



Department for  
**Infrastructure**

An Roinn

**Bonneagair**

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# BELFAST CYCLING NETWORK

*Delivery plan  
2022 – 31*



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**FOREWORD**



I am very pleased to present this Delivery Plan for the Belfast Cycling Network which I published last year under the title *'Making Belfast an Active City'*. In light of the climate emergency, the health needs of our citizens and the demand for Belfast to become a more liveable and vibrant city – as set out in *'A Bolder Vision for Belfast'* – this is exactly what we need to do. Make Belfast an Active City!

In this Delivery Plan, my officials have broken the Belfast Cycling Network down into individual schemes – currently over fifty schemes are listed. These schemes have been ordered into three groups for delivery: short term (2022 – 25); medium term (2025 – 28); and, long term (2028 – 31). The focus of the earlier schemes is to connect together parts of the existing infrastructure and to start the process of reaching into those areas of the city, especially the north and the west, where there is little quality cycling infrastructure at present. As we move towards the medium term, there will be a greater emphasis on constructing quality

infrastructure throughout those latter areas. By developing all these routes my expectation is that the number of everyday journeys being cycled will increase, people will see the benefits of cycling as a means of getting around the city and the argument for completing the network with the inclusion of the long term routes will be strengthened. Belfast will have a quality cycling network fit for the twenty-first century.

This is not, of course, a static plan. It needs to be dynamic, responding to changes in the needs of the people of this city. It should not be the limits of our ambition, but the framework within which our ambitions can grow.

**Nichola Mallon MLA**  
Minister for Infrastructure

## **INTRODUCTION**

*'Making Belfast an Active City: Belfast Cycling Network 2021'* was published by the Minister for Infrastructure on 4<sup>th</sup> June 2021. The publication of the network fulfilled a commitment set out in *'Northern Ireland Changing Gear – a Bicycle Strategy for Northern Ireland'* which was published in August 2015. The *'Belfast Cycling Network'* document set out a blueprint for the development and operation of the cycling infrastructure in the city for the next ten years. *'Planning for the Future of Transport – Time for Change'*, which was published by the Department around the same time, places active travel and sustainable travel modes at the very heart of the Department's transport programme, in support of the Programme for Government draft Outcomes Framework. Accordingly, the *'Belfast Cycling Network'* committed the Department to reimagining and reshaping our spaces to make proper provision for cycling, to help build a better future that delivers more for our citizens, socially and economically, delivering cleaner, greener and healthier communities.

The Department is planning to establish a dedicated team to lead in the delivery of the Belfast Cycling Network. This team will have a central role in ensuring that this network is built within the ten year timeframe indicated. In order to guide the work of that delivery team this delivery plan for the entire network has been developed.

The purpose of this Delivery Plan is to identify the key schemes throughout the city, with a particular focus on those areas where there is currently little separated or traffic-free infrastructure. It also identifies those schemes that link pieces of isolated infrastructure into a more coherent network of routes. The Plan highlights those schemes that could be deliverable in the short term – the medium term – and the long term. It also sets out strategic approaches to delivery. The timescale for delivery of each project will be refined as each project is designed, consulted upon and constructed. Progress will also be dependent on the level of annual funding available for active travel.

The two key criteria used for ordering the schemes (in particular, those that are deliverable in the short term) are indicated in paragraph 7.7 of *'Making Belfast an Active City'* as follows:

- i. Areas of the city where there is currently little separated or traffic-free infrastructure; and
- ii. Linking pieces of isolated infrastructure into a more coherent network of routes.

In relation to the short term schemes, we have also included schemes where work is already underway. A number of the longer schemes have been divided into sections which are likely to span more than one term in their delivery.

The routes in the network include paths through land that is owned by other organisations, such as Belfast City Council and the Department for Communities. The planned delivery team will be required to work with those other bodies to assist them in improving their walking and cycling paths as part of the network. The design teams will use the most up-to-date cycling design guidance that is available – this is currently Local Transport Note (LTN 1/20).

