function Spalling at primary deck and wing walls. Drainage staining at wing walls, deck, pier and parapet beam. Water leakage at wing walls and pier.
Craigdunloof Bridge, Ballymena	Repair damaged parapets
Knockanully Bridge, Martinstown	Repair damaged parapet

NETWORK DEVELOPMENT

Network Traffic Telematics

Completed Works 2023 – 2024

TABLE 28: Telematics - completed

Scheme Description	Scheme Status
Upgrade of communication lines of 3No. PSTN BT lines to Sim cards for traffic signals monitoring in the Mid and East Antrim Area	Complete

NETWORK DEVELOPMENT

Planned Works 2024 – 2025

TABLE 29: Telematics - planned

Scheme Description	Scheme Status
LED upgrade of Halogen traffic signals heads across Mid and East Antrim Council Area	Programmed
Upgrade traffic signals from Low Voltage to Extra Low Voltage at Signalised roundabout on Shore Road at Shorelands	Complete
Upgrade of communication lines from PSTN BT lines to Sim cards for traffic signals monitoring in the Mid and East Antrim Area	In Progress

NETWORK MAINTENANCE

Network Maintenance operations include resurfacing, strengthening and surface dressing of roads, drainage works, gully emptying, grass cutting, winter service and dealing with correspondence on maintenance issues such as potholes.

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 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.

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

NETWORK MAINTENANCE

road preventing ingress of water thus extending the life expectancy of the road and also helps to improve the skid resistance of 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 have to be undertaken

Grass Cutting

Grass cutting is carried out for road safety reasons rather than for amenity purposes. Previous grass cutting policy allowed for routine cutting of 1 swathe width (approximately 1.2m) twice a year in rural areas and five times a year in urban areas. However, due to financial constraints, the policy has been amended to allow for two cuts across both rural and urban areas, with the exception of sightlines which are re-cut as necessary.

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 street lights 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

NETWORK MAINTENANCE

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.

NETWORK MAINTENANCE

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](#).

<http://nics.intranet.nigov.net/infrastructure/articles/dfi-roads-emergency-response-and-winter-service>

NETWORK MAINTENANCE

Winter Service

TABLE 30: Winter Service - dates of operations

Description	Start date	Completion date
Official winter maintenance period 2023-2024	26 th September	30 th April
Salting Operations in this period	17 th October	3 rd April

TABLE 31: Winter Service - details of operations

Description	Details
Depot locations in Mid and East Antrim	Ballykeel Depot, Ballymena & Kilwaughter Depot, Larne
Number of gritters used during 1 gritting action	5 = Ballykeel Depot & 4 = Kilwaughter Depot, Larne (Total 9)
Number of personnel involved in gritting operation in Northern Division	138
Length of roads salted in Mid and East Antrim	601km (Includes St Patricks Link, Ballymena = 2.2km)
Total volume of salt used during 2023-2024 winter season	15,396 tonnes = Northern Division 5,385 tonnes = Mid & East Antrim

NETWORK MAINTENANCE

Street Works

TABLE 32: Street Works by Utility companies

Number of Notifications in Northern Division	Number of Notifications in Mid and East Antrim Council	Number of Notifications in Mid and East Antrim Council subject to inspection	Percentage of those inspected that were unsatisfactory
16346	5362	2993	5%

NETWORK MAINTENANCE - STRUCTURAL

Maintenance Operations – Structural

Structural Maintenance - Surfacing

Completed Works 2023 – 2024

TABLE 33: RESURFACING – Trunk Road Network completed

Total length completed	Total cost
0 Km	£0

TABLE 34: RESURFACING – Trunk Road Network locations

Road Number	Road Name
	None programmed for the Mid and East Antrim Council Area in 2023-2024.

TABLE 35: RESURFACING – Remaining Road Network completed

Total length completed	Total cost
20.75 Km	£5,252,000

TABLE 36: RESURFACING – Remaining Road Network locations

Road Number	Road Name
A2	Circular Rd Roundabout & Narrow Gauge Road, Larne
A26	Larne Road Roundabout, Ballymena
A42	Portglenone Road & The Diamond, Ahoghill
B18	Whitesides Road, Ballymena
B90	Upper Road, Carrickfergus B0093
B93	Glebe Road, Ahoghill
B96	Townhill Road
B96	Hiltonstown Road, Cullybackey
B99	Rectory Road, Larne
B148	Drumahoe Road, Larne
C56	Fenaghy Road, Ballymena
C67	Hazelbank Road, Broughshane
C74	Carrickfergus Road, Larne
U2026	Carnburn Road, Ballymena
U2083	Tullynamullan Road, Ballymena

NETWORK MAINTENANCE - STRUCTURAL

U2097	Craigadoo Road, Ballymena
U2099	Deerfin Road, Ballymena
U2125	Loughloughan Road, Ballymena
U2126	Longmore Road, Broughshane
U2143	Circular Rd, Ballymena
U2201	North Street, Ballymena
U2204	Ballymoney Road, Ballymena
U2205	Rowallane Drive, Ballymena
U2270	Bannview Terrace, Portglenone
U3111	Craigowen Road, Carrickfergus
U3111	Rathmoyle Park, Carrickfergus
U3111	Rathmoyle Park West, Carrickfergus
U4015	Drumcrow Road, Larne
U4020	Brustin Brae Road, Larne
U4024	Ballycraigy Road, Larne
U4028	Ballyhampton Road, Larne
U4060	Newlands Road, Larne
U4086	Portland Road, Larne
U4086	Curran Road, Larne
U4087	Glynn Road, Larne
U4090	Kent Avenue, Larne

TABLE 37: SURFACE DRESSING completed

Total length completed	Total cost
56.27 Km	£847,000

TABLE 38: SURFACE DRESSING locations

Road Number	Road Name
B90	Ballylumford Road, Islandmagee
B96	Ballyconnelly Road, Islandmagee
B97	Munie Road, Glemarm
B150	Port Muck Road, Islandmagee
C56	Ballyconnelly Road, Ballymena

NETWORK MAINTENANCE - STRUCTURAL

C57	Bridge Road, Ballymena
C59	Loan Road, Ballymena
C64	Caherty Road, Ballymena
C66	Aghanure Road, Ballymena
C70	Starbog Road, Larne
U2016	Carclinty Road, Ballymena
U2038	Garvaghy Road, Ballymena
U2107	Shillinavogy Road, Ballymena
U2108	Carnstroam Road, Ballymena
U2119	Kilnacolpagh Road, Ballymena
U2129	Pollee Road, Ballymena
U3011	Quay Lane, Carrickfergus
U4007	Straidkilly Road, Larne
U4016	Glenview Road, Larne
U4016	Mullaghsandall Road, Larne
U4030	Drumadonaghy Road, Larne
U4031	Castlehill Road, Larne
U4032	Harveys Road, Larne
U4069	Port Rd, Islandmagee

TABLE 39: SURFACE DRESSING (micro surfacing) completed

Total length completed	Total cost
0 Km	£0

TABLE 40: SURFACE DRESSING (micro surfacing) locations

Road Number	Road Name
	None programmed for the Mid and East Antrim Council Area in 2023-2024.

NETWORK MAINTENANCE - STRUCTURAL

Structural Maintenance – Footway Resurfacing

Completed Works 2023 – 2024

TABLE 41: Footway Resurfacing completed

Total length completed	Total cost
6.23 Km	£390,000

TABLE 42: Footway Resurfacing

Road Number	Road Name
U3111	Craigowen Road, Carrickfergus
U3111	Rathmoyle Park West, Carrickfergus
U3111	Rathmoyle Park, Carrickfergus
F4090	Seacourt Estate, Larne
U4086	Portland Road, Larne

Structural Maintenance – Drainage

Completed Works 2023 – 2024

TABLE 43: DRAINAGE completed

Total length completed	Total cost
2.9 Km	£402,000

TABLE 44: DRAINAGE completed locations

Road Number	Road Name
A2	Larne Road, Carrickfergus
A2	Coast Road, Glenarm
A523	Queen Street, Ballymena
A43	Martinstown Road, Ballymena
B18	Whitesides Road, Ballymena
B90	170 Upper Road, Carrickfergus
B90	Middle Road, Carrickfergus
B90	Dalways Bawn Road, Carrickfergus
B93	Dunminning Road, Ballymena
B94	Knockan Road, Ballymena

NETWORK MAINTENANCE - STRUCTURAL

B96	Hiltonstown Road, Ballymena
B150	Ford Cottages, Whitehead
C45	Steeple Road, Ballymena
C57	Shellinghill Road, Ballymena
C58	Duneoin Road, Ballymena
C62	Cloughwater Road, Ballymena
C66	Glenview Road, Larne
C66	Carnalbanagh Road, Larne
C67	Buckna Road, Ballymena
C68	Tullymore Road, Broughshane
C70	Starbog Road, Larne
C75	Carneal Road, Larne
C109	Frys Road, Ballymena
F2212	30 Drumtara, Ballymena
U2024	Dunnygarron Road, Ballymena
U2031	Old Galgorm Road, Ballymena
U2038	77a Garvaghy Road, Ballymena
U2077	Ballee Road West, Ballymena
U2105	Ballynashee Road, Ballymena
U2126	Longmore Rd, Ballymena
U2138	Rockstown Road, Ballymena
U2160	Skerry Road East, Ballymena
U2204	Springwell Street, Ballymena
U2212	88 Drumtara, Ballymena
U2215	Grange Road, Ballymena
U2215	Tullymore Park, Ballymena
U2217	Sheepshill, Ballymena
U2225	Wakehurst Road, Ballymena
U2250	Fairfields, Gracehill
U2297	Craigadoo Road, Ballymena
U2250	Royal Court, Gracehill
U4009	Dickeystown Road, Glenarm

NETWORK MAINTENANCE - STRUCTURAL

U4016	Mullaghsandall road, Larne
U4017	Aughaboy Road, Larne
U4032	Harveys Road, Larne
U4034	Park Road, Larne
U4063	Ballylig Road, Larne

NETWORK MAINTENANCE - STRUCTURAL

Structural Maintenance - Surfacing

Planned Works 2024 – 2025

TABLE 45: RESURFACING – Trunk Road Network planned

Total length proposed	Total estimated cost
1.9 Km	£1,000,000

TABLE 46: RESURFACING – Trunk Road Network locations

Road Number	Road Name
M2	Ballymena By-Pass

TABLE 47: RESURFACING – Remaining Road Network planned

Total length proposed	Total estimated cost
5.22 Km	£1,700,000

TABLE 48: RESURFACING – Remaining Road Network locations

Road Number	Road Name
B93	Dunminning Road, Ballymena
B96	Hiltonstown Rad, Ballymena
B99	Waterfall Road, Larne
U2029	Woodtown Road, Ballymena
U2035	Killane Road, Ballymena
U2066	Drumrammer Road, Ballymena
U2072	Ballykennedy Road, Ballymena
U2204	Beaumont Hill, Ballymena
U2211/U2225	Henry Street / Gilmore St, Ballymena
U2230	Old Park Road, Ballymena
U4101	Linn Road, Larne
U4104	Lower Cairncastle Road, Larne

TABLE 49: SURFACE DRESSING planned

Total length proposed	Total estimated cost
60.95 Km	£900,000

NETWORK MAINTENANCE - STRUCTURAL

TABLE 50: SURFACE DRESSING locations

Road Number	Road Name
B64	Skerry Road East, Cargin
B148	Ballymullock Road, Larne
C35	Slievetrue Road, Carrickfergus
C35	Paisley Road, Carrickfergus
C38	Braepark Road, Larne
C66	Carnalbanagh Road, Broughshane
C67	Hazelbank Road, Broughshane
U2116	Carnalbanagh Road, Broughshane
U2127	Ballylig Road, Broughshane
U2157	Gortnageeragh Road, Cargin
U2160	Skerry Road East, Cargin
U2161	Tuftarney Road, Cargin
U2166	Lisnamanny Road, Martinstown
U2167	Skerry Road West, Martinstown
U3001	Monument Road, Carrickfergus
U3002	Knockagh Road, Carrickfergus
U3005	Cairn Road, Carrickfergus
U3006	Dairylands Road, Carrickfergus
U4031	Deerpark Road, Larne
U4033	Deerpark Road, Larne
U4037	Sawmill Road, Larne
U4038	Ballyalbanagh Road, Larne

TABLE 51: SURFACE DRESSING (micro surfacing) planned

Total length proposed	Total estimated cost
0 Km	£0

TABLE 52: SURFACE DRESSING (micro surfacing) locations

Road Number	Road Name
	None programmed for the Mid and East Antrim Council Area in 2024-2025.

