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



**Belfast
City Council**

23rd November, 2018

SPECIAL MEETING OF CITY GROWTH AND REGENERATION COMMITTEE

(To which the Strategic Policy and Resources Committee is invited in relation to item 2 and all Members of the Council in relation to item 3)

Dear Alderman/Councillor,

The above-named Committee will meet in the Lavery Room - City Hall on Wednesday, 28th November, 2018 at 5.15 p.m., for the transaction of the business noted below.

You are requested to attend.

Yours faithfully,

SUZANNE WYLIE

Chief Executive

AGENDA:

1. Routine Matters
 - (a) Apologies
 - (b) Declarations of Interest
2. Transportation Issues in the City Centre (report to follow)
3. DfI Roads Service Autumn Report (Pages 1 - 52)
4. Belfast Bicycle Network Plan (Pages 53 - 66)



Department for
Infrastructure

An Roinn

Bonneagair

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EASTERN DIVISION

Report to
BELFAST CITY COUNCIL
Autumn 2018



CONTENTS	PAGE
FOREWORD BY DIVISIONAL ROADS MANAGER	iii
1.0 INTRODUCTION	1
2.0 NETWORK DEVELOPMENT / STRATEGIC ROAD IMPROVEMENT	3
2.1 York Street Interchange Scheme	4
2.2 M1 and M2 Bus Lanes	4
2.3 Belfast Rapid Transit (BRT)	5
2.4 Minor Works	7
2.5 Maintenance of Structures	7
3.0 NETWORK TRAFFIC AND STREET LIGHTING	11
3.1 Collision Remedial Schemes	12
3.2 Traffic Schemes	12
3.3 Taxis	12
3.4 Pedestrian Measures	13
3.5 Safer Routes to School	13
3.6 Traffic Signs	13
3.7 Carriageway Markings	14
3.8 Legislation	19
3.9 Disabled Parking Bays	21
3.10 Street Lighting	24
3.11 Cycle Measures	28
3.12 Traffic Calming	29
3.13 Car Parking	29
3.14 Residents' Parking	29
3.15 Transportation Measures	30
4.0 NETWORK TRANSPORT TELEMATICS	31
4.1 Network Transport Telematics	32
5.0 NETWORK MAINTENANCE	35
5.1 Carriageway Resurfacing	36
5.2 Footway Resurfacing	38
5.3 Drainage	39
5.4 Surface Dressings	40
5.5 Public Realm	40
5.6 Streets Ahead Project (DfC)	40
5.7 Liaison with Utilities	41
6.0 NETWORK PLANNING	43
6.1 Adoptions	44
6.2 Planning Applications	44

FOREWORD BY THE EASTERN DIVISION ROADS MANAGER



Kevin Monaghan
Divisional Roads Manager

Mayor, Aldermen and Councillors

I am very pleased to present my Autumn Report on Department for Infrastructure Roads work to Belfast City Council.

DFI Roads Eastern Division covers the two Council areas of Belfast and Lisburn & Castlereagh. It is one of four Divisions, each of which manages, improves and maintains the transport network and is the primary contact point for road users and public representatives.

This report outlines the progress of schemes in the Belfast City Council area during 2018/19. Whilst there is a slight increase in our resource budget this year, there remains a significant reliance on in-year funding to deliver core services. As the year progresses we will continue to bid for additional funding to maintain the integrity of the road network.

I hope that you find this report informative. DfI Roads values constructive comment on all its activities and I look forward to meeting Council members on 28 November 2018.

A handwritten signature in black ink, appearing to read 'Kevin Monaghan', written over a light grey rectangular background.

Kevin Monaghan

1.0 INTRODUCTION

Eastern Division is part of the Roads structure, within the Department for Infrastructure, made up of separate business units who order services (within Network Services Directorate) and those who provide services in the Engineering Directorate (Design & Consultancy Services and Operations & Maintenance) (see figure 1 below).



Figure 1 – Organisation Context

Eastern Division Management Structure



Kevin Monaghan (90526140)
kevin.monaghan@infrastructure-ni.gov.uk
Divisional Roads Manager



Philip Robinson (90526183) philip.robinson@infrastructure-ni.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. BRT infrastructure delivery and QBC & bus prioritiv. 'Park and Ride schemes.



Lionel Walsh (90526273) lionel.walsh@infrastructure-ni.gov.uk
Network Planning

Development Control, Private Streets and Transport Assessments



Roy Gordon (9025 4500) roy.gordon@infrastructure-ni.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 (90526145) attracta.tremers@infrastructure-ni.gov.uk
Business Support

Financial control, land acquisition and disposal, retained human resources, building management and office supplies, council reports, business plan and communications.



Stephen Pollock (90526165) stephen.pollock@infrastructure-ni.gov.uk
Network Development / Strategic Route Improvements

Minor works programme, maintenance and strengthening of structures, Forward Planning, Developing and progressing Strategic Highway Improvements within Eastern Division



Colin Sykes (90526177) colin.sykes@infrastructure-ni.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.

2.0 NETWORK DEVELOPMENT/STRATEGIC ROAD IMPROVEMENT

Principal Engineer – Stephen Pollock (9052 6165)

stephen.pollock@infrastructure-ni.gov.uk

He is supported by the following staff:

Works and Structures - David Grills (9052 6174)

david.grills@infrastructure-ni.gov.uk

This team is responsible for major works, minor works and Structures.



Strategic Road Improvement 2 – Basil Hassard (9052 6168)

basil.hassard@infrastructure-ni.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 Ian Kernaghan (ext 53073).



Strategic Road Improvement 1 – Colin Pentland (9052 6167)

colin.pentland@infrastructure-ni.gov.uk

Colin is responsible for progressing development of the York Street Scheme and the A55 Knock Road widening.



2.1 YORK STREET INTERCHANGE SCHEME



Preferred Option to improve York Street Interchange

Delivery of the York Street Interchange scheme remains a high priority for the Department. This scheme will address a major bottleneck on the strategic road network, replacing the existing signalised junction at York Street with direct links between Westlink, M2 and M3, the three busiest roads in Northern Ireland.

On the 15th November 2016, Mr Chris Hazzard MLA, the previous DFI Minister, announced the publication of the outcome of the Public Inquiry into the York Street Interchange proposal. This included the publication of the Public Inquiry Inspector's Report and the Departmental Statement.

The procurement process for the York Street Interchange has been progressed in parallel with the statutory process. The tender process to appoint a Contractor was completed, however tender award was halted due to a legal challenge. The Court made its judgement on 8 August, ruling against the Department and Officials are liaising with legal counsel to consider the judgement in detail and determine the most appropriate course of action to progress the scheme.

Following Ministerial approval, the process of consulting local residents and key stakeholders on issues identified in the Inspector's Report has now commenced.

2.2 M1 and M2 BUS LANES

New bus lanes are being constructed on both the M1 and M2 motorways. The M1 will have an additional 4.6km of bus lane and the M2 will have an additional 2.2km of bus lane when the work is completed. Works started on site on 6 August 2018 and will continue until December 2018.

The existing bus lanes on the M1 between Applegreen Lisburn Services and Belfast have been suspended and the hard shoulder closed off. This is to facilitate upgrades to the signs and cameras on the existing bus lanes. This will allow the existing bus lanes back into operation as early as possible in the autumn. Work will continue on the new sections of bus lane until December.

Work to construct bus gates at the M2 off-slips at Fortwilliam and Duncrue Street junctions are being carried out early in order to minimise the impact at these junctions as traffic volumes build up during the autumn. Work is also continuing along the M2 between Greencastle and Duncrue Street junctions.

During the works on both motorways, the hard shoulders will be coned off and a temporary 50mph speed limit will be in force. The hard shoulder can be used in case of an emergency.

2.3 BELFAST RAPID TRANSIT (BRT)

PROJECT UPDATE

The BRT Glider service launched successfully on 3 September 2018. Translink has recently reported a gain of 33,000 passenger journeys per week on the Glider routes, which is a 20% growth compared to the same period last year, and also reported the following early performance outcomes;

- Reliability of G1 services has improved from 97.37% in Week 1 to average figures in excess of 99.5%;
- Punctuality of G1 services has improved from 81.6% in Week 1 to average figures of 94%;
- Customer feedback including complaints is achieving less than 15 complaints per 100,000 passenger journeys; and
- Glider fleet is demonstrating a 10% to 40% improvement in fuel efficiency when compared with other Metro buses (dependent on vehicle type) and a 90% improvement in emission air quality (reduction in NOx and particulate Matter emissions).

Infrastructure

The road infrastructure works are now complete. These works included carriageway widening and resurfacing, footpath improvements, traffic signal and pedestrian crossing upgrades, new LED public lighting, etc.

BRT Halts

All 102 BRT Glider halts, including installation of ticketing machines, validators and real time passenger information screens are complete.

Glider Vehicles

The entire fleet of 30 Glider vehicles has now been delivered. Two additional Glider vehicles have been ordered and additional Park & Ride services have been provided between Dundonald Park & Ride and the city centre to cope with the increased demand.

Milewater Service Centre

The Glider vehicles are now based in the Milewater Service Centre in Duncrue.

Translink Ticketing Replacement Project

The BRT elements of this project went live on 3 September 2018.

Marketing & Communications

Marketing and communications for the Glider launch and early service have proven to be excellent and no doubt contributed to the higher than anticipated patronage growth. The marketing and communications are now targeted at growing the off peak and evening services.

Waiting Restrictions Legislation

The required BRT legislation in relation to bus lanes and waiting restrictions, loading bays, bus cages and parking bays have now been made and introduced. There continues to be a high level of enforcement on the route.

Colin Transport Hub (Colin Connect)

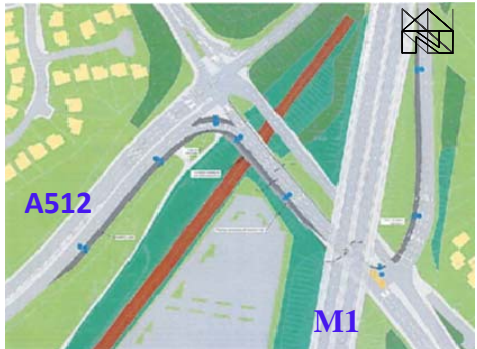

Construction work continues on the complex and high specification build of the Colin Connect Transport Hub. The current scheduled completion date is 25 January 2019. A community event, including Christmas celebrations, is planned for 13 December.

BRT Phase II

The extension of the BRT system to North and South Belfast together with an extension of CITI route serving Queens University and City Hospital is included in the infrastructural elements to be funded by central government as part of the Belfast City Deal recently announced in the Chancellor's Autumn Budget Statement. The Belfast City Deal proposals also include the Gasworks Bridge over the River Lagan linking Ormeau Park and the city centre.

2.4 MINOR WORKS

2018/19 Programme of Works

Scheme	Status	
<p>Barnetts Road, Belfast.</p> <p>Scheme to repair a slip in the supporting embankment, incorporating localised carriageway widening and realignment to provide 80m of new footway along the northern side of Barnetts Road to link with the existing footways on Kings Road and the Comber Greenway, along with the provision of a masonry wall.</p>	In Progress	
<p>Blacks Road / M1 Junction 3, Belfast.</p> <p>Scheme to widen Blacks Road to introduce an additional lane at the Blacks Road / Old Golf Course Road junction, including provision of a new footbridge over the railway line to the south of Blacks Road.</p>		
		Programmed

2.5 MAINTENANCE OF STRUCTURES

2018/19 Works Completed

Scheme	Status
PRINCIPAL INSPECTIONS	
Structure No 20179 – Bridge End Flyover	Completed
Structure No 26720 – Wellington Place Signal Gantry	Completed
Structure No 26730 – Donegal Square North – Signal Gantry	Completed
MASONRY STRUCTURES	
Fortwilliam Arches – Removal of Graffiti	Completed

Scheme	Status
MISCELLANEOUS	
Structure No 20169 – Boyne Bridge – Cathodic Protection Inspection	Completed*
Structure No 20172 – Queens Bridge – Cathodic Protection Inspection	Completed*
Structure No 20256 – Kings Bridge – Structural Assessment	Completed*
Hannahstown Hill – Culvert Maintenance	Completed*

*Additional to programme

MAINTENANCE OF STRUCTURES

2018/19 Programme of Works

Scheme	Status
PRINCIPAL INSPECTIONS	
Structure No 20186 – Mersey Street Bridge	Programmed
Structure No 20187 – Sydenham Bypass/Connswater	Programmed
Structure No 20196 – Clara Park	Programmed
Structure No 20232 – Finaghy Road North Bridge	Programmed
Structure No 20233 – Farmhill Bridge	Programmed
Structure No 20237 – Westlink	Programmed
Structure No 20336 – Fortwilliam Arch 1 & Pillar 5	Programmed
Structure No 20337 – Fortwilliam Arch 2 & Pillar 6	Programmed
Structure No 20338 – Fortwilliam Pillars 3&4.	Programmed
Structure No 20339 – Fortwilliam Pillar 1&2.	Programmed
Structure No 20184 – Dee Street Bridge	Programmed*
Structure No 20189 – Sydenham By-Pass, Footbridge	Programmed*
Structure No 20190 – Tillysburn, Railway Bridge	Programmed*
Structure No 20234 – Blacks Road, Railway Bridge	Programmed*
Structure No 20246 – Donegal Road – Railway Bridge	Programmed*
Structure No 20247 – Abington Street - Footbridge	Programmed*
Structure No 20248 – Donegal Road/City Hospital – Railway Bridge	Programmed*

Scheme	Status
Structure No 20272 – Lislea Avenue – Footbridge	Programmed*
Structure No 20251 – Lower Windsor Avenue – Footbridge	Programmed*
Structure No 26735 – Ann Street – Signal Gantry	Programmed*
Structure No 26750 – York Street – Signal Gantry	Programmed*
Structure No 26760 – York Street – Signal Gantry	Programmed*
Structure No 26770 – York Street – Sign Gantry	Programmed*
Structure No 26780 – M3 Northbound – Sign Gantry	Programmed*
Structure No 26790 – Great George Street – Sign Gantry	Programmed*
Structure No 27065 – Middlepath Street – Sign Gantry	Programmed*
CONCRETE/COMPOSITE STRUCTURES	
Structure No 20251 – Lower Windsor Avenue – Remedial Works to address Ponding Issues.	In Progress
Structure No 20250 – Tates Avenue – Application of Anti-slip and Highlighting of step Nosings.	Programmed
MASONRY STRUCTURES	
Structure No 20184 – Dee Street Bridge – Vegetation Removal	In Progress*
Structure No 20220 – Old Shaws Bridge – Vegetation Removal and Pointing	Programmed*
METAL/STEEL STRUCTURES	
Bridge No 20247 – Abington Street Footbridge – Repairs to Infill Panels	Programmed
MISCELLANEOUS	
Central Station at NIE Substation – Installation of Inspection Gate for Inspection Purposes	Programmed
East Bridge Street Arches – Repairs to Palisade Fencing	Programmed
North Queen Street Steps Highlighting of Step Nosings	Programmed*

*Additional to programme

3.0 NETWORK TRAFFIC AND STREET LIGHTING

Principal Engineer – Philip Robinson (90526183) philip.robinson@infrastructure-ni.gov.uk

He is supported by the following staff:

Traffic Management 1 - Paul King (90526187)

paul.king@infrastructure-ni.gov.uk



This team deals with traffic improvement schemes in Belfast.

Traffic Management 2 - Graeme Salmon (90526238)

graeme.salmon@infrastructure-ni.gov.uk



This team deals with traffic improvement schemes in Lisburn and Castlereagh and collision remedial schemes in all council areas.

Traffic Management 3 – Stephen McMeekin (90526245)

stephen.mcmeekin@infrastructure-ni.gov.uk



This team is responsible for residents' parking, development of car parking, cycle measures and traffic calming.

Street Lighting - Evans Gibson (90526266)

evans.gibson@infrastructure-ni.gov.uk



This team is responsible for Street Lighting and the illumination of signs.

Transportation - Harry Armstrong (90526256)

harry.armstrong@infrastructure-ni.gov.uk



This team is responsible for delivery of BRT Infrastructure, the Quality Bus Corridor (QBC) programme, other bus priority measures and Park and Ride.

3.1 COLLISION REMEDIAL SCHEMES 2018/19 Programme of Works

<i>Scheme</i>	<i>Status</i>
Schemes have been identified and will be progressed should funds become available	Programmed
Crumlin Road from Ardoyne Road to Ballysillan Road - High Friction Surfacing route treatment at 3 locations on approach to pedestrian signals	Programmed
Glen Road/ Kennedy Way, Roundabout - High Friction Surfacing on approaches	On-site

3.2 TRAFFIC SCHEMES

2018/19 Works Completed

<i>Scheme</i>	<i>Status</i>
Glen Road/Suffolk Road - Signalisation	Withdrawn from programme

TRAFFIC SCHEMES

2018/19 Programme of Works

<i>Scheme</i>	<i>Status</i>
Schemes will be identified and will be progressed should funds become available	Ongoing

3.3 TAXIS

2018/19 Programme of Works

<i>Scheme</i>	<i>Status</i>
DfI Roads is continuing to progress proposals for new public hire taxi ranks.	Ongoing

3.4 PEDESTRIAN MEASURES

2018/19 Works Completed

<i>Scheme</i>	<i>Status</i>
Whiterock Road at Glenalina Road – Puffin Crossing	Completed
Newtownards Road at Belvoir Street upgrade of Zebra crossing with high intensity LED lighting units and high friction surfacing treatment on both approaches.	Completed

Scheme	Status
Newtownards Road at Bryson Street upgrade of Zebra crossing with high intensity LED lighting units and high friction surfacing treatment on both approaches.	Completed
Black's Road at St Gerard's School – Pedestrian refuge island	Completed
York street – Guardrail	Completed*
Tudor Drive Lisnasharragh – 6m of pedestrian vision guard rail	Completed*

*Additional to programme

PEDESTRIAN MEASURES

2018/19 Programme of Works

Scheme	Status
Springfield Road (Falls Road to West Circular Road) – Dropped kerbs & tactiles.	In Progress

3.5 SAFER ROUTES TO SCHOOLS

2018/19 Programme of Works

Scheme	Status
Schemes have been identified and will be progressed should funds become available	Ongoing

3.6 TRAFFIC SIGNS

2018/19 Works Completed

Scheme	Status
Belmont Road at Massey Avenue – new advanced give-way and composite give-way	Completed
Dundela Avenue at Belmont Avenue – bend sign on crank post	Completed
Dundela View at Dundela Avenue – stop sign	Completed
Fashoda Street – Children/School warning sign	Completed
Kings Road at Kingsway Drive – Missing 'keep left' signs on pedestrian Refuge island	Completed
Norwood Crescent – Cul-de-sac signs	Completed

Scheme	Status
St Johns Avenue – signals sign	Completed
Ballygowan Road – New urban clearway sign	Completed
Durham Street at Barrack Street – Remove 2 No. Urban clearway signs	Completed
Waring Street – New urban clearway sign	Completed
Grange Park – time plate new waiting legislation	Completed
Cooke Street – Limited waiting plates – new legislation	Completed
Ormeau Road at Hatfield SF – Time plate for legislation	Completed
Lagmore Avenue at Stewartstown Road – 30 and 40mph signs	Completed
Belmont Road – Urban Clearway sign	Completed
Antrim Road – Urban Clearway sign	Completed
A55 Newtownbreda – Direction Signs	Completed
Clonard Gardens – 2 x Elderly signs	Completed
Andersonstown Road – 2 parking signs	Completed
Upper Malone Road – Golf Club signs	Completed
Cromac Street – Children signs and patrol plates	Completed
Wandsworth Road – No entry signs	Completed

TRAFFIC SIGNS

2018/19 Programme of Works

Scheme	Status
Traffic signs will be provided as required.	Ongoing

3.7 CARRIAGEWAY MARKINGS

2018/19 Works Completed

Scheme	Status
Cleaver Park and Avenue - corner restrictions	Completed
Cairnburn Road – Hazard line and give-way junction	Completed

Scheme	Status
Camden Street – 'I' bar mark at alleyway	Completed
Shaws Road – Renew markings at pedestrian crossing	Completed
Colchester Park – Corner restrictions	Completed
Knock Road at Sandown Road – Remove 2 No. deflection arrows	Completed
Cregagh Road – Corner restrictions	Completed
Ballymacarrett Road – Corner restrictions	Completed
Palmerston Road – Corner restrictions	Completed
Waterford Gardens and Malcolmson Street - Corner restrictions	Completed
Castlereagh Road at Clonduff Drive - Corner restrictions	Completed
Ulsterville Drive – 'I' bar marking	Completed
Waterford Street - Corner restrictions	Completed
Chater Street at Tamar Street - Corner restrictions	Completed
Donegall Road side streets - Corner restrictions	Completed
Stranmillis Court – line removal	Completed
Ulsterville Place – Corner restrictions	Completed
Prince Andrew Park – maintenance – replace DYs	Completed
Deramore Park at Malone Road - Corner restrictions	Completed
Malone Road pedestrian crossings – zig-zag markings	Completed
Park Parade - Corner restrictions	Completed
Brighton Street - Corner restrictions	Completed
Dundela Avenue – new 'slow' and renewal of existing centreline and double yellow lines	Completed
Ventry lane – burn off single yellow line	Completed
Mount Eagles – 3 No. give ways	Completed
Malone Road – Missing zig zags and DYs at pelican crossings	Completed
Meadowbank Place - Corner restrictions	Completed
Trossacks Drive – Give way junction markings and new hazard lines	Completed
Almond Drive – give way junction markings	Completed

Scheme	Status
Tavanagh Street - Corner restrictions	Completed
Cameron, Capstone and Mowhan Street – 'I' bar markings	Completed
Lower Braniel Road - Corner restrictions at Woodcroft heights and Cormorant Park	Completed
Norfolk Parade at Glen Road – renew give way, DYLS and hump markings	Completed
Rosetta Park – Renew markings at Rosetta Park	Completed
Sydenham Road – Renew markings	Completed
Lorne Street at Donnybrook Street - Corner restrictions	Completed
North Queen Street – keep clear	Completed
Dundela Gardens - Corner restrictions and give-ways	Completed
Bloomfield Roundabout – 3 No. zebra crossings renew all markings	Completed
Mays Meadow – renew and remove DYLS	Completed
Boundary Street - Corner restrictions	Completed
Tynedale Green – 'I' bar marking	Completed
Cabin Hill Mews – Illegal markings to remove	Completed
Ballymacarrett Road – Renew 'keep clear' markings bridge end ambulance control	Completed
Malfin Drive – Maintenance – renew give way markings	Completed
Shore Road – School keep clear markings at entrance to St Marys Star of the Sea PS	Completed
Woodvale Drive at Woodvale Parade – 2 No. new 'give way' markings	Completed
Henry Street area - Corner restrictions	Completed
McArthur Court - Corner restrictions	Completed
Woodcroft Rise - Corner restrictions	Completed
Braniel PS Ravenswood Park – Renewal and extension of school keep clear marking	Completed
Jocelyn Gardens - Corner restrictions	Completed
Belmont Road – Refresh lines	Completed
Linfield Gardens – Refresh lines	Completed
Alexander Road at PSNI – 'stop – look – right' on footway	Completed

Scheme	Status
Newtownbreda Road at Saintfield Road – Guide lines and arrows through junction	Completed
Marmont Park at Marmont Drive - Corner restrictions	Completed
Belmont Road – refresh road markings	Completed
Wellington Park terrace – new keep clear markings	Completed
Cooke Street and Cooke Place – New corner restrictions	Completed
Osborne Drive – ‘I’ bar marking	Completed
North Parade – Renew ‘I’ bar marking	Completed
Downshire Road – Renew junction give way markings	Completed
Stranmillis Court – Renew disabled bays	Completed
Glasvey Drive – 2 No. ‘school keep clear’ renewal and 1 No. new ‘school keep clear’	Completed
Imperial Drive – 5m long ‘I’ bar mark	Completed
Sandringham Street – no entry and give way triangle	Completed
Silvio Street and Sydney Street West – Renewal and new give way markings and renewal of hump markings	Completed
Collingwood Avenue, Curzon Street and Cadogan Street – DYL at junctions	Completed
Ranelagh Street - Corner restrictions	Completed
Cross Parade (alleyways) – ‘I’ bar markings	Completed
King’s Road – ‘I’ bar marking (Laneway Apartments)	Completed
Woodcroft Heights – burn off 3m DYL corner	Completed
Canmore Street – ‘I’ bar marking	Completed
15 Wellington Park - ‘I’ bar marking	Completed
Ardmoulin avenue – new waiting restrictions	Completed
Rowland Way - new waiting restrictions	Completed
York Street - new waiting restrictions	Completed
Grange Park - new waiting restrictions	Completed
The Green - new waiting restrictions	Completed
Ardenlee Green - new waiting restrictions	Completed

<i>Scheme</i>	<i>Status</i>
North Bank - new waiting restrictions	Completed
Ladas Drive - new waiting restrictions	Completed
Ormeau Road at Hatfield Bar - new waiting restrictions	Completed
Rushfield Avenue - new waiting restrictions	Completed
Mayfair Avenue – new ‘no entry’ marking	Completed
Windsor Park at Bloomfield – ‘I’ bar marking at apartments	Completed
Lansdowne Road – corner restrictions	Completed
Station View, Dunmurry – Renew 80m SYL and broken EOC	Completed
Kingsway – yellow box extension	Completed
Grosvenor Road outside surgery – keep clear marking	Completed
Agincourt Avenue area - corner restrictions	Completed
Dock Street – Garmoyle Street to York Street – Lane guidelines, arrows and hazards	Completed
Osborne Drive – Remove ‘I’ bar marking	Completed
King’s Road at Gilnahirk Road – Maintenance – right turn pockets and hatching	Completed
Distillery Court at Distillery Street – ‘I’ bar markings and DYL	Completed
Nevis Avenue – Refresh DYLs	Completed
Ormiston crescent - corner restrictions	Completed
Cliftonville Avenue – ‘I’ bar marking	Completed
Iveagh Drive – maintenance of junction markings	Completed

CARRIAGEWAY MARKINGS

2018/19 Programme of Works

<i>Scheme</i>	<i>Status</i>
Carriageway markings will be provided as required	Ongoing

3.8 LEGISLATION

2018/19 Works Completed

Scheme	Status
WAITING RESTRICTIONS	
Ardenlee Green – At any time.	Completed
Ardmoulin Avenue/Close – At any time.	Completed
Grange Park, Dunmurry – At any time.	Completed
Ladas Drive at PSNI Station – At any time.	Completed
Lake Glen Drive at Lake Glen Avenue – At any time.	Completed
North Bank at Greenway – At any time.	Completed
Ormeau Road at Hatfield Street – Mon-Fri 8am-6pm.	Completed
Rowland Way near Boyne Court – At any time.	Completed
Rushfield Avenue (bend at nos 2-4) – At any time.	Completed
The Green, Dunmurry – additional At any time restrictions.	Completed
Upper Dunmurry Lane at Dunmurry Office Park – At any time.	Completed
York Street at Galway House – At any time.	Completed
Carrington Street-At any time	Completed
Provision of accessible parking bays in Elmwood Avenue, Belfast – Unlimited Waiting	Completed
TRAFFIC ORDERS	
Hatfield Street, Farnham Street, Rutland Street – One Way Traffic System	Completed

LEGISLATION

2018/19 Programme of Works

Scheme	Status
WAITING RESTRICTIONS	
Inne's Place – Mon-Fri 8am-6pm	In Progress
Stranmillis Court – At any time	In Progress
Dundela Street – At any time	In Progress
Newtownards Road at Bridge End – At any time	In Progress

Scheme	Status
Provision of limited waiting restrictions in Cooke Street area, Belfast – At any time	In Progress
Townsend Street – Limited Waiting Mon-Fri 8am-6pm 4 hours no return within 2 hours and ‘At any time’	In Progress
Dunville Street – At any time	In Progress*
Lavinia Square – At any time	In Progress*
Stonyford Street – At any time and Mon-Sat 8am to 6pm	In Progress*
Swift Street – At any time	In Progress*
Apollo Road at Wildflower Way – Mon-Fri 8am to 6pm	In Progress*
Ballymacarrett Road at Bridge End Ambulance Control – At any time	In Progress*
Ballymacarrett Road at Frazer Pass/Subway – At any time	In Progress*
Frazer Pass – At any time	In Progress*
Townsend Street – accessible disabled bay at Enterprise Park (limited waiting)	In Progress*
Cussick Street – At any time	In Progress*
Mount Charles Alleyway – at any time	In Progress*
Malone Road at Holyrood – At any time	In Progress*
Marmont Park – at Hollywood Road end – At any time	In Progress*
Finn Square – Mon- Fri 8am to 6pm	In Progress*
TRAFFIC ORDERS	
Rathgar Street – Proposed one way traffic system	Abandoned
New Barnsley Crescent – Proposed one way traffic system	In Progress
Benview Park and Drive – Proposed one way traffic system	In Progress

*Additional to programme

3.9 DISABLED PARKING BAYS

2018/19 Works Completed

<i>Scheme</i>	<i>Status</i>
27 Carncaver Road	Completed
6 Redcar Street	Completed
72 Knockwood Crescent	Completed
31 Lothair Street	Completed
100 Ardoyne Road	Completed
Knocknagoney Green	Completed
5 Colvil Street	Completed
94 North Parade	Completed
73 Old Bakers Court	Completed
105 Dunraven Park	Completed
6 New Farm Lane	Completed
12 Ferndale Court	Completed
62 Forthriver Drive	Completed
106 York Park	Completed
2 Barrington Gardens	Completed
22 Cussick Street	Completed
11 Elm Street	Completed
9 Knock Green	Completed
24 Mount Merrion Drive	Completed
39 Willowfield Parade	Completed
20 Oceanic Avenue	Completed
1 Cavendish Square	Completed
53 Larkfield Gardens	Completed
15 Rochester Street	Completed
16 Whitewell Parade	Completed

Scheme	Status
13 Haywood Avenue	Completed
81 Clarawood Avenue	Completed
292 Limestone Road	Completed
15 La Salle Gardens	Completed
13 Waveney Grove	Completed
BAYS REMOVED:-	
40 Redcar Street	Completed
47 Carncaver Road	Completed
149 Ulsterville Avenue	Completed
88 Rosebery Road	Completed
36 Raby Street	Completed
15 Larkfield Gardens	Completed
Cliftonville Street, Belfast	Completed
Palestine Street, Belfast	Completed
Clarawood Park 57, Belfast	Completed
Windsor Road 54, Belfast	Completed
Oldpark Road 486, Belfast	Completed
Iris Drive 9, Belfast	Completed

DISABLED PARKING BAYS

2018/19 Programme of Works

Scheme	Status
Willowholme Parade 8, Belfast	In Progress
Carrington Street 21, Belfast	In Progress
Imperial Street 15, Belfast	In Progress
Sandown Drive 6, Belfast	In Progress
Carrington Street 54, Belfast	In Progress

Scheme	Status
Clara Street 1b, Belfast	In Progress
Forthriver Green 5, Belfast	In Progress
Knocknagoney Avenue 22, Belfast	In Progress
Whitehall Gardens 7, Belfast	In Progress
Burmah Street 65, Belfast	In Progress
Knocknagoney Drive 18, Belfast	In Progress
Rathmore Street 6, Belfast	In Progress
Ulsterville Gardens 31, Belfast	In Progress
Willowholme Drive 5, Belfast	In Progress
Castlereagh Place 31, Belfast	In Progress
Carncaver Road 42, Belfast	In Progress
Glendower Street 24, Belfast	In Progress
Fort Street 16, Belfast	In Progress
Highpark Drive 13, Belfast	In Progress
BAYS TO BE REMOVED:-	In Progress
Runnymere Drive 4, Belfast	In Progress
Mount Street South 8, Belfast	In Progress
Sefton Drive 6, Belfast	In Progress
Dunraven Park 7, Belfast	In Progress
Belmont Road 78, Belfast	In Progress
Joanmount Park 79, Belfast	In Progress
Northbrook Street 121, Belfast	In Progress

3.10 STREET LIGHTING

2018/19 Works Completed

Scheme	Status
Adelaide Street LED Retrofit	Completed
Ann Street LED Retrofit	Completed
Annadale Embankment LED Retrofit	Completed
Brooke Park Est LED Retrofit	Completed
Brougham Street LED Retrofit	Completed
Brunswick Street LED Retrofit	Completed
Cavehill Road LED Retrofit	Completed
Cliftonville Road LED Retrofit	Completed
Conway Street LED Retrofit	Completed
Cranbrook Court/ Farrington Gdns/ Vesheda Court and Way	Completed
Cupar Way LED Retrofit	Completed
Donegall Park Avenue LED Retrofit	Completed
Dublin Road LED Retrofit	Completed
Enfield Street LED Retrofit	Completed
Forthriver Road LED Retrofit	Completed
Glencairn Crescent LED Retrofit	Completed
Glencairn Street LED Retrofit	Completed
Glengoland Est LED Retrofit	Completed
Glenmachan Street	Completed
Holywood Road Phase 1, 2 & 3	Completed
Lanark Way LED Retrofit	Completed
Linenhall Street LED Retrofit	Completed
Linenhall Street West LED Retrofit	Completed
Lower Braniel Road	Completed
Manor Street LED Retrofit	Completed
Mayfield Sq LED Retrofit	Completed

Scheme	Status
North Road LED Retrofit	Completed
Oldpark Road LED Retrofit	Completed
Ormeau Avenue LED Retrofit	Completed
Ravenhill Road Phase 1	Completed
Rosetta Road LED Retrofit	Completed
Rutherglen Street LED Retrofit	Completed
Shore Road Phase 2 (Fortwilliam Pk to Donegal Park Ave)	Completed
St Annes Est LED Retrofit	Completed
Upper Queen Street LED Retrofit	Completed
Westland Road LED Retrofit	Completed

STREET LIGHTING

2018/19 Programme of Works

Scheme	Status
Ainsworth Avenue LED Retrofit	Ongoing
Alanbrooke Road LED Retrofit	Ongoing
Alexander Road LED Retrofit	Ongoing
Arlington Drive LED Retrofit	Ongoing
Ballygowan Road LED Retrofit	Programmed
Bedford Street LED Retrofit	Ongoing
Belmont Road LED Retrofit	Ongoing
Beverley Street LED Retrofit	Ongoing
Blacks Road (M1 Bridge to Malone Road)	Programmed
Castlehill Road LED Retrofit	Ongoing
Clarence Street LED Retrofit	Ongoing
Clarence Street West LED Retrofit	Ongoing
Creighton Road LED Retrofit	Programmed

Scheme	Status
Crumlin Road Phase 3 (Hillview to Ardoyne)	Ongoing
Crumlin Road Phase 4 (Ardoyne to Ligoniel Rd)	Programmed
Dargan Road	Programmed
Dill Road LED Retrofit	Ongoing
Downview Avenue LED Retrofit	Ongoing
Dundela Avenue LED Retrofit	Ongoing
Dunmurray Lodge LED Retrofit	Ongoing
Finaghy Road South	Programmed
Forthriver Way LED Retrofit	Ongoing
Franklin Street LED Retrofit	Ongoing
Garnock Hill LED Retrofit	Ongoing
Glen Road (Falls Rd to Kennedy Roundabout)	Ongoing
Glendale LED Retrofit	Ongoing
Gloucester Street LED Retrofit	Ongoing
Grand Parade LED Retrofit	Programmed
Gray's Lane LED Retrofit	Ongoing
Hamilton Street LED Retrofit	Ongoing
Hughenden Avenue LED Retrofit	Ongoing
Innisfayle Road LED Retrofit	Ongoing
James Street South LED Retrofit	Ongoing
Kings Road (Knock - Ice Bowl) LED Retrofit	Programmed
Kingsway Subway West and East	Programmed
Knockbreda Road LED Retrofit	Ongoing
Knocknagoney Road LED Retrofit	Programmed
Landsdowne Road LED Retrofit	Ongoing
Lawnbrook Avenue LED Retrofit	Ongoing
Lyndhurst Gardens LED Retrofit	Ongoing

Scheme	Status
Massey Avenue LED Retrofit	Ongoing
Middlepath Street LED Retrofit	Programmed
Montgomery Road	Programmed
Mount Merrion Avenue LED Retrofit	Ongoing
Mountforde Drive	Ongoing
Mountpottinger Road/ Mountpottinger Link	Ongoing
My Ladys Road LED Retrofit	Ongoing
North Howard Street LED Retrofit	Ongoing
Northumberland Street LED Retrofit	Ongoing
Oakhurst Avenue LED Retrofit	Ongoing
Old Golf Course Road LED Retrofit	Programmed
Old Hollywood Road LED Retrofit	Programmed
Park Road LED Retrofit	Ongoing
Parkmount St/Seaview St/Castleton Ave	Programmed
Ravenhill Avenue LED Retrofit	Ongoing
Ravenhill Road/ Albertbridge Road/ Short Stand High Masts LED Retrofit	Programmed
Roden Street LED Retrofit	Ongoing
Salisbury Avenue LED Retrofit	Ongoing
Sandown Road LED Retrofit	Ongoing
Shandon Park LED Retrofit	Ongoing
Somerton Road LED Retrofit	Ongoing
Stranmillis Embankment LED Retrofit	Programmed
Sydenham By-Pass LED Retrofit	Ongoing
The Manor LED Retrofit	Ongoing
Tillysburn High Mast LED Retrofit	Ongoing
Torrans Avenue LED Retrofit	Ongoing
Upper Malone Road LED Retrofit	Programmed

Scheme	Status
Wandsworth Road	Programmed
Westway Drive LED Retrofit	Ongoing
Westway Gardens LED Retrofit	Ongoing
Whitewell Road LED Retrofit	Programmed
Willowfield Street LED Retrofit	Ongoing

3.11 CYCLE MEASURES

2018/19 Works Completed

Scheme	Status
Castledillon Road Shared Footpath.	Completed
Comber Greenway to Abbey Park Link – Footpath upgrade.	Completed
Comber Greenway Widening (Phase 1)- Ravenscroft Ave to Council Boundary	Completed
Ann Street Cycle Wands	Completed
Connswater Street at Community Greenway - Toucan Crossing	Completed

CYCLE MEASURES

2018/19 Programme of Works

Scheme	Status
Castle Street / Donegall Place to Queen Elizabeth II Bridge cycleway.	Programmed
Queen Elizabeth II Bridge to Island Street Cycleway	On site
Signal Upgrade at Gilnahirk Primary School	Programmed
Providing Cycling Facilities - Stands	Ongoing*
Belmont Road / Massey Avenue Cycle Link	Programmed*
Gloucester Street Cycle Link	Programmed*
Hamilton Street Cycle Link	Programmed*
West Belfast Feasibility Study	Ongoing*

Scheme	Status
Broadway Roundabout Cycle Link	Programmed*

*Additional to programme

3.12 TRAFFIC CALMING

2018/19 Programme of Works

Scheme	Status
Tennent Street – Traffic Calming Scheme (raised table / cushions)	Withdrawn

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.

3.13 CAR PARKING

2018/19 Works Completed

Scheme	Status
Eastside Car Park – Environmental Works	Completed

CAR PARKING

2018/19 Programme of Works

Scheme	Status
No programmed schemes	

3.14 RESIDENTS' PARKING

Residents parking scheme in Rugby Road/ College Park Avenue area fully operational 16 April 2018. This scheme which provides 117 resident permit holders bays and 119 Pay & Display bays (Mixed use) operates 8am to 6pm, Monday to Friday except the loading bay which operates 7am to 6pm.

3.15 TRANSPORTATION MEASURES 2018/19 Works Completed

<i>Scheme</i>	<i>Status</i>
Glen Road, Belfast- Provision of hard stand on grass verge to facilitate new bus stop.	Completed
Crumlin Road at Ardoyne shops – Replacement of existing old Roads Service shelter with new Adshel shelter and transferred into Translink’s maintenance contract.	Completed

TRANSPORTATION MEASURES 2018/19 Programme of Works

<i>Scheme</i>	<i>Status</i>
Black’s Road Park and Ride – Provision of an additional 307 spaces. [Associated with Traffic Management Strategy for York Street interchange]	Programmed

4.0 NETWORK TRANSPORT TELEMATICS

Principal Engineer – Roy Gordon (9025 4500) roy.gordon@infrastructure-ni.gov.uk

He is supported by the following staff:

Declan Murphy (90 254536) declan.murphy@infrastructure-ni.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.



Gary McCracken (90 254510) gary.mccracken@infrastructure-ni.gov.uk

This team is responsible for the installation and maintenance of all traffic signal as well as NI wide contracts for the supply of traffic signs, school safety signs and vehicle activated signs. The team is also responsible for the internal dissemination of collision records, the Road Safety Engineering Report and traffic counting including the publication of the Annual Traffic and Travel Information (Census) Report.



TICC's TrafficwatchNI website

4.1 NETWORK TRANSPORT TELEMATICS 2018/19 Works Completed

Scheme	Status
TRAFFIC AND TRAVEL INFORMATION	
We will continue to enhance the TrafficwatchNI website and improve our social media facilities as appropriate.	Ongoing
URBAN CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS	
Review CCTV coverage to ensure its continued adequacy and identify camera locations that are in need of upgrade.	Ongoing
Identify new locations where the provision of cameras will enhance the coverage of the CCTV network, to improve traffic control capabilities.	Ongoing
TRAFFIC CONTROL SYSTEMS	
Utilise TICC's communications and control infrastructure together with the CCTV network to ensure traffic flows are monitored and effectively managed on the urban and motorway networks.	Ongoing
We will monitor traffic signal timings to ensure they are appropriate for the prevailing traffic conditions.	Ongoing
CENTRAL ROAD SAFETY UNIT	
This unit will continue to have a strategic overview of road safety and the analysis of collision data on roads across the Province	Ongoing

NETWORK TRANSPORT TELEMATICS 2018/19 Programme of Works

Scheme	Status
TRAFFIC AND TRAVEL INFORMATION	
We will upgrade the TrafficwatchNI website to ensure it remains robust, secure and fit for purpose.	Anticipated completion Autumn 2018

Scheme	Status
URBAN CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS	
We will continue the migration of our CCTV system onto a more robust, secure and expandable digital platform.	Prioritised programme of CCTV sites identified for migration to a digital platform
We will continue to identify new locations where the provision of cameras will enhance the coverage of the CCTV network to improve traffic control capabilities.	Ongoing
TRAFFIC CONTROL SYSTEMS	
We will continue the rollout of Server to Server Bus priority on Quality Bus Corridors throughout Belfast.	Ongoing
We will commence a review of our Urban Traffic Control System (UTC) to ensure the system remains robust and secure.	IT Security Review programmed Autumn 2018
TRAFFIC MANAGEMENT	
We will monitor traffic signal timings to ensure they are appropriate for the prevailing traffic conditions.	Ongoing
We will utilise TICC's communications and control infrastructure together with the CCTV network to ensure traffic flows are monitored and effectively managed on the urban and motorway networks.	Ongoing
Subject to adequate funding being made available we will upgrade traffic signal equipment as required	Ongoing
PEDESTRIAN MEASURES	
It is planned to upgrade the following pelican controlled crossings to energy saving extra low voltage LED puffin crossings: <ul style="list-style-type: none"> • Malone Road @ Dub Lane, Belfast • Lisburn Road @ Derryvolgie Avenue, Belfast • Shore Road @ York Park, Belfast 	Planned completion before March 2019
CENTRAL ROAD SAFETY UNIT	

<i>Scheme</i>	<i>Status</i>
This unit will continue to have a strategic overview of road safety and the analysis of collision data on roads across the Province	Ongoing

5.0 NETWORK MAINTENANCE

Principal Engineer – Colin Sykes (9025 3111) colin.sykes@infrastructure-ni.gov.uk

He is supported by the following staff:

**Belfast South Section Engineer – Gabriel Doherty
(9025 4609)** Gabriel.doherty@infrastructure-ni.gov.uk

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



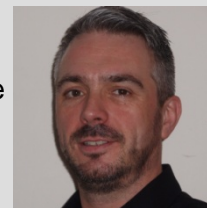
**Belfast North Section Engineer – Trevor McClay
(9025 3149)** trevor.mcclay@infrastructure-ni.gov.uk

148 – 158 Corporation Street, Belfast, BT1 3DH
This team is responsible for contact 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.



**Support Services Manager- Bill Fulton
(9052 6182)** bill.fulton@infrastructure-ni.gov.uk

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



5.1 CARRIAGEWAY RESURFACING

2018/19 Works Completed

Scheme	Status
BELFAST SOUTH	
From April 2018 to October 2018, 5.80km of carriageway has been resurfaced in the Belfast South area. This equates to 25,795sqm and includes the schemes listed below.	
Fairway Drive	Completed
Fairway Gardens	Completed
Fairway Avenue	Completed
Fairway Crescent	Completed
Downshire Parade	Completed
Ardvarna Park	Completed
Ardvarna Crescent	Completed
Helgor Park	Completed
Gilnahirk Road – Kings Road to Kensington Road	Completed
A55 Newtownbreda Road – East Bound, Belvoir Road to Saintfield Road	Completed
Windsor Avenue North	Completed
Windsor Avenue – Malone Road to St Brides School	Completed
Stranmillis Road – Malone Road to Richmond Park	Completed
Larkfield Road – Connsbrook Avenue to Palmerston Road	Ongoing
Inverary Avenue – Hollywood Road to Playing Fields	Ongoing
Inverary Grove	Ongoing*
Belmont Church Road	Postponed due to planned NI Water scheme
BELFAST NORTH	
From April 2018 to October 2018, 5.8 km of carriageway has been resurfaced in the North Belfast area. This equates to approximately 20854 sqm and includes the completed schemes listed below.	
Brianswell Road	Completed
Credenhill Park	Completed
Donegall Road – Falls Road to roundabout	Completed
Great Georges Street	Completed
Waterloo Park North	Completed

Scheme	Status
Waterloo Park South	Completed
Squireshill Road	Completed

*Additional to programme

CARRIAGEWAY RESURFACING 2018/19 Programme of Works

Scheme	Status
BELFAST SOUTH	
College Green	Programmed
Clonlee Drive	Programmed
Belmont Road – Tweskard Lodge to Knockdarragh Park	Programmed
Ballycairn Drive	Programmed
Ballycairn Close	Programmed
Altnacreeva Avenue	Programmed
Whinneyhill Drive	Programmed
Ormeau Road – Annadale Avenue to Upper Galwally	Programmed*
Upperlands Walk	Programmed*
Inverary Drive	Programmed
Bristow Park	Programmed*
Ravenhill Road – North Parade to Ravensdene Park	Programmed*
Gibson Park Avenue	Programmed*
Station Road	Programmed*
Road Recovery Fund – 25 No large scale carriageway resurfacing schemes have been identified.	Programmed*
BELFAST NORTH	
Millfield	Cancelled
Sydney Street West	Programmed
Abbeydale Crescent	Programmed
Abbeydale Drive	Programmed
Colombia Street	Programmed
Rosebank Street	Programmed

Scheme	Status
Palmer Street	Programmed
Road Recovery Fund – 25No large scale carriageway resurfacing schemes have been identified.	Programmed

* Additional to programme

5.2 FOOTWAY RESURFACING

2018/19 Works Completed

Scheme	Status
BELFAST SOUTH	
From April 2018 to October 2018, 3.64km of footway has been resurfaced in the Belfast South area. This includes the schemes listed below.	
Fairway Drive	Completed
Fairway Gardens	Completed
Fairway Avenue	Completed
Fairway Crescent	Completed
Downshire Parade	Completed
Ardvarna Park	Completed
Ardvarna Crescent	Completed
Helgor Park	Completed
Gilnahirk Road – Kings Road to Kensington Road	Completed
Windsor Avenue North	Completed
Windsor Avenue – Malone Road to St Brides School	Completed
Larkfield Road – Connsbrook Avenue to Palmerston Road	Ongoing*
Inverary Avenue – Hollywood Road to Playing Fields	Ongoing
Inverary Grove	Ongoing*
Belmont Church Road	Postponed due to planned NI Water scheme
BELFAST NORTH	
From April 2018 to October 2018, 2.97km of footway has been resurfaced in the North Belfast area. This includes the completed schemes listed below.	
Credenhill Park	Completed
Waterloo Park North	Completed
Waterloo Park South	Completed

Scheme	Status
Rockville Street	Completed
Kilcoole Gardens	Completed

*Additional to programme

FOOTWAY RESURFACING

2018/19 Programme of Works

Scheme	Status
BELFAST SOUTH	
College Green	Programmed
Clonlee Drive	Programmed
Belmont Road – Tweskard Lodge to Knockdarragh Park	Programmed
Upperlands Walk	Programmed
Bristow Park	Programmed*
Gibson Park Avenue	Programmed*
Station Road	Programmed*
Inverary Drive	Programmed*
BELFAST NORTH	
Dungloe Crescent – remote footway	Programmed
Glen Road – remote footway	Programmed
Colombia Street	Programmed
Rosebank Street	Programmed
Shaws Road – remote footway	Programmed
Palmer Street	Programmed

*Additional to programme

5.3 DRAINAGE

2018/19 Works Completed

Scheme	Status
BELFAST NORTH	
Blacks Road	Completed
Summerhill Road	Completed

DRAINAGE

2018/19 Programme of Works

Scheme	Status
BELFAST SOUTH	
College Park Avenue SUDS Scheme	Ongoing
Feasibility Study for storm drainage at Ormonde Park / Upton Park	Ongoing
BELFAST NORTH	
Riverdale Park South	Programmed*
Stockmans Lane Roundabout	Programmed*

*Additional to programme

5.4 SURFACE DRESSINGS

2018/19 Works Completed

Scheme	Status
BELFAST SOUTH	
A55 Upper Knockbreda Road at Cregagh Road junction – renewal of High Friction Surface	Completed*

*Additional to programme

5.5 PUBLIC REALM Streets Ahead Project (DfC)

2018/19 Works Completed

The first phase of The Belfast Streets Ahead project funded by DfC, which aimed to improve the public areas of Belfast City Centre came to an end in July 2012. This work involved the reconstruction of streets with granite paving, the provision of new street furniture, lighting, signs and landscaping and also included some public art and sculpture. Future maintenance of these streets now rests with DfI Roads.

5.6 STREETS AHEAD PROJECT (DfC) 2018/19 Works Completed

Scheme	Status
Lower Glen Road	Completed

Scheme	Status
BELFAST NORTH	
Waring Street	Programmed

5.7 LIAISON WITH UTILITIES**2018/19 Works Completed**

Scheme	Status
NI WATER	
DfI Roads staff will continue to work closely with NI Water and their Consultants on the major upgrade of NIW mains infrastructure throughout Belfast	Ongoing
PHOENIX GAS	
No major infrastructure builds notified. Service connection for new customers may occur.	Ongoing
VIRGIN MEDIA	
No major infrastructure builds notified. Service connection for new customers may occur.	Ongoing
POWER NI	
No major infrastructure builds notified. Service connection for new customers may occur.	Ongoing
BT	
No major infrastructure builds notified. Service connection for new customers may occur.	Ongoing

LIAISON WITH UTILITIES**2018/19 Programme of Works**

Scheme	Status
NI WATER	
DfI Roads 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
PHOENIX GAS	
No major infrastructure builds notified. Service connection for new customers may occur.	Ongoing
VIRGIN MEDIA	

Scheme	Status
No major infrastructure builds notified. Service connection for new customers may occur.	Ongoing
BT	
No major infrastructure builds notified. Service connection for new customers may occur.	Ongoing
POWER NI	
No major infrastructure builds notified. Service connection for new customers may occur.	Ongoing

6.0 NETWORK PLANNING

Principal Engineer – Lionel Walsh (9052 6273) lionel.walsh@infrastructure-ni.gov.uk

He is supported by the following staff:

Development Control Team 1 – Michael Fox (9052 8103)

michael.fox@infrastructure-ni.gov.uk

This team manages the review of Transport Assessments associated with planning applications, Strategic/Significant Planning Applications and Private Streets determinations, bonds and adoption certificates for the Division.



Development Control Team 2- Stephen Cash (9262 6670)

stephen.cash@infrastructure-ni.gov.uk

This team deals with development control for the Lisburn & Castlereagh Council area. Stephen also provides specialist advice on development control issues.



Development Control Team 3 – Geoff Lawther (9052 6285)

geoff.lawther@infrastructure-ni.gov.uk

This team deals with development control for Belfast Council area and Titanic Quarter. Geoff also provides specialist advice on development control issues in these areas.



Development Planning – Conleth Sloan (9052 6284)

conleth.sloan@infrastructure-ni.gov.uk

This team deals with development planning for Lisburn and Castlereagh, and Belfast Council areas. Conleth also provides transport advice to Local Transport Plans and Community Plans for the Division and the coordination of Eastern Division input to regeneration/public realm projects.



6.1 ADOPTIONS

Adoptions completed from last spring report

<i>Location</i>	<i>Length Adopted (M)</i>
Cloona Glen	<p>Cloona Glen: 6 linear metres of traditional carriageway with associated footways. 126 linear metres of shared surface carriageway with service strips. Turning head with safety fence (VRS) nearest to adjacent stream. 97 square metres of parking and 8 linear metres of remote footway, leading to closed access onto Stewartstown Road.</p> <p>Upper Dunmurry Lane: 80 linear metres of widened footway to facilitate visibility splays.</p>
Good Shepherd Drive	151 linear metres of traditional carriageway (including turning head) plus associated footways. Adoption also includes paved visibility splay and 20 linear metres of service strip.

6.2 PLANNING APPLICATIONS

DfI Roads Development Management teams provide specialist information and transportation advice to Belfast City Council Planning Service or DfI Planning (as the case may be), on road related matters associated with proposed development applications.

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Subject:	Belfast Bicycle Network Plan
Date:	28th November, 2018
Reporting Officer:	John Greer, Director of Economic Development, ext. 3470
Contact Officer:	Anne Doherty, Planning and Transport Officer, ext. 3477

Is this report restricted?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Is the decision eligible for Call-in?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>

1.0	Purpose of Report/Summary of Main Issues
1.1	To provide background and outline some of the issues to consider in the context of the Department for Infrastructure (DfI) presentation on the implementation of the Belfast Bicycle Network Plan.
2.0	Recommendation
2.1	It is recommended that the Committee notes the background and consider the issues in respect of the implementation of the Bicycle Network Plan including opportunities for joint action with the DfI Cycling Unit.
3.0	Main Report
	Belfast Bicycle Network Plan
3.1	The Council responded to the public consultation on the Draft Belfast Bicycle Network Plan in March 2017 (Appendix 1), highlighting the following issues: <ul style="list-style-type: none"> the need for investment and clarification on the resources available to implement the plan within the proposed timeframes; the omission from the draft Plan of a number of the main arterial routes which could service high density residential areas from the primary network in particular in west Belfast, south Belfast and north Belfast; and identification of opportunities to improve connections to the existing greenways supporting the development of a network in the East of the city.
3.2	It is recognised that DfI has made some progress on developing the cycling network in the City centre, however, there remains a lack of significant progress on establishing a coherent bicycle network city-wide. There is a need for convenient and safe cycling infrastructure linking the city centre to the north, west and south of the city. Further investment is also required to maximise opportunities around the development of greenways such as the Comber and Connswater Greenway and develop new greenways.

3.3	<p>The implementation of the Belfast Bicycle Network Plan would indicate a contribution to delivering a number of the outcomes of the Belfast Agenda in particular “Belfast is a vibrant, attractive, connected and environmentally sustainable city”. An indicator of this outcome is to increase “the percentage of all journeys which are made by walking, cycling or public transport”. It is also in line with the emerging policy in the Local Development Plan, draft Plan Strategy to promote active travel and the Green and Blue Infrastructure plan. It is suggested that the following issues and initial priority areas (in Bold) are raised with Dfl for consideration.</p> <p>A Community Greenway Route to Service the West of the City.</p>
3.4	<p>There is a lack of cycling infrastructure for west Belfast, the main option remains that of using the bus lanes to connect with the city centre and other networks. The alignment of a proposed greenway route could link the Transport Hub and Belfast City Centre along the busway to the Westlink and Bog Meadows. This connection could be extended alongside the M1 Motorway corridor to connect with the Lagan Towpath and Sir Thomas and Lady Dixon Park to the south. The proposed route and connections has the potential to link high density residential areas in the west of the city to the Lagan Towpath and the city centre. It is considered that it would provide a safer environment in which to encourage greater uptake of cycling</p>
3.5	<p>It is worth noting the council’s PEACE IV Connecting open spaces project, which seeks to create a pathway and cycleway network (approx. 10km) to connect communities across west Belfast, is currently in progress (Development stage). At a project level Property and Projects Department has initiated engagement with Dfl.</p> <p>South/Southeast Belfast linking to proposed Gasworks Bridge & Towpath.</p>
3.6	<p>Cyclists currently share the bus lane on the Ormeau Road which is operational between 7.30 am to 9.30 am and 3.30 pm to 6.00 pm Monday to Friday. The bus lane runs in both directions but is not continuous and heavily used. There is a shared path section from Park Road to the Ormeau Bridge and an advisory cycle lane on the Ravenhill Road (which experiences a high level of parking outside the urban clearway restricted times). A high quality dedicated route along the Ormeau Road or Ravenhill Road would link to the towpath and National cycle route and potentially a Gasworks bridge. The ability to link the city centre to the Ormeau Park area through a new Gasworks Bridge would establish a high quality active travel route for pedestrians and cyclists who live and work in the city centre.</p> <p>South West Belfast</p>
3.7	<p>The draft Belfast Bicycle Network plan includes a Southwest Route 5 which links Castle Junction to Finaghy Road North utilising the Boucher Road industrial estate. However, the potential to improve cycle infrastructure along the Lisburn and Malone Roads which service high density residential areas has been omitted and should also be considered as part of a wider network.</p> <p>North Belfast</p>
3.8	<p>The draft Belfast Bicycle Network Plan identifies the North Route 8 which links the City Hall to Gray’s Lane and to Whiteabbey. Similar to other areas in Belfast cyclists currently use the bus lanes (Antrim and Shore Road). The development of Route 8 could greatly improve opportunities for cycling in north Belfast. Linkages though to the new York Street bridge as part of the York Street Interchange project should also be included linking into the city centre and Ulster University Belfast campus in both directions.</p>

<p>3.9</p> <p>3.10</p> <p>3.11</p> <p>3.12</p>	<p>East Belfast - The Sydenham Greenway</p> <p>There is an opportunity to connect the existing Comber Greenway and Connswater Community Greenway with the North Down Coastal Path at Holywood. This could provide a link to the City Airport, Harbour Estate, D5 and the proposed park and ride facility at Tillysburn. This proposal would deliver elements of the Green and Blue infrastructure plan (as part of the ongoing Local Development Plan work) to consider routes and links along green corridors and rivers which can be used to promote cycling and walking.</p> <p>For information a copy of the draft Belfast Network Plan and consultation report can be assessed by using this web link to the DfI site: https://www.infrastructure-ni.gov.uk/consultations/draft-belfast-bicycle-network-2017-consultation</p> <p><u>Financial and Resource Implications</u></p> <p>There would be resource implications associated with the implementation of the bicycle network proposals if carried out in partnership with DfI which would need to be assessed at project development stage and brought back for committee consideration.</p> <p><u>Equality or Good Relations Implications</u></p> <p>No specific equality or good relations implications.</p>
<p>3.13</p>	<p>Appendix 1 - Response to Draft Belfast Bicycle Network 2017 Consultation Document</p> <p>Appendix 2 – Map of priority projects</p>

Response to Draft Belfast Bicycle Network 2017 Consultation Document

Question 1:

Do you agree that producing a Bicycle Network for Belfast is an important element of developing a more bicycle-friendly city? What time frame do you think it should cover?

Yes - producing such a plan will be important when addressing the barriers which deter people from cycling across the city. The BikeLife Belfast (2015) reported that almost 1 in 3 people in Belfast do not ride a bicycle but would like to. Addressing the bicycle infrastructure will be a key priority to realising the potential that travelling by bicycle can make to people's lives and the city in general. This is recognised within the Bicycle Strategy for Northern Ireland and the Belfast Active Travel Action Plan.

We would encourage that while an initial timeframe to create the Bicycle Network for Belfast should be in the region of ten years, the Network should be seen as 'ever improving' with development, maintenance and adaptation to meet demand and advances in technology considered on a continuous basis.

The timeframe for the delivery of the network will be dependent on the resources available and it is critical that adequate resources are allocated to the implementation of the plan. The Council would welcome a more collaborative working approach on the prioritisation and implementation of the Bicycle Network Plan.

We would highlight the success of the Belfast Bikes scheme and the high demand to expand the scheme outside the city centre which is underway in parts of the City. In order to support this scheme there is an urgent need to improve the overall cycling infrastructure across the City for current and future users.

Question 2:

Do you agree that these five criteria from the BMTP are still valid for the development of a network for Belfast? If not, what do you consider the criteria should be? Please explain.

Yes - the 5 criteria listed are still valid for the development of the Bicycle Network for Belfast. We would encourage that consideration is given to re-ordering the criteria to reflect the priority and potential of each criteria i.e. safety is listed as the fourth criteria, however, perceptions of safety would be the key barrier preventing more people from cycling. Without safe, practical, and continuous routes in urban areas it is unlikely that the increasing levels of cycling can be sustained.

We would encourage the list to be re-ordered as follows: safety, coherence, directness, comfort and attractiveness.

Question 3:

Do you agree that the development of a Belfast Bicycle Network is a key element in giving those who would like to cycle (but currently don't) the freedom and confidence to do so?

Yes - the development of a Bicycle Network for Belfast will be key to giving those who would like to cycle freedom and confidence to do so.

However the capital build element is only one element of encouraging an increase in cycling and a series of behavioural change programmes (including cycle training) and positively framed public awareness campaigns will be required to provide feelings of freedom and confidence. It is also key that there is an enforcement campaign to ensure that cycle lanes are not misused by other road users.

Safety is a concern for people in Belfast, when it comes to cycling. Belfast BikeLife (2015) reported only 29% of people surveyed rated cycling safety in Belfast as good or very good. The development of high quality infrastructure will be required to increase this figure.

Question 4:

Do you agree that the objectives in 3.9 should be applied to the network? If not, what objectives do you think should be set?

3.9 Objectives

- *To develop a comprehensive bicycle network for commuter, amenity and recreational cycling through the expansion of cycling infrastructure and cycling facilities;*
- *To bring good quality cycle routes within the reach of most people within the city;*
- *To ensure a consistent level of service in the design of safe infrastructure – providing dedicated infrastructure where there are large volumes of higher speed vehicles and shared facilities where the volume and speed of traffic is low;*
- *To encourage use of the bicycle and promote safe cycling through increasing the amount of bicycle parking, providing more cycling education programmes for both young people and adults, supporting events to promote cycling.*

Yes – the objectives outlined cover the main points for consideration. We would encourage that consideration be given to phrasing the objectives in the language of outcomes, to match the direction being set by the draft Programme for Government and the draft Belfast Agenda.

Question 5:

Do you agree that the primary network should be based on the concept of arterial and orbital routes?

Yes – the development of the Bicycle Network for Belfast should be pragmatic and make the most of the existing traffic infrastructure across the city. The use of arterial and orbital routes fits with the current infrastructure for motorised traffic and provides flexibility when planning bicycle journeys.

Question 6:

Do you agree that the network should be developed in Primary and Secondary stages as outlined in 3.13? If not, how should it be developed?

Yes – the use of primary and secondary stages for development is again a pragmatic approach. Development of the Network should maximise existing infrastructure improvement schemes and future city developments. We would encourage focus to be given to routes which offer the greatest potential to increase the number of people using the bicycle, including consideration of areas which are to see an increase in population numbers.

Question 7:

Do you agree that we should consider requirements of likely users on a scheme by scheme basis, for example routes which will primarily be used by children on the school journey may be best served as shared track?

Yes – while the planning of all routes should follow the same guiding principles, each route will be different in terms of potential users and mix of travel modes. The use of a mixed network of routes would provide options for cyclists of various abilities and for commuting as well as leisure.

We would encourage that consideration be given to ensuring the highest levels of safety (traffic-free cycle routes, shared pavements and protected bike lanes) are appropriately employed along routes i.e. highest level of safety near schools and along routes where motorised traffic may be faster flowing).

Question 8:

Are there any other kinds of bicycle infrastructure that should be considered? What are they? Do you have any views on which types of infrastructure, if any, should be favoured in developing a network for Belfast?

The Council would support innovative forms of cycling infrastructure provision and the development of segregated cycle routes /junctions similar to match the quality of best practice in Europe. In other areas, Authorities are currently trialling innovative cycling infrastructure such as:

- segregation within carriageway, side road crossings and separations methods;
- Dutch style roundabouts (kerb-segregated cycle track at carriageway level, orbiting the roundabout, with priority for cyclists across the entry and exit lanes);
- Traffic signals for cyclist – high and low level; and
- bus stop by passes.

We would encourage that where possible the infrastructure providing the highest level of safety be used and where this is not possible consideration is given to the use multiple options i.e. the best suited physical infrastructure coupled with appropriate traffic calming measures.

Question 9:

Do you support the use of the network requirements as detailed at paragraph 5.1?

Para 5.1 Building on the themes agreed in the Bicycle Strategy we have drawn up a number of network requirements to assist in defining the general character of the proposed bicycle network in Belfast. In order to develop and maintain a coherent and consistent network it is important that the requirements are referred to:

- *at the time of route selection;*
- *during the design and implementation of individual routes within the network;*
- *when changes to the network are being contemplated;*
- *in other relevant planning documents; and*
- *when the Belfast Metropolitan Transport Plan is reviewed and updated.*

Yes – the network requirements are appropriate.

Question 10:

Do you agree with the addition of ‘Adaptability’ as a network requirement? What other requirements would you like to see included?

Yes – routes along the network need to be adaptable to ensure bicycle users of all abilities have the opportunity to experience the freedom and confidence to cycle, as set out within the ‘vision and objectives for cycling’.

Question 11:

Do you agree that the routes should be planned and facilities designed with the achievement of increasing numbers of people cycling in mind?

Yes – the development of the network should primarily be focused on increasing the number of people cycling. Changes to the physical infrastructure which slows or removes motorised traffic from a space may promote the use of that space for a variety of other uses. The network could allow for increases in other sustainable travel modes including walking and scooting.

Question 12:

What are your views on segregation between people who walk, people who cycle and people who drive? What are your views about physical segregation between motorised traffic and non-motorised traffic? Do you agree that there are levels of traffic (footway or carriageway) below which physical segregation is not always necessary – such as quiet routes and residential areas?

Segregation of people who walk, cycle or drive should be considered on the basis of potential speed of travel and volume of usage. The higher the potential speed or volume of traffic, the greater risk of serious incident. We would encourage that consideration is given to how infrastructure interventions are designed to prioritise the most vulnerable users i.e. where motorised traffic exceeds 20mph segregation is introduced, where people cycling have the potential to cycle above 5mph segregation is introduced. For quiet / residential areas which have effective traffic calming measures, physical segregation is not always required.

The Council would like to highlight the potential for shared use paths to create conflict between the pedestrian and cyclists. Busy pedestrian routes such as the shared path from Alfred Street to Cromac Street could benefit from some type of segregation such as demarcation or contrasting surfaces which could lead to a greater sense of safety, user confidence and comfort.

Question 13:

How important is the requirement that 'routes need to flow'? What kind of signage should be provided? What facilities should be provided?

If the network is to encourage more people to cycle, then routes should provide an end-to-end journey for users and potential users. We would encourage that consideration be given to the type of journey most likely to take place across each route and appropriate signage and facilities be installed to match i.e. secure bicycle parking available at the end of each short route and within longer routes at points of interest is essential.

We would encourage the use of mixed signage throughout the network including directional signage, distance / time of travel signage, strong road markings, tourism signs / points of interest signs, etc.

Where required, the Council would suggest providing opportunities to rest / stop off (i.e. seating or shelter) on longer routes. The Council would also suggest including monitoring and traffic counters.

Question 14:

What is the relative importance between construction of a route and its maintenance? What other guiding principles would you suggest? Please explain.

Maintenance of the network will be important to ensure its continual usage. We would encourage that the network is regarded as a significant part of the local traffic infrastructure and is given the due priority with relation to maintenance, removal of debris, treatment in winter, etc. The network should be seen as an extension of the road network, a supplementary alternative that supports the better flow of people across the city. We would ask that the Council's cleansing section is consulted during the design phase to ensure that consideration is given to allowing access for the mechanical sweepers which will be used to sweep the routes.

Question 15:

With reference to the appendices please set out your views on the proposed routes. We are interested in the positives or negatives associated with the various sections of the proposed routes.

General points for consideration would be to:

- Whilst we welcome the plan and would agree in principle, it does impact on Council land therefore we would require clarification on the impact on our land in terms of access, pathways, lighting and gates.
- We would require clarification around potential financial issues relating to both the capital build and ongoing maintenance.
- Maximize the existing network
- Incorporate the network within planned infrastructure improvements
- Prioritise the most vulnerable users of the network
- Align the highest level of safety infrastructure to parts of the network that carry the greatest risk of incident.

Question 16:

What are the specific issues that may arise if bicycle infrastructure was constructed along the proposed route?

As there is currently limited detailed on the proposed routes it is difficult at this point to identify what specific issues might arise. We would suggest that discussions take place with the relevant Council officers in relation to the specific proposed routes in relation to design, build and ongoing maintenance.

Question 17:**What other alternative routes are available?**

The Council would request consideration is given to including a number of the main arterial routes in city which service high density residential areas as part of the primary network.

In particular, the Lisburn and Ormeau Roads suffer from heavy traffic congestion and the opportunity to develop high quality cycle infrastructure along these routes to encourage modal shift is paramount. In addition, the south and north of the city will not benefit from the Phase 1 of Belfast Rapid Transit therefore, it is considered that priority should be given to promoting other sustainable modes such as walking and cycling routes.

The Council would also propose the creation of a community greenway to the south west of the City from the City Centre along the M1 Motorway to connect with the Lagan Towpath and Sir Thomas and Lady Dixon Park. The proposed southern arm of the West Route extends from the Bog Meadows along the M1 motorway to Kennedy Way where it then travels west towards Andersonstown Leisure Centre. It is suggested that a new community greenway is developed so the route continues south alongside the motorway to connect with the Lagan Towpath. The additional extension would provide an opportunity for a sustainable travel option to the south west of the city, provide a safer environment in which to encourage greater uptake of cycling, improve health and well being and support greater bio-diversity. Council officers would request to meet with the Cycling Unit to discuss in more detail.

Appendix 2