This network aims to provide safe and attractive space which will give people the freedom and confidence to cycle whether by providing segregated infrastructure on the public road, traffic-free paths through parks or quiet streets where motor traffic volumes are very low and the speed of traffic is appropriate to the quiet nature of the area. It should not be seen as the limit of our

ambitions for active travel but as a means of shaping it and delivering better travel options and a key part of a more liveable city for the communities and citizens of Belfast.

## **STEPS TO DELIVERY**

The Delivery Plan is not simply about what needs to be delivered. It also gives consideration to how it will be delivered. Experience over the past seven years has demonstrated that delivering schemes is seldom a straightforward process. Key to delivering this Belfast Cycling Network is the need to ensure that there are sufficient resources (both financial and human) both to support the delivery team and in the team itself.

We have identified eight areas of work that are required in order to deliver the Belfast Cycling Network. These are set out in the following paragraphs.

1. **GUIDANCE** – ensuring that the overall policies and processes within the Department work in support of delivering active travel infrastructure;
2. **CONSULTATION** – adopting a design approach that ensures consultation with stakeholders is undertaken early in the development of schemes and throughout the process;
3. **DESIGN** – working up a solution that conforms with the most up-to-date standards and guidance;
4. **LEGISLATION** – a key element of work to ensure that the necessary statutory processes are completed;
5. **LIAISON** – project management throughout the duration of the project to ensure a joined-up approach and dealing with general administration connected with schemes;
6. **PROCUREMENT** – ensuring that a sound business case has been developed and approved and that the necessary delivery mechanism is in place in keeping with Departmental processes;
7. **CONSTRUCTION** – the building of the scheme; and
8. **POST PROJECT EVALUATION** – ensuring that planned benefits materialise and that any lessons are learnt

## **GUIDANCE**

The latest guidance for cycling infrastructure that is relevant to Northern Ireland is LTN 1/20. This was published in July 2020 and adopted by the Department later that year. However, it is important that this guidance is not seen as ‘standalone’ guidance.

The Department published *‘Planning for the Future of Transport – Time for Change’* (PFT) in June 2021. This document describes how the design and operation of our urban roads and streets often works against their essential ‘place’ function (i.e. a place to spend time and socialise) and makes them unattractive for walking and cycling (paragraph 2.7). This has had the effect of further locking in habitual car use for even short journeys, and despite more recent efforts to improve facilities for walking and cycling there has been very limited switching from private car which impacts on personal health. In addition, in order to move the focus of the Department’s transport work away from private motor vehicle use, it is important to ensure that the department’s internal standards are fully compatible with best practice active travel projects. The Department will dedicate resource to ensure that suitable standards are adopted and that any conflict with existing policies are carefully considered and amended as appropriate.

## **CONSULTATION**

One of the lessons from the development of active travel schemes over recent years is the need to engage with stakeholders as early in the process as possible. Developing concepts in consultation with communities and other stakeholders will assist in understanding what is required, identifying opportunities to include other objectives in the project, acquiring an early understanding of challenges and issues and also for growing local support for the scheme.

## **DESIGN**

Design work is the core of the scheme. While it is generally understood that design will require around 10 – 15% of the budget for each scheme, it will require a greater proportion of the human resource as options are developed, redesigned and refined alongside consultation with stakeholders.

## **LEGISLATION**

In the majority of schemes there will be a requirement for legislation – particularly in relation to those located on the public road. This is likely to require the use of Traffic Regulation Orders.

## **LIAISON**

Project management is a key element of each scheme to ensure a properly joined-up approach. Each scheme will need to be project managed as will the entire programme. Alongside this, work on schemes like this attract a high level of correspondence from stakeholders and elected representatives. Experience over the past number of years indicates that a quarter of staff time can be occupied with correspondence and it is expected that the implementation of the BCN will be no different.

## **PROCