

# Document Pack

**Democratic Services Section  
Chief Executive's Department  
Belfast City Council  
City Hall  
Belfast  
BT1 5GS**



22 October 2012

**SPECIAL MEETING OF TOWN PLANNING COMMITTEE**

**\*\*To which all Members of the Council are invited to attend\*\***

Dear Alderman/Councillor,

The above-named Committee will meet in the Lavery Room (Room G05), City Hall on Monday, 29th October, 2012 at 4.30 pm, for the transaction of the business noted below.

You are requested to attend.

Yours faithfully

PETER McNANEY

Chief Executive

**AGENDA:**

1. **Routine Matters**
  - (a) Apologies
  - (b) Declarations of Interest
2. **Roads Service, Programme of Works - Autumn 2012 (Pages 1 - 52)**

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# EASTERN DIVISION

Report to

# BELFAST CITY COUNCIL

## AUTUMN UPDATE





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## FOREWORD BY THE DIVISIONAL ROADS MANAGER



**John Irvine**  
Divisional Roads Manager



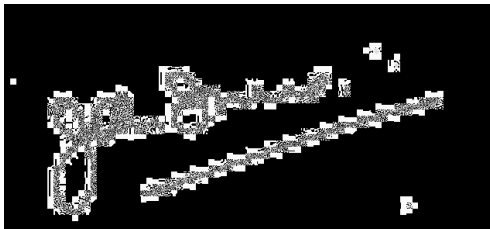
**Bertie Ellison**  
Deputy Divisional Roads Manager

### Members of Council

I am pleased to present this report to council members.

This updates the comprehensive report presented to Council in the Spring of this year.

I look forward to our meeting on 29<sup>th</sup> October.



John Irvine  
Divisional Roads Manager  
Eastern Division  
'Hydebank'  
4 Hospital Road  
Belfast BT8 8JL

## 1.0 INTRODUCTION

The Eastern Division is one of 4 Divisions within Roads Service. It spans the local Council areas of Belfast, Carrickfergus, Castlereagh, Lisburn, Newtownabbey and North Down. (See Fig.1 below)

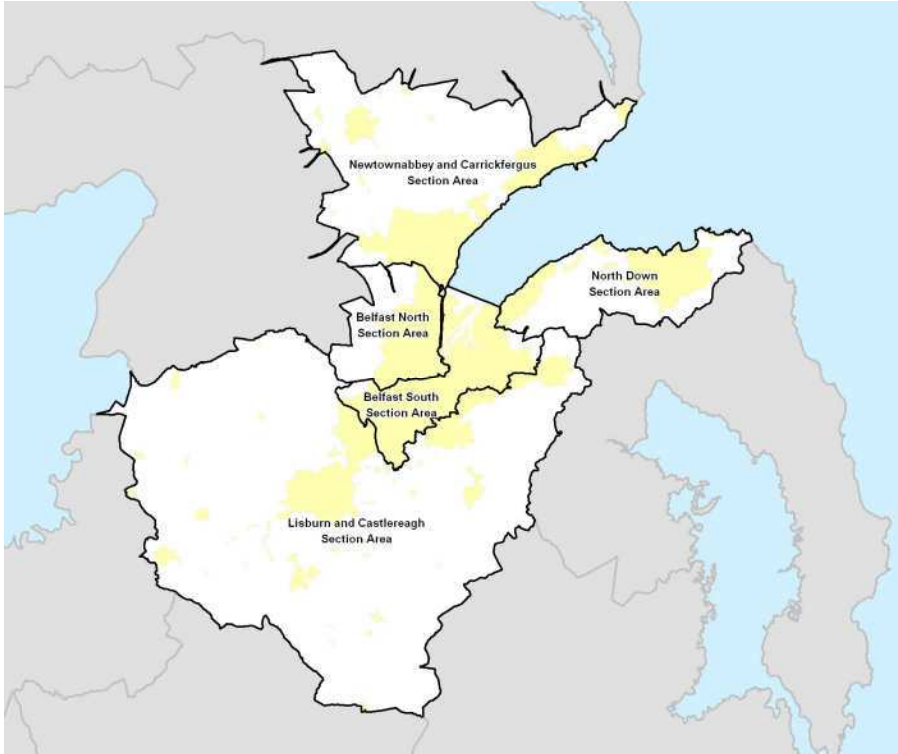


Figure 1 – Eastern Division and Council Areas

Eastern Division is part of the overall structure of Roads Service (see figure 2 below) which is based on separate business units for those who order services (clients) and for those who provide services (Roads Service Consultancy and Roads Service Direct).

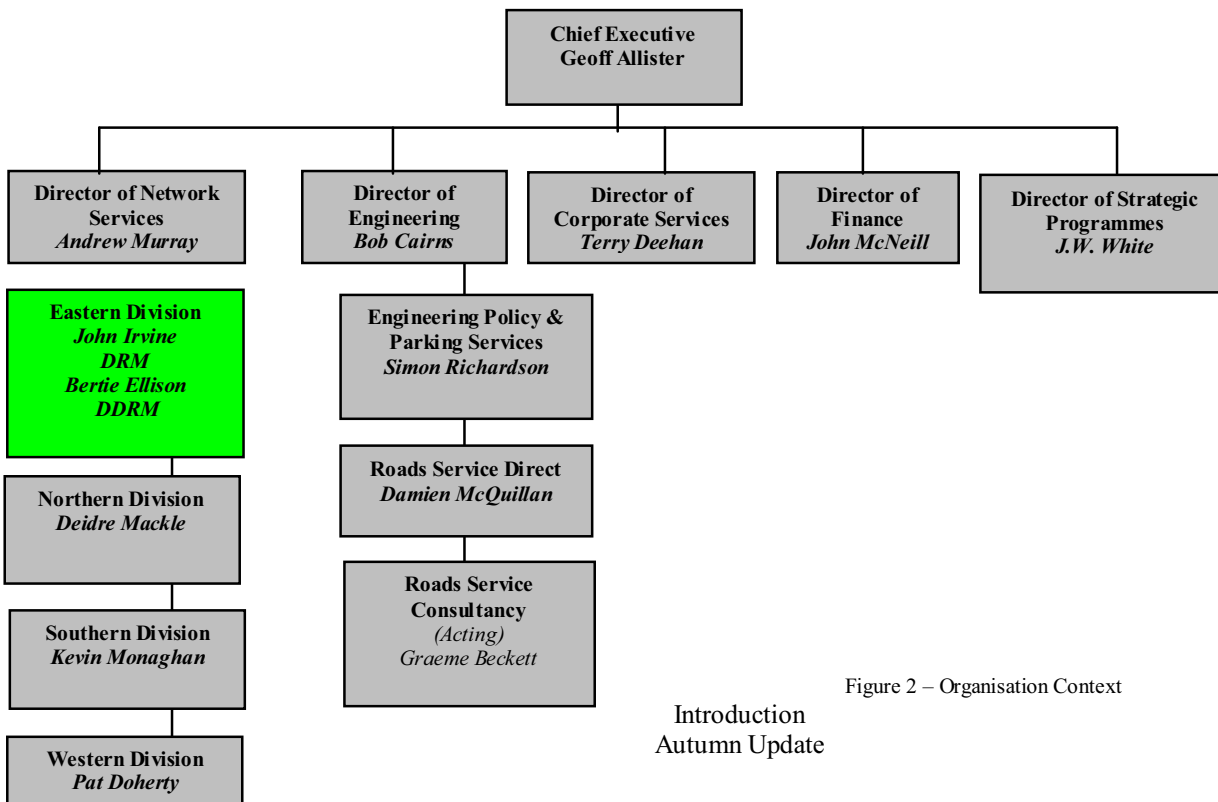


Figure 2 – Organisation Context



## Eastern Division Management Structure



**John Irvine** (9025 3001) [john.irvine@drdni.gov.uk](mailto:john.irvine@drdni.gov.uk)  
**Divisional Roads Manager**



**Norman Chambers** (9025 3006) [norman.chambers@drdni.gov.uk](mailto:norman.chambers@drdni.gov.uk)  
**Network Traffic and Street Lighting**

Traffic Management minor improvements, pedestrian priority, traffic orders, signing, collision remedial schemes, Street Lighting, resident and disabled parking, car parks and pay and display spaces, cycling and traffic calming.