NETWORK MAINTENANCE - STRUCTURAL

Structural Maintenance – Footway Resurfacing

Planned Works 2024 – 2025

TABLE 53: Footway Resurfacing planned

Total length proposed	Total estimated cost
5.38 Km	£350,000

TABLE 54: Footway Resurfacing locations

Road Number	Road Name
U2203	Sunningdale Park, Ballymena
F3107	Glenfield Walk, Carrickfergus
U3141	Donegall Estate, Whitehead
F4120	Croft Estate, Carnlough

Structural Maintenance – Drainage

Planned Works 2024 – 2025

TABLE 55: DRAINAGE planned

Total length proposed	Total estimated cost
1 Km	£200,000

TABLE 56: DRAINAGE planned locations

Road Number	Road Name
A26	Lisnevenagh Road, Ballymena
A36	Shsneshill Road, Larne
C35	Paisley Road, Carrickfergus
C60	Doury Road, Ballymena
C65	Rocavan Road, Ballymena
C66	Lisnamurrican Road, Ballymena
C71	Ballycoose Road, Larne
C78	Gobbins Road, Larne
U2027	Sand Road , Ballymena
U2040	Garvaghy Road, Ballymena
U2115	Carnalbanagh Road, Ballymena

NETWORK MAINTENANCE - STRUCTURAL

U2132	Knockboy Road, Ballymena
U2203	Carnburn Park, Ballymena
U2207	Hugomont Park, Ballymena
U3002	Knockagh Road, Carrickfergus
U4020	Brustin Brae Road, Larne
U4032	Harveys Road, Larne
U4044	Ballyvaddy Road, Larne

STRATEGIC ROAD IMPROVEMENTS

STRATEGIC ROAD IMPROVEMENTS

[Major road improvements - inception to construction RSPPG E030v5 |](#)

[Department for Infrastructure \(infrastructure-ni.gov.uk\)](http://infrastructure-ni.gov.uk)

Scheme Name 1 – SRI planned locations

TABLE 57: SRI planned locations

District Council area(s)	None programmed for Mid and East Antrim Council area in 2024 – 2025.
Location	
Scheme description	
Scheme length	
Scheme estimated cost	
Scheme website	
Any related schemes?	
Current stage	
Current position	

ACTIVE TRAVEL

ACTIVE TRAVEL

Completed Works 2023 – 2024

TABLE 58.1: Cycling Measures completed

Road Name	Scheme Description	Status
Larne Road Link	265m of shared footway /cycleway, from Braidwater Roundabout to St Patricks Barracks.	Complete
Fisherwick, Ballymena	98m of shared footway /cycleway, from Fisherwick to St Patricks Barracks.	Complete

TABLE 58.2: Pedestrian Measures completed

Road Name	Scheme Description	Status
	None completed for Mid & East Antrim Council area in 2023- 2024.	

ACTIVE TRAVEL

Planned Works 2024 – 2025

TABLE 59.1: Cycling Measures planned

Road Name	Scheme Description	Status
Grove Rd/ Carnburn Rd, Ballymena	1450m of shared footway /cycleway, from Doury Rd to Carniny Rd.	
Fenaghy Rd, Galgorm	100m of shared footway /cycleway, from entrance of Galgorm Estate to the Gatehouse. This will form part of the Cullybackey to Galgorm greenway.	
Gortgole Road, Portglenone	Subject to land acquisition a shared footway /cycleway is proposed along the Gortgole Road from the entrance of the play park to the junction of Lovers Lane.	
Raceview Road, M2 Bypass Junction	Subject to land acquisition it is proposed to provide a footway and cycleway adjacent to the existing carriageway. This will provide a segregated cycle path and footway from the Woodside Road to the Ecos roundabout and join to the existing footway/cycleway network. As part of this scheme, it is proposed that the junction with the M2 slip road will be signalised and also provide a new controlled crossing at the Ecos roundabout. At present traffic modelling is taking place for the Ecos roundabout and motorway off / on slips.	

ACTIVE TRAVEL

TABLE 59.2: Pedestrian Measures planned

Road Name	Scheme Description	Status
Manse Road, Ballycarry	Subject to land acquisition the scheme will provide a 50m infill section of footway along the frontage of house number 31 Manse Road. The new proposed section will provide a continuous walking facility along the Manse Road between West Street and the Dunteagh housing development.	
Townhill Road / Lover's Lane, Portglenone	Subject to land acquisition this scheme will provide a 44m footway extension on the verge from the existing provision at Bracken View to Lovers Lane. This scheme will also improve the sight visibility for vehicles exiting Lover's Lane. (Ongoing discussion between the landowner and NIE).	