**Philip Robinson** (9025 3080) [philip.robinson@drdni.gov.uk](mailto:philip.robinson@drdni.gov.uk)  
**Network Planning**

Development Control, Private Streets and Transport Assessments



**Brian Maxwell** (9025 4500) [brian.maxwell@drdni.gov.uk](mailto:brian.maxwell@drdni.gov.uk)  
**Network Transport Telematics**

Traffic signal control, operation of the Traffic Information and Control Centre, Traffic and travel information and European projects INSTANT and STREETWISE.



**Attracta Tremers** (9025 3036) [attracta.tremers@drdni.gov.uk](mailto:attracta.tremers@drdni.gov.uk)  
**Business Support**

Financial control, land acquisition and disposal, retained human resources, building management and office supplies.



**Bertie Ellison** (9025 3002) [bertie.ellison@drdni.gov.uk](mailto:bertie.ellison@drdni.gov.uk)  
**Deputy Divisional Roads Manager**



**Roy Spiers** (9025 3129) [roy.spiers@drdni.gov.uk](mailto:roy.spiers@drdni.gov.uk)  
**Strategic Route Improvements**

Developing and progressing Strategic Highway Improvements within Eastern Division.



**Stephen Pollock** (9025 3071) [stephen.pollock@drdni.gov.uk](mailto:stephen.pollock@drdni.gov.uk)  
**Network Development**

Major and minor works programme, structures, bus priority, 'Park and Ride', BMTP, forward planning, scheme financial control and programming, council reports, business plan and communications.

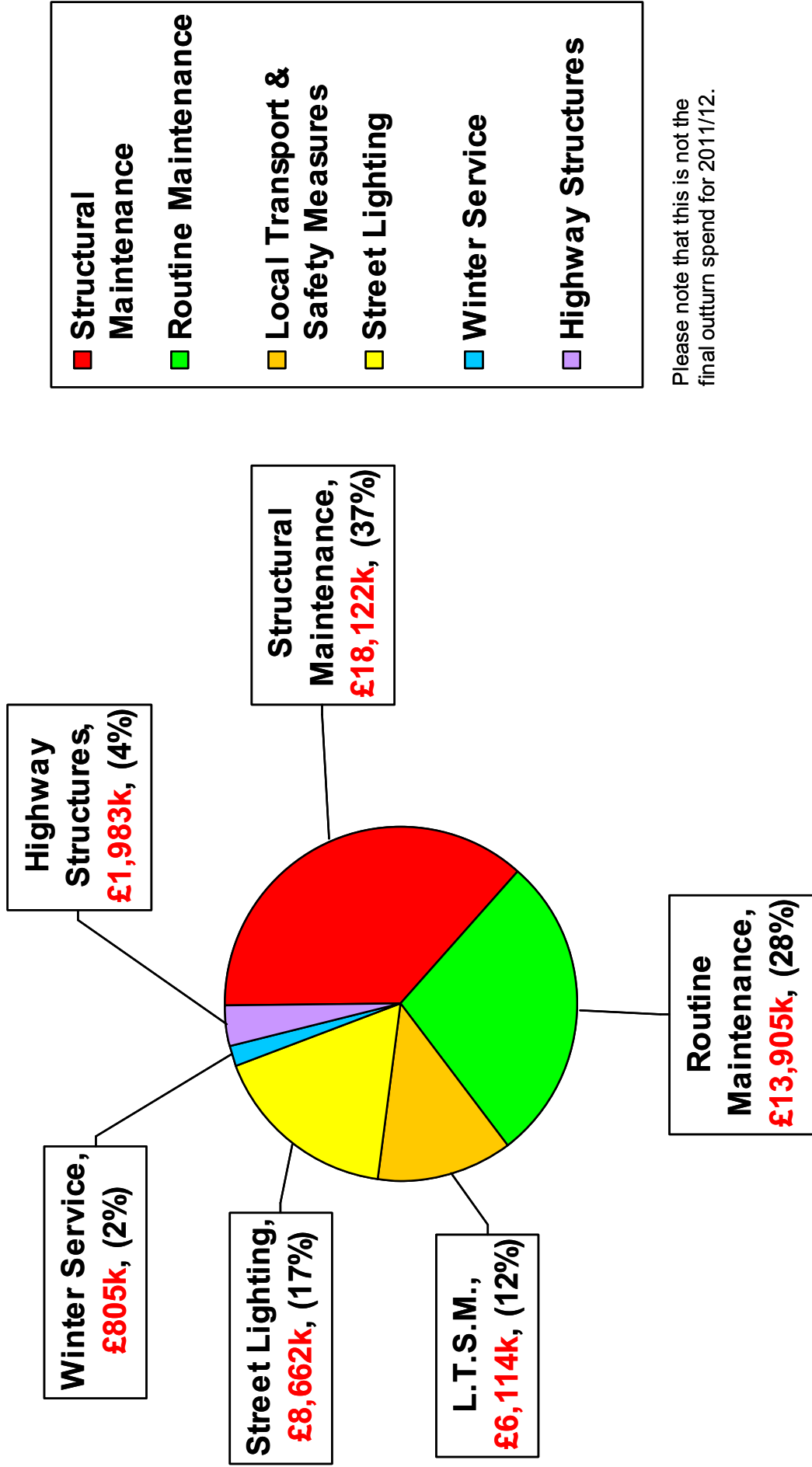


**Colin Sykes** (9025 3111) [colin.sykes@drdni.gov.uk](mailto:colin.sykes@drdni.gov.uk)  
**Network Maintenance**

Maintenance of adopted roads and footways including inspections, resurfacing, drainage, grass cutting and weed control, winter gritting and liaison with the utility companies.



# Eastern Division 2011/12 Expenditure Profile (up to end of March 2012)



<span style="color: red;">■</span> Structural Maintenance
<span style="color: green;">■</span> Routine Maintenance
<span style="color: orange;">■</span> Local Transport & Safety Measures
<span style="color: yellow;">■</span> Street Lighting
<span style="color: blue;">■</span> Winter Service
<span style="color: purple;">■</span> Highway Structures

Please note that this is not the final outturn spend for 2011/12.

## Belfast City Council area – Key Statistics

Roads infrastructure	Eastern Division	Belfast City Council area
Length of public road (km)	3549	876
Length of footway (km)	3849	1518
Number of bridges	667	161
Number of street lights	97128	35029
Number of car parks	78	35
Number of car parking spaces	5809	2685

## WHAT WE DO

### Maintaining the road network

#### *Structural maintenance*

Maintaining the network in a safe and serviceable condition remains one of our highest priorities.

Structural maintenance includes:

- The resurfacing and surface dressing of roads and footways
- The repair of surface defects, such as potholes and broken flagstones
- The replacement and repair of road gullies, culverts and manholes

Within the Eastern Division area in 2011/12 we:

- Invested over £18 million on structural maintenance
- resurfaced 143 lane kilometres of the road network
- resurfaced 59 km of footways

#### *Condition of the network*

Monitoring the condition of our road network is an essential part of planning maintenance work and, in order to detect deterioration at an early stage, we undertake a number of annual road condition surveys using specialist vehicles to measure the strength, surface condition and skidding resistance of our roads.

In 2011 70.9% of the motorway and trunk road network had a residual life of more than 5 years compared to a target of 70%. The information from the survey gives us an indication of areas of the road network which require further investigation and are likely to require maintenance.

## *Routine maintenance*

Routine maintenance is important, both to enhance user safety and to help prevent more significant and costly maintenance problems building up over time.

In Eastern Division during 2011/12 we:

- invested around £10.6 million repairing surface defects, replacing road markings, cutting grass verges to maintain visibility, emptying gullies and maintaining or replacing safety barriers, verges and fences.
- repaired 69,300 road defects following inspections. 94% of serious road surface defects repaired or made safe by the end of the day following the day of detection

## **Managing the road**

We manage the road network to promote its safety and efficient operation. We have continued to make use of the latest technology and traffic management techniques to improve road safety, provide facilities for all road users, and effectively manage the network. This has included:

- Monitoring and management of traffic signal timings
- Responding to at least 97% of urgent traffic signal faults within 24 hours
- The use and extension of traffic control and monitoring systems
- The promotion and introduction of Puffin crossings
- The provision and management of motorway control systems
- The provision of accurate and reliable traffic information to the public

Within Eastern Division during 2011/12 we:

- Further improved the operation of the mandatory variable speed limit system on M1/Westlink and carried out enhancements to the Motorway Control system.
- Incorporated priority for buses into 5 traffic signalled junctions
- Included a further 10 pelicans in the system which remotely monitors traffic signal equipment for faults.
- Provided pre-trip information on the trafficwatch website, [www.trafficwatchni.com](http://www.trafficwatchni.com), radio broadcasts and our traffic information telephone line 08457123321.

## *Winter Service*

The aim of winter service is to help, as far as possible, main road traffic to move safely and freely in wintry conditions by spreading salt at the most effective times.

Whilst this winter has been relatively mild, last year was the most severe for almost 50 years. To accommodate these challenges, Eastern Division, has a fleet of 22 gritters and over 100 personnel were available to salt approximately 1,236km of main roads.

There were approximately 51 call-outs this year, using around 8,534 tonnes of salt, at a cost of just under £16k per call-out to treat all roads on the salting schedule. We met our target of completing at least 75% of winter salting actions by 07.30 hours.

Our total winter service expenditure was £805k.

## *Emergency Response Service*

We have procedures in place to assist with roads related emergency incidents to ensure a response, 24 hours a day, 7 days a week.

Our emergency response procedures are supported by a well established reporting system to gather operational information from across Northern Ireland during an emergency. A lead communicator is available out of hours all year round to ensure that the latest news on road conditions is available to the travelling public and we have enhanced the trafficwatch website to enable the lead communicator to keep this information updated.

## *Development Control and Private Streets*

Development Control staff act as consultee to Planning Service, providing advice on road safety, traffic progression, transportation, roads layout/standards and policy compliance.

During the 2011/12 financial year, Eastern Division dealt with over 3560 planning application consultations and processed an average 80% of these within 15 working days. (A 70% return is the target set in the Service Level Agreement with Planning Service).

In relation to new housing developments, 12km of Private Streets have been determined in 2011/12. This means that when and if the streets are built to the agreed layout and standard they will be adopted into the public roads network.

91 new sites have started since April 2011 representing approximately 9.8km of new roads and footways. At 31 March 2012 we held £37.8M in bonds, and during 2011/12, £5M bonds were processed with £2.3M released on adoption.

## *Street Works*

Our road network is a major public asset valued at over £32 billion. It accommodates a network of underground pipes and cables which deliver key services to the public including water supply, waste water disposal, electricity, gas and telecommunications.

Utility companies have the right to open the public road to place or maintain their equipment. In 2011-12 there were 43180 utility company road openings across Northern Ireland, with some 18226 in Eastern Division. We work closely with utility companies to minimise disruption caused by street works and ensure better quality reinstatements.

Our Inspectors in Eastern Division have carried out over 5469 visits to streetworks sites to inspect work in progress and completed reinstatements.

## **Improving the Road Network**

### *Major Road Improvements*

Following agreement by the Executive on 14 February 2012, the Minister announced that, subject to the outcome of the public inquiries held last year, projects to provide dual carriageways on sections of the A5, between Londonderry and Strabane, and Omagh and Ballygawley, on the A8 between Belfast and Larne, and at Shore Road Greenisland, would be brought to construction during the current Budget period.

The associated Budget for the period to 2015 will allow development work to continue on a range of other major projects which are important priorities. Delivery of these schemes is dependent on funding levels envisaged through the Investment Strategy for Northern Ireland 2011-21, which is currently being finalised.

Within Eastern Division there are currently four road schemes being developed. These are the A2 Shore Road Greenisland, the York Street Interchange, the A55 Knock Road and the A2 Sydenham Bypass.

- A2 Shore Road Greenisland – Following a Ministerial announcement in February 2012 on funding, this scheme is progressing towards construction. Procurement is underway and works are anticipated to commence on site early in 2013.
- York Street Interchange - Following the Public Consultation in 2011 on the four current road designs, the preferred option for the York Street Interchange is under consideration.
- A55 Knock Road - Following a public inquiry in November 2010, Roads Service intends to publish a Departmental Statement on the A55 Knock Road this summer, confirming if the scheme is to be taken forward or not.
- A2 Sydenham Bypass – the preferred option for the scheme was published in February 2010. Scheme development work is ongoing.

The commencement of construction for the York Street Interchange, the A55 Knock Road and the A2 Sydenham Bypass will depend on the satisfactory completion of an economic assessment, completion of the statutory process and the availability of funding levels envisaged through the Investment Strategy for Northern Ireland 2011-21.

## *Bridge Strengthening*

Roads Service regularly inspects its stock of bridges and other structures on the public road network.

Last year across Eastern Division we inspected 320 structures and carried out maintenance and repair work to 39 bridges and culverts. In 2011/12 we also spent £1.65 million strengthening or upgrading 4 bridges, including Kilroot Bridge, Eden: Boyne Bridge, Belfast: and Marine Parade Subway, Holywood.

## *Local Transport and Safety Measures*

In 2011/12 we spent over £6.1 million on a range of measures to improve the safety and efficiency of the road network. In Eastern Division this included implementation of:

- 12 Minor Works improvement schemes
- 42 Traffic management schemes
- 8 Collision Remedial measures at specific sites
- 16 Traffic Calming measures;
- 29 Footway schemes and other improvements for pedestrians;
- 4 kms of new cycle facilities
- 19 Safer Routes to School;
- 21 Controlled Pedestrian Crossings
- Improvements to the trafficwatch website and the motorway control system as well as continuously ongoing work to improve the performance of our traffic signals and pedestrian controlled crossings.

## *Street Lighting*

We provide and maintain street lighting on all adopted roads in urban areas and in certain circumstances, on rural roads.

In 2011-12 we spent £4.55 million installing new and maintaining existing lighting systems in Eastern Division. This excludes the energy costs which were £4.1 million.

Street lights are inspected every 2 weeks in winter and every 4 weeks in summer to identify any outages. In the council area, the rate of outages is 1%, which is within our target of keeping 98% of street lights working.

## **Customer Service**

Roads Service aims to inform, consult and involve customers by:-

- supplying up-to-date information through our publications, our website <http://www.drdni.gov.uk/index/roadsni-3.htm> and at shows and exhibitions;
- listening to customer needs; and
- remaining open, transparent and visible at all times.

We publish a wide range of information leaflets on specific road schemes and on the services we provide. Our free newspaper, "On the Move", is published twice a year and distributed through our local offices and public libraries.

We provide up-to-date travel news through our travel information website [www.trafficwatchni.com](http://www.trafficwatchni.com) and our traffic hotline for Greater Belfast on 08457 123321. Traffic information is updated at 10 minute intervals and broadcast on BBC Radio Ulster during peak times.

During the development phase of major roads projects, we consult with a wide range of stakeholders, including elected representatives and the public and, particularly, those likely to be directly affected by the works. We hold exhibitions at local venues and inform the public through press articles, leaflet drops and individual visits, as necessary.

During 2011/12 we received 5969 written enquiries from the general public and responded to 96.7% of these within 15 days.



## 2.0 STRATEGIC ROAD IMPROVEMENTS

Principal Engineer – Roy Spiers(9025 3129) [roy.spiers@drdni.gov.uk](mailto:roy.spiers@drdni.gov.uk)

He is supported by the following staff:

**Strategic Road Improvement 1 – Colin Pentland (9025 3212)**  
[colin.pentland@drdni.gov.uk](mailto:colin.pentland@drdni.gov.uk)

Colin is responsible for progressing development of the York Street Scheme and is supported by Colin McBurney (9025 3016)



**Strategic Road Improvement 3 – Basil Hassard (9025 3272)**  
[basil.hassard@drdni.gov.uk](mailto:basil.hassard@drdni.gov.uk)

Basil is responsible for development of the A2 Shore Road dual carriageway scheme, the M1 / A1 Link at Sprucefield and the Sydenham By-pass scheme. Basil is supported by Bobby Murray (9025 3232).



## 2.1 YORK STREET INTERCHANGE SCHEME

The Westlink / York Street junction is a key link on the Strategic Road Network that presently connects Westlink and the M2 and M3 motorways through a complex traffic signal controlled gyratory system, which also connects with the local road network. This arrangement (and its high traffic usage) causes significant congestion and long delays, particularly at peak times. The recent improvements to the M1/Westlink and M2 Motorway also mean that traffic is now being delivered much more quickly to this junction.

In March 2009, Roads Service completed the Preliminary Options Report, which assessed six options to grade separate the Westlink / York Street junction and provide direct links between Westlink and the M2 and M3 motorways. The Report recommended that four preliminary options be taken forward for further detailed consideration at the next stage of development, the Stage 2 Scheme Assessment. This work is now well underway and on 1<sup>st</sup> and 2<sup>nd</sup> June 2011, Roads Service held a public consultation event into the scheme options at the Ramada Encore Hotel, Belfast. Further consultations with Key Stakeholders have taken place and the results of the Stage 2 Assessment Process which will recommend a preferred option are expected to be published this year.

The proposal to upgrade the Westlink / York Street junction is being considered as part of the new Investment Strategy for Northern Ireland. The timescale for construction of the new junction will be dependent upon the successful completion of the necessary statutory procedures, an economic appraisal and the provision of funding through the normal budgetary processes.



One of four Preliminary Options to improve York Street Interchange

## **2.2 A2 SYDENHAM BYPASS IMPROVEMENT SCHEME**

The A2 Sydenham Bypass is one of the most heavily trafficked carriageways in the Belfast Metropolitan Area and forms a vital section of the strategic highway network, linking Bangor and Belfast. The road also provides access to the key gateways of George Best Belfast City Airport, Belfast Port and to several large residential areas. The proposed scheme will widen a 2.5km stretch of the existing A2 Sydenham Bypass from a dual 2-lane carriageway to a dual 3-lane carriageway.

The scheme is currently in the third stage of a three stage assessment process. Stage 1 focused on identifying the environmental, engineering, economic and traffic advantages and disadvantages, as well as the constraints associated with broadly defined improvement strategies. This concluded in the selection of the Proposed Corridor in May 2008. In Stage 2, a detailed assessment of a range of options within the Proposed Corridor was considered. This concluded in the selection of the Preferred Option in February 2010. Stage 3 currently underway involves detailed assessment of the Preferred Option and ongoing consultation with key stakeholders. This will result in the publication of the Statutory Orders; the draft Direction Order, Environmental Statement and Notice of Intention to Make a Vesting Order.

Progression of the scheme beyond this is subject to the satisfactory outcome of the statutory process and future years funding, which will be dependent on the outcome of the Investment Strategy for Northern Ireland 2011-21, currently under consideration.



### 3.0 NETWORK DEVELOPMENT

**Principal Engineer – Stephen Pollock (9025 3071)** [stephen.pollock@drdni.gov.uk](mailto:stephen.pollock@drdni.gov.uk)

**He is supported by the following staff:**



### 3.1 MAJOR WORKS

#### A55 Knock Road Widening

The public inquiry for this scheme was held in November 2010. The Inspectors' report, received in March 2011, made a number of recommendations and Roads Service carried out further traffic surveys and assessments in consideration of the report. The Inspectors' report and a response to the Inspectors' recommendations has now been published by way of a Departmental Statement.

The Department proposes to proceed with the scheme, however, there is no funding identified for its implementation before 2015. Delivery will be determined by the Investment Strategy for Northern Ireland to be agreed by the Executive.



A55 Knock Road eastbound (existing)



A55 Knock Road eastbound (proposed)

### 3.2 MINOR WORKS

### 2012/13 Progress Report

No Minor Works schemes are currently programmed. Councillors are invited to suggest improvement schemes for consideration

### 3.3 ROUTE IMPROVEMENT STUDIES

The Division is continuing its assessment of the Division's trunk and non-strategic rural routes to improve the safety and efficiency of these routes.

The assessment will include an analysis of;

- Traffic flows, both current and projected;
- Accident history;
- Characteristics of the route in terms of accessibility, integration and economy;
- Environment; and
- The practicality of constructing the schemes and the cost and availability of funds.

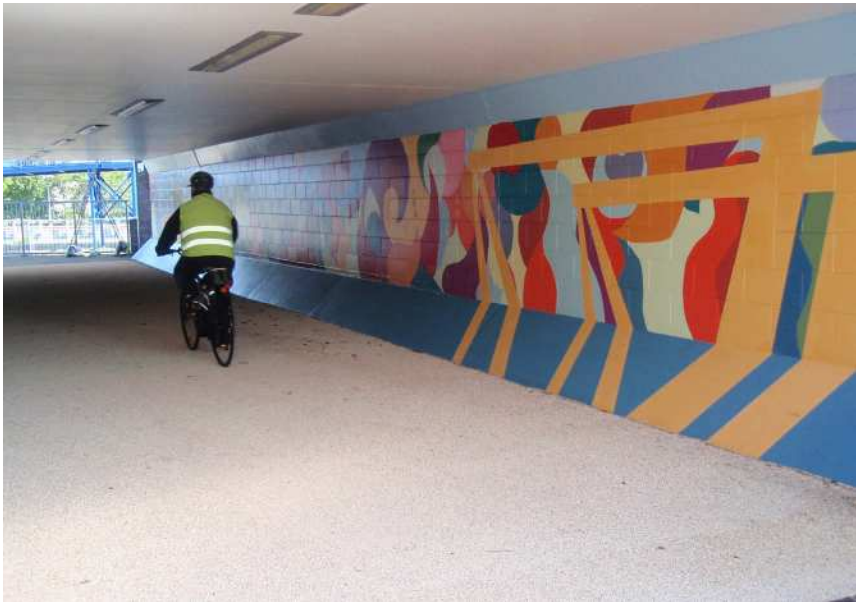
In general, route management studies will assess and identify road improvement opportunities along the route including the provision of safer overtaking opportunities, with short sections of climbing lanes or differential acceleration lanes where appropriate; provision of footways or cycle lanes; minor carriageway realignment; right turn provision and junction sightline improvement.

We are currently working on a route management study for the A20 Upper Newtownards Road from the A55 Outer Ring road at Knock to Newtownards. 2.5kms of the 9.5km route under review is within the Belfast City Council area.

### 3.4 MAINTENANCE OF STRUCTURES

### 2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
<a href="#">Principal Inspections</a>	
Bridge No 20179 – Bridge End Flyover	Completed
Bridge No 20134 – Dee Street Bridge	*Completed
Bridge No 20197 – Cairnburn Flyover	*Completed
Bridge No 20336 – Fortwilliam Arch 1 and Pillar 5	*Completed
Bridge No 20337 – Fortwilliam Arch 2 and Pillar 6	*Completed
Bridge No 20338 – Fortwilliam Pillars 3 and 4	*Completed
Bridge No 20339 – Fortwilliam Pillars 1 and 2	*Completed
Bridge No 20128 – York Road (Confined Space)	Programmed
Bridge No 20139 – Ballysillan Road	Programmed
Bridge No 20142 – Springfield Road (Confined Space)	Programmed

<b>Scheme</b>	<b>Status</b>
Bridge No 20144 – Shore Road Culvert (Confined Space)	Programmed
Bridge No 20185 – Newtownards Road / Connswater (Confined Space)	Programmed
Bridge No 20194 – A2 Belfast Road (Confined Space)	Programmed
Bridge No 20205 – Newtownards Road (Confined Space)	Programmed
Bridge No 20226 – Glen Road at Colin River	Programmed
Bridge No 20235 – Falls Park Bridge	Programmed
Bridge No 20248 – Donegall Road at City Hospital	Programmed
Bridge No 20269 – Gilnahirk Road	Programmed
Bridge No 20331 – Stockmans Way (Confined Space)	Programmed
<b>Concrete / Composite Structures</b>	
Bridge No. 20171 - Queen Elizabeth Bridge. Concrete repairs to substructure, cathodic protection and repainting.	Completed
Bridge No. 20169 - Boyne Bridge. Waterproofing, replacement of bridge joints on deck and protection of weak footway slabs.	Completed
<p>Bridge No. 20332. Bridge End Subway. Environmental improvements and community art project.</p> 	Completed
Bridges Nos. 20191, 92, 93. Tillysburn Subways. Concrete and parapet repairs.	*Completed
Bridge No. 20169 - Boyne Bridge. Repair to steelwork, repainting and spalled concrete on soffit of deck	Programmed
Bridge No 20134. Dee Street Bridge. Parapet Replacement and repairs	*Programmed



<b>Scheme</b>	<b>Status</b>
<b>Steel Structures</b>	
Bridge No. 20222. Lislea Avenue footbridge. Metalwork repairs	Completed
Bridge No. 20251. Lower Windsor Avenue footbridge. Metalwork repairs	Completed
Bridge No. 20242. Fane Street footbridge. Painting and reapplication of anti slip following fire damage.	Substantially Complete.
Bridge No. 20250. Tate's Avenue (Railway Span). Repainting of beams	Programmed
<b>Masonry Structures</b>	
Bridge No 20255 – Ormeau Bridge. Repairs to Arches	Completed
Antrim Road near Kinraig Park. Repairs to masonry wall adjacent to carriageway	*Completed
Bridge No. 20248. Donegall Road at City Hospital Railway Bridge. Repair to masonry parapet	Programmed
Bridge No 20220. Old Shaws Bridge. Vegetation removal and masonry repair	*Programmed

\* additional to 2012/13 Programme as documented in Spring Report

### 3.5 BELFAST ON THE MOVE

The Belfast on the Move Transport Masterplan is well underway. The proposals are focused on the delivery of improved priority for existing bus services, pedestrians and cyclists. The main purpose of the scheme is to make public transport, walking and cycling in the city centre a much more attractive alternative to commuting there by private car.

Bus lanes are now operational in Oxford Street, East Bridge Street, May Street, Donegall Square South and Howard Street and accommodate public transport, cyclists, motor cycles and permitted taxis from 7am to 7pm.



Oxford Street bus lane operational from 5<sup>th</sup> July

Bus gates have been provided on Oxford Street and at back of City Hall on Donegall Square South. Bus gates allow buses to progress through the new bus gate signals, allowing them priority over other vehicles to change lanes without obstruction from other vehicles.



Bus gate at back of City Hall on Donegall Square South

Other works provided over the Summer months include;

1. the reconfiguration of the pedestrian facilities at the junction of Bedford Street,
2. the provision of new traffic signals at Donegall Square South / Linenhall Street,
3. one way traffic northbound on Linenhall Street between James Street South and Donegall Square South; and
4. one way traffic northbound on Alfred Street between Sussex Place and May Street.

Works at Grosvenor Road / Durham Street and Great Victoria Street / Bruce Street were completed in September and with completion of Sandy Row / Hope Street later this month will provide an alternative south-north bypass of the city centre via Hope Street, Sandy Row and Durham Street.

Works are also now complete on College Avenue in preparation for further works in the new year on College Square East, Fisherwick Place and Great Victoria Street.

Further traffic management works are planned across the city centre during 2013 for the full implementation of the 'Sustainable Transport Enabling Measures' (STEM)

It should be noted that over 40% of households in Belfast do not have access to a private car and approximately 40% of people currently use the bus, walk or cycle into the city centre in the morning peak hour. The redistribution of a proportion of the available road space to serve these modes of transport is therefore justified. About 60% of traffic currently using the streets at the front and back of City Hall is through traffic with no destination within the city centre.

The work is valued at approximately £3.5M, and includes:

- The redistribution of existing road space in city centre streets to provide extensive priority measures for buses, cyclists and permitted taxis, with 2.6km of new bus lanes identified, which will also accommodate cyclists and permitted taxis;
- The section of Grosvenor Road between Fisherwick Place and Durham Street will become one-way westbound and College Square North will become one-way eastbound, both with contra-flow cycling provision;
- The re-routing of northbound through traffic from Great Victoria Street onto a new 'two-way' Hope Street and Durham Street, with southbound traffic continuing to use Great Victoria Street;
- The provision of 20 new controlled pedestrian crossing points;
- 340m of new dedicated service bays;
- 1km of new dedicated cycle lanes; and
- Over 40 additional dedicated disabled parking bays.

Further details and updates on the Belfast on the Move project are available on the Department's website at [www.drni.gov.uk/index/belfastonthemove.htm](http://www.drni.gov.uk/index/belfastonthemove.htm)

### 3.6 OTHER BUS MEASURES

### 2012/13 Progress Report

<b><i>Scheme</i></b>	<b><i>Status</i></b>
Castlereagh Street – Widening at Albertbridge Road junction to facilitate a more efficient traffic flow and assist bus reliability. Detailed design complete. Scheme is now ready to progress to implementation.	To be implemented when funding allows.
Hannahstown Hill Bus Turning Circle – Facility to permit an extension of Metro bus services.	Land acquisition in progress with a view to completion in 2012/13.
Black's Road Park & Ride – Extension to P&R site to accommodate approximately 30 cars.	Under investigation and subject to funding
Ormeau Road Bus Overtaking Lay-by – facility to allow Park & Ride/Ulsterbus buses to overtake stopping service buses.	<b>*Completed in August 2012</b>





Scheme	Status
<p>East Bridge Street to May Street – With-flow bus lane to improve bus speed and reliability –</p> <p>Amendment in legislation underway to align with other city centre bus lanes from 07.00 -19.00 Mon – Sat.</p> 	<p>Completed New bus lane implemented in July 2012</p> <p>In Progress</p>

\* additional to 2012/13 Programme as documented in Spring Report

## 4.0 NETWORK TRAFFIC AND STREET LIGHTING

Principal Engineer – Norman Chambers (9025 3006) [norman.chambers@drdni.gov.uk](mailto:norman.chambers@drdni.gov.uk)

He is supported by the following staff:

	<b>Traffic Management 1 - Roy Gordon (9025 3007)</b> <a href="mailto:roy.gordon@drdni.gov.uk">roy.gordon@drdni.gov.uk</a>	
	This team deals with traffic improvement schemes in Carrickfergus, Newtownabbey and Belfast.	
	<b>Traffic Management 2 - Graeme Salmon (9025 3026)</b> <a href="mailto:graeme.salmon@drdni.gov.uk">graeme.salmon@drdni.gov.uk</a>	
	This team deals with traffic improvement schemes in Lisburn, Castlereagh and North Down and collision remedial schemes in all council areas.	
	<b>Traffic Management 3 - Paul King (9025 3029)</b> <a href="mailto:paul.king@drdni.gov.uk">paul.king@drdni.gov.uk</a>	
	This team is responsible for residents' parking, development of car parking, cycle measures and traffic calming.	
	<b>Street Lighting - David Wright (9025 3057)</b> <a href="mailto:david.wright@drdni.gov.uk">david.wright@drdni.gov.uk</a>	
	This team is responsible for Street Lighting, traffic bollards and the illumination of signs.	

#### 4.1 COLLISION REMEDIAL SCHEMES 2012/13 Progress Report

<i>Scheme</i>	<i>Status</i>
Crumlin Road / Ballyutoag Road – high friction surfacing and enhanced signing	Programmed

#### 4.2 TRAFFIC SCHEMES 2012/13 Progress Report

<i>Scheme</i>	<i>Status</i>
Belmont Road through village – limited waiting parking	In Progress
Crumlin Road / Ligoniel Road – right turn filter	Programmed
Dublin Road at Marcus Ward Street – central island	Completed
Middlepath Street at M3 off-slip– pedestrian facilities	Completed

#### 4.3 PEDESTRIAN MEASURES 2012/13 Progress Report

<i>Scheme</i>	<i>Status</i>
Quality Walking Corridor. Grosvenor Road – City centre to Falls Road including zebra relocation	Completed
Quality Walking Corridor – Donegall Road	In Progress
Beechmount Avenue near St Roses High School – pedestrian crossing	Completed
Connsbrook Avenue at Strandburn Street – pedestrian crossing	Completed
Dock Street / Garmoyle Street – pedestrian facilities and corner improvement	Completed
Ladas Drive / Alexander Road – pedestrian facilities	Completed
Malone Road – dropped kerb scheme	Completed
Oldpark Road near Oldpark Terrace – pedestrian crossing	Programmed
Oldpark Road near Manor Street – pedestrian crossing	Programmed

**4.4 SAFER ROUTES TO SCHOOL****2012/13 Progress Report**

<b>Scheme</b>	<b>Status</b>
Dominican College, Fortwilliam Park	*Programmed
Ligoniel Primary School, Ligoniel Road	*Programmed
Saint Vincent de Paul Primary School, Ligoniel Road	*Programmed

\* additional to 2012/13 Programme as documented in Spring Report

**4.5 TRAFFIC SIGNS****2012/13 Progress Report**

<b>Scheme</b>	<b>Status</b>
Abbey Road at Abbey Gardens – ‘Give Way’ sign	Completed
Bedford Street near Ormeau Avenue – 2 no. Urban Clearway signs	*In Progress
Belfast City centre – various locations for Streets Ahead Project	*Completed
Exchange Street West – 6 no. signs for the ‘Metropolitan Arts Centre’	*In Progress
Knock Road at Upper Newtownards Road – Advance direction sign	In Progress
Lincoln Avenue at Antrim Road – ‘No Through Road’ sign	Completed
Park Avenue at Victoria Park – 4 no. sections pedestrian guard rail	Completed
Marlborough Park South (near Lisburn Road) - 1 no. Mon-Sat 8am – 6pm no waiting plate	Completed
Orby Street – Monday to Saturday 8am – 6pm waiting plate	Completed
Seaview Drive – ‘Children Crossing’ sign and ‘School’ plate	*In Progress
Woodstock Link near Halcombe Street – 2 no. Limited Waiting signs	*Completed

\* additional to 2012/13 Programme as documented in Spring Report

## 4.6 CARRIAGEWAY MARKINGS

## 2012/13 Progress Report

<b><i>Scheme</i></b>	<b><i>Status</i></b>
Antrim Road at Carlisle Circus – ‘Turn Left’ arrow and alterations to road markings on roundabout	*Completed
Agincourt Avenue at Southview Street, Palistine Street and Jerusalem Street – corner restrictions	*Completed
Belmont Road (near Ballymiscaw Road) – 2 no.’ Slow’ road markings	*In Progress
Botanic Avenue at Bible College – alterations to parking bays	Completed
Cavandish Street at Crocus Street and Hawthorn Street – corner restrictions	*Completed
Cavehill Road at Westland Road – corner restriction	*In Progress
East Bread Street – ‘Give Way’ marking	Completed
Lindsay Street – corner restriction near Park	*Completed
Lisburn Road at Fire Station – ‘Keep Clear’ road marking	*Completed
Music Hall Lane – waiting restrictions (double yellow lines)	*In Progress
North Derby Street - waiting restrictions (double yellow lines)	*In Progress
Oldpark Road near Torrens Avenue – ‘SLOW’ road marking	*In Progress
River Terrace – waiting restrictions in turning circle and ‘Keep Clear’ marking	Completed
Springvale Gardens at Springvale Drive – central hazards and edge of carriageway markings	*Completed
Stockman’s Lane – 2 no. ‘Keep Clear’ road markings	*Completed
Upper Newtownards Road near Greenwood Avenue – extension to zig zag markings	*Completed
Walnut Street at Walnut Mews – 2 no. corner restrictions	*Completed
Westlink at Clifton Street off-slip – road markings and arrows	In Progress
Woodstock Link at Halcombe Street – limited waiting road markings	*Completed

\* additional to 2012/13 Programme as documented in Spring Report



## 4.7 LEGISLATION

## 2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
<b>WAITING RESTRICTIONS</b>	
North Derby Street – At Any Time	Completed
Mulhouse Road – At Any Time	Programmed
Music Hall Lane – At Any Time	Completed
Woodstock Link (in lay-bys) – Limited Waiting	Completed

## 4.8 DISABLED PARKING BAYS

## 2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
Applications for 'disabled' parking bays have been assessed on an individual basis, as they were received	Ongoing
42 Blythe Street, Belfast	Completed
3 City Walk, Belfast	Completed
44 Pertoria Street, Belfast	Completed
36 Ponsonby Avenue, Belfast	Completed
56 Ulsterville Gardens, Belfast	Completed
37 Wallasey Park, Belfast	Completed
25 Glenveagh Drive, Belfast	Completed
27 Inverary Avenue, Belfast	Completed
13 Dromore Street, Belfast	*Completed
16 Eastleigh Crescent, Belfast	Completed
80 Willowbank Gardens, Belfast	Completed
50 Fairhill Park, Belfast	Completed
24 Ponsonby Street, Belfast	*Completed
41 North Parade, Belfast	*Completed

<b>Scheme</b>	<b>Status</b>
13 Windsor Road, Belfast	*Completed
51 Willowfield Parade, Belfast	*Completed
41 Willowfield Street, Belfast	*Completed
60 River Terrace, Belfast	*Completed
13 Elm Street, Belfast	*Completed
17 Hillview Avenue, Belfast	*Completed
33 Larkfield Gardens, Belfast	*Completed
250 Ravenhill Avenue, Belfast	*Completed
<b>Disabled parking bays removed</b>	
23 Pomona Avenue, Belfast	Completed
1 Glencairn Crescent, Belfast	Completed
95 Benmore Drive, Belfast	Completed
13 Dromore Street, Belfast	Completed
1 Chichester Avenue, Belfast	Completed
28 Parkmount Gardens, Belfast	Completed
44 Ashley Avenue, Belfast	Completed
40 Ashley Avenue, Belfast	Completed
32 Ulsterville Gardens, Belfast	Completed
3 The Mount, Belfast	Completed
97 The Mount, Belfast	Completed
95 Larkfield Road, Belfast	*In Progress
Delaware Street, Belfast	*In Progress

\* additional to 2012/13 Programme as documented in Spring Report


## 4.9 STREET LIGHTING

## 2012/13 Progress Report

<b><i>Scheme</i></b>	<b><i>Status</i></b>
College Park Avenue	Programmed
Summerhill Avenue	Programmed
Ava Street	Completed
Delhi Street	Completed
Kerrsland Crescent / Parade / Drive	Completed
Kirkliston Gardens	Completed
Holland Crescent	Completed
Abbetta Parade	Programmed
Greenville Road	Programmed
Osbourne Gardens	Programmed
Governors Bridge	Programmed
Florenceville Drive	Programmed
Oldpark Road	Completed
Crumlin Road	Programmed
Forthriver Road	Programmed
Rosapenna Street	Programmed
Halidays Road	Programmed
Ventry Street	Programmed
Jamacia Road	Programmed
Cliftonville Road	Programmed
Glenside Park	Programmed
Shannon Street	Programmed

## 4.10 CYCLE MEASURES

## 2012/13 Progress Report


<b>Scheme</b>	<b>Status</b>
Advanced stop lines for cyclists	Completed
Albertbridge Road cycle lanes and cycle track	Awaiting signs
Brunswick Street road hump to compliment cycle lane	Completed
Cycle link East Belfast Titanic Quarter via re-opened Fraser Street	Completed
Fane Street wheeling ramps	Programmed
Ormeau Bridge re-profiling at NCN Toucan crossing	In Progress
Toucan crossing on Comber Greenway at Beersbridge Road	Completed
University Square contra flow lane for cyclists 	Awaiting signs
Island Street traffic calming measures for cycle route	Completed
Apsley Street contra flow lane for cyclists	*In Progress

\* additional to 2012/13 Programme as documented in Spring Report

4.11 TRAFFIC CALMING

2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
Connsbrook Avenue – Traffic calming scheme	Under review following representations made by locally elected representatives.
Cranmore Park Area – Traffic calming scheme	Awaiting decision from Roads Service Headquarters on whether to proceed with the scheme.
<p>Island Street – Traffic calming scheme</p> 	Completed
<p>Lower Malone Area - Traffic calming scheme</p> 	Completed

<b>Scheme</b>	<b>Status</b>
<p>Sicity Park Area – Traffic calming scheme</p> 	<p>Completed</p>

It should be noted that all Traffic Calming schemes are subject to a legislative process and to the availability of funding before they can proceed.

The legislative process provides for representations / objections to be received on our proposals. Where residents do not support individual schemes or where objections are received, it may not be possible to deliver our intended programme. In this event substitutions, on a Division-wide basis, may be made throughout the financial year.

#### 4.12 CAR PARKING

#### 2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
<p>Provision of additional On-Street Pay and Display spaces as identified.</p>	<p>The Council will be formally advised when the consultation process commences.</p>

<b>Scheme</b>	<b>Status</b>
Increases to existing Charged Car Parking.	<p><b>Off- Street Parking.</b></p> <p>Tariffs were introduced to the formerly free car parks below on 6 July 2012:</p> <ul style="list-style-type: none"> <li>• Ashdale Street</li> <li>• Marlborough Avenue</li> </ul> <p>New tariffs were introduced in the following charged car parks on 23 June 2012:</p> <ul style="list-style-type: none"> <li>• Eastside</li> <li>• Great George's Street (York St 2)</li> <li>• Northside</li> <li>• Station Street</li> </ul>
Car park operations.	The Charlotte Street car park which was formally operated by kiosk was changed to pay and display on 16 April 2012.
Review of our off and on-street parking charges.	<b>The Department will be making an announcement on car parking tariff levels later in the autumn.</b>
Car Park Maintenance	On-going maintenance was undertaken to our off-street car parks as required.

#### 4.13 RESIDENTS' PARKING

We are currently working with residents' associations in the Stranmillis and Lower Malone areas of Belfast and have also started discussions with residents of the Rugby Road/College Park Avenue area of Belfast. We have also re-engaged with local representatives from the Donegall Pass and Sandy Row areas of Belfast.

We hope to be in a position to consult with the Lower Malone, Stranmillis and Sandy Row communities, soon after the start of the university autumn semester.





## 5.0 NETWORK TRANSPORT TELEMATICS

Principal Engineer – Brian Maxwell (9025 4500) [brian.maxwell@drdni.gov.uk](mailto:brian.maxwell@drdni.gov.uk)

He is supported by the following staff:

**Declan Murphy (9025 4536)** [declan.murphy@drdni.gov.uk](mailto:declan.murphy@drdni.gov.uk)  
This team is responsible for the day to day running of the Traffic Information and Control Centre. It is responsible for the installation, maintenance and operation of Intelligent Transport Systems (ITS) including traffic control on the urban and motorway networks and the provision of traffic and travel information.



**Damien King (9025 4529)** [damien.king@drdni.gov.uk](mailto:damien.king@drdni.gov.uk)  
This team comprises the Central Road Safety Unit. Responsibilities include the Traffic Collision Computer System, the production of the Road Safety Engineering Report, the Annual Census and Vehicle Kilometres of Travel Survey, other monitoring surveys and management of contracts.



TICC's TrafficwatchNI website



M1 / A12 Westlink Managed Route

## 5.1 NETWORK TRANSPORT TELEMATICS 2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
<b>TRAFFIC AND TRAVEL INFORMATION</b>	
<p>The TrafficwatchNI website will be enhanced to include better mapping and Road Works Information. We will also investigate the benefits of incorporating social media feeds.</p> <p>Subject to adequate funding the coverage of electronic variable message signs (VMS) will be enhanced on the strategic and/or urban networks.</p>	<p>In Progress</p> <p>Programmed</p>
<b>PELICAN CROSSINGS</b>	
<p>The Remote Monitoring System (RMS) enables TICC to monitor the operation of pelican crossings from the Control Centre.</p> <p>RMS coverage has been extended to the following <b>11</b> crossings in Belfast;</p> <ul style="list-style-type: none"> <li>• Andersonstown Road at Stockman's Lane</li> <li>• Antrim Road At Baltic Avenue</li> <li>• Antrim Road at Cedar Avenue</li> <li>• Antrim Road at Chichester Road</li> <li>• Antrim Road at Salisbury Avenue</li> <li>• Antrim Road at Serpentine Road</li> <li>• Antrim Road at Willowbank Gardens</li> <li>• Belmont Road at Bathgate Drive</li> <li>• Belmont Road at Belmont Church Road</li> <li>• Belmont Road at Wandsworth Gardens</li> <li>• Glen Road at Christian Brothers School</li> </ul>	<p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p>
<b>URBAN CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS</b>	
<p>Review CCTV coverage to ensure its continued adequacy and identify camera locations that are in need of upgrade.</p>	<p>Ongoing</p>

<b>Scheme</b>	<b>Status</b>
<b>TRAFFIC SIGNALS</b>	
We will monitor traffic signal timings to ensure they are appropriate for the prevailing traffic conditions and subject to adequate funding we will upgrade traffic signal equipment where necessary.	Ongoing
<b>MOTORWAY COMMUNICATIONS AND CONTROL</b>	
Utilise TICC's motorway communications & control infrastructure together with CCTV traffic monitoring facilities to efficiently manage traffic on motorways and the Westlink.	Ongoing
Investigate possible enhancements to the Motorway Control Instation system.	Programmed
Audit Motorway Intelligent Transport infrastructure for continued health and safety access compliance.	Programmed
Investigate possible improvements to M1 traffic flow both approaching and leaving the city	Further modelling of traffic flows at Black's Road off-slip.
<b>BUS PRIORITY</b>	
Subject to adequate funding, extend Bus traffic light priority to include the Holywood Road in Belfast.	Programmed
<b>JOURNEY TIME MEASUREMENT</b>	
Subject to adequate funding, extend coverage of Journey Time estimation cameras to provide travel times for Road Users on strategic routes serving Belfast.	Programmed
<b>CENTRAL ROAD SAFETY UNIT</b>	
This unit will continue to have a strategic overview of road safety and the analysis of collision data on roads across the Province.	Ongoing
Install 2 permanent traffic counting sites.	Programmed



## 6.0 NETWORK MAINTENANCE

Principal Engineer – Colin Sykes (9025 3111) [colin.sykes@drdni.gov.uk](mailto:colin.sykes@drdni.gov.uk)

He is supported by the following staff:

**Support Services Manager- Aidan O’Callaghan (9025 3098)**

[aidan.o'callaghan@drdni.gov.uk](mailto:aidan.o'callaghan@drdni.gov.uk)

This team is based at Hydebank and is responsible for general co-ordination, bidding, allocating and monitoring finances, maintenance of safety fences, contract monitoring, statistics and enforcement.



**Belfast North Section Engineer – Brian O’Neill (9025 4044)**

[brian.oneill@drdni.gov.uk](mailto:brian.oneill@drdni.gov.uk)

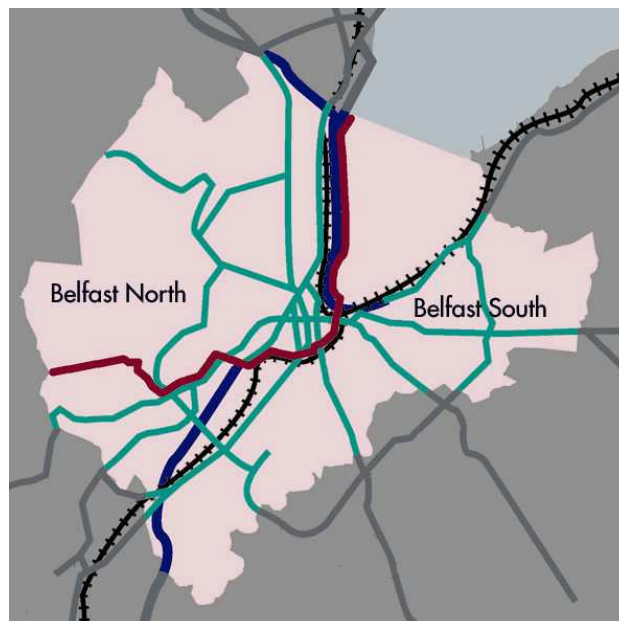
148 – 158 Corporation Street, Belfast, BT1 3DH  
This team is responsible for contacts with the public and elected representatives, highway inspections, resurfacing, responsive repairs, routine maintenance, winter gritting, road opening consents and licences, public liability claims and liaison with the service utility companies.



**Belfast South Section Engineer - Gareth McKibbin (9025 4609)**

[gareth.mckibbin@drdni.gov.uk](mailto:gareth.mckibbin@drdni.gov.uk)

1a Airport Road, Belfast, BT3 9DY  
(As Belfast North)



## 6.1 CARRIAGEWAY RESURFACING

## 2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
<b>BELFAST SOUTH</b>	
From April 2012, 9.61 km of carriageway has been resurfaced in the Belfast South area. This equates to 35850 sqm and includes the schemes listed below.	
University Street – Ormeau Road to Botanic Avenue	Completed
Garnerville Road	Completed
Ormeau Road – Donegall Pass to Baroda Street	In Progress
Kingsdale Park	*Completed
Donegall Road – Broadway Roundabout to Euterpe Street	*Completed
Stranmillis Embankment – King's Bridge to Southview Street	*Programmed
Newtownards Road at Albertbridge Road	*Programmed
Castlereagh Road – Wayland Street to Orby Link	*Completed
Kyle Street	*Programmed
<b>BELFAST NORTH</b>	
From April 2012, 5.23km of carriageway has been resurfaced in the North Belfast area. This equates to approximately 21000 sqm and includes the schemes listed below.	
Garmoyle Street	Completed
Dock Street	Completed
Nelson Street	Completed
May Street (Oxford Street to Donegall Square South - Belfast on the Move works)	Completed
Donegall Square South (Adelaide Street to Bedford Street – Belfast on the Move works)	Completed
Howard Street (Bedford Street to Fisherwick Place – Belfast on the Move works)	Completed
Crumlin Road (Upper Hightown Road to Flush Road)	*Programmed
Whiterock Road	*Programmed
Great Victoria Street	*Programmed
Dargan Road	*Programmed

\* additional to 2012/13 Programme as documented in Spring Report

## 6.2 FOOTWAY RESURFACING

## 2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
<b>BELFAST SOUTH</b>	
From April 2012, 3.0 km of footway has been resurfaced in the Belfast South area. This includes the schemes listed below.	
University Street – Ormeau Road to Botanic Avenue	Completed
Garnerville Road	Completed
Kingsdale Park	*Completed
Ormonde Park – Upton Park – Upton Avenue	*In Progress
Moveen House / Moylena House	*Programmed
Barnetts Road – Part	*Programmed
Queen’s Quay - Part	*Programmed
<b>BELFAST NORTH</b>	
From April 2012, 0.75 km of footway has been resurfaced in the North Belfast area. This includes the schemes listed below.	
Prestwick Park	Completed
Coombehill Park	Completed
Blackmountain Way	Programmed
Joanmount Park	*Programmed
Divis Drive	*Programmed
Cliftonville Avenue	*Programmed

\* additional to 2012/13 Programme as documented in Spring Report

## 6.3 DRAINAGE

## 2011/12 Progress Report

<b>Scheme</b>	<b>Status</b>
<b>BELFAST SOUTH</b>	
Upper Lisburn Road at Kingsway	Completed
Finaghy Road North	*Completed

<b>Scheme</b>	<b>Status</b>
Station Road	*Completed
Sydenham By-Pass	*In Progress
Rosepark	*Completed
Great Northern Street	*In Progress
Belmont Road	*Programmed
<b>BELFAST NORTH</b>	
Cromac Street between Ormeau Avenue and Hamilton Street	Programmed
Ormeau Avenue	Programmed
Shaftesbury Square	Programmed

\* additional to 2012/13 Programme as documented in Spring Report

## 6.4 CARRIAGEWAY REFURBISHMENT

## 2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
<b>BELFAST SOUTH</b>	
Cregagh Road – Part	*Programmed
Willowfield Avenue – Part	*Programmed
St. Judes Parade – Part	*Programmed
Stranmillis Road – Part	*Programmed
Denewood Park – Part	*Programmed
Orangefield Road - Part	*Programmed

\* additional to 2012/13 Programme as documented in Spring Report



## 6.5 PUBLIC REALM Streets Ahead Project (DSD)

2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
<b>BELFAST NORTH</b>	
Bank Square proposals	At Planning stage

## 6.6 LIAISON WITH UTILITIES

2012/13 Progress Report

<b>Scheme</b>	<b>Status</b>
<b>WATER SERVICE</b>	
Roads Service staff will continue to work closely with NI Water and their Consultants on the major upgrade of NIW mains infrastructure throughout Belfast and in particular North Belfast.	In Progress
<b>PHOENIX GAS</b>	
No major infrastructure builds notified. Service connections for new customers are likely.	In Progress
<b>VIRGIN MEDIA</b>	
No major infrastructure builds notified. Service connections for new customers are likely.	In Progress
<b>CABLE &amp; WIRELESS</b>	
No major infrastructure builds notified. Service connections for new customers are likely.	In Progress
<b>POWER NI</b>	
No major infrastructure builds notified. Service connections for new customers are likely.	In Progress
<b>BT</b>	
No major infrastructure builds notified. Service connections for new customers are likely.	In Progress
<b>EIRCOM</b>	
No major infrastructure builds notified. Service connections for new customers are likely.	In Progress
<b>HIBERNIA ATLANTIC</b>	
No major infrastructure builds notified. Service connections for new customers are likely.	In Progress



## 7.0 NETWORK PLANNING

**Principal Engineer – Philip Robinson (9025 3080)** [philip.robinson@drdni.gov.uk](mailto:philip.robinson@drdni.gov.uk)

**He is supported by the following staff:**

**Development Control Team 1 – Sid Stevenson (9025 3588)**  
[sid.stevenson@drdni.gov.uk](mailto:sid.stevenson@drdni.gov.uk)

This team deals with development control for Belfast and Carrickfergus Council Areas. Sid is also responsible for private street determinations, bonds and adoption certificates for the Division.



**Development Control Team 2- Colin Kelly (9025 3151)**  
[colin.kelly@drdni.gov.uk](mailto:colin.kelly@drdni.gov.uk)

This team deals with development control for the Lisburn, and North Down Council Areas. Colin also provides specialist advice on development control issues.



**Development Control Team 3 - Gabriel Doherty (9025 3154)**  
[gabriel.doherty@drdni.gov.uk](mailto:gabriel.doherty@drdni.gov.uk)

This team deals with development control for Newtownabbey and Castlereagh Council areas. Gabriel also manages the review of Transport Assessments associated with planning applications and provides specialist advice in this area.



## 7.1 ADOPTIONS

Adoptions completed from last spring report

<b>Location</b>	<b>Length Adopted (M)</b>
Belfast Road (A2)	A2 Belfast Road (East Side): 190m of combined footway and cycleway and 615m <sup>2</sup> of planted verge. Knocknagoney Road North Side at West side of Shopping Centre: 12m of widened carriageway, 16m of footway and 75m <sup>2</sup> of planted verge
Boucher Road	Access to Charles Hurst Licence Site: 10m of traditional carriageway onto bellmouth entrance and 95m of widened footway/sightlines.
Glenluce Walk	Laird Park: 117m of traditional carriageway with turning head and associated footways, 32m of footway and 30m <sup>2</sup> of end on parking
Riverview Meadows (Enforcement Site)	143 metres of traditional carriageway and associated footways with 142 square metres of end on parking. Old Suffolk Road: 20 metres of footway
Riverview Ridge (Enforcement Site)	100 metres of traditional carriageway with extended turning head and 129 metres of footway plus 346 square metres of parking
Strathearn Lane	120 metres of traditional carriageway with associated footways and double turning head, plus 41 metres of shared surface carriageway with double turning head and 35 metres of service strip
Saint Mary's Gardens (Enforcement Site)	247 metres of traditional carriageway and associated footways with turning head and 72 square metres of lay-by parking. 1m wide service strip (in grass) surrounding central island
Wellington Square (Annadale Embankment)	Lower Courtyard (including alleyway to adjoin with College Drive) 110m of shared surface carriageway type construction. 160m <sup>2</sup> of parking and 70m of back alley leading to College Drive Upper Courtyard: 150m of shared surface carriageway type construction plus 160m <sup>2</sup> of parking. College Drive: 350m of traditional carriageway and associated footways with occasional planted verge. Lagan Way: 125m of traditional carriageway and footway. The North side of carriageway comprises service strip, override strip planted verge and a concrete "buffer strip" along the outside boundary of a pumping station. The Boulevard: 340m of traditional carriageway and footway with planted verges and occasional cycle path facility (160m on the South side). Riverside view: 280m of traditional carriageway, with 60m comprising traditional footways and 220m comprising planted verge and service strip type construction. Beech Heights: 165m traditional carriageway and footway with planted verges, service strip (North side) and cycle path facility (full length of South side). College Heights: 165m of traditional carriageway and footways with planted verges with cycle path facility (full length of North side)

## **7.2 PLANNING APPLICATIONS**

Planning Service already consults directly with the Council regarding planning applications which they receive in the Belfast Area. Roads Service Development Control teams advise Planning Service on the roads and transportation issues associated with both major and minor planning applications.

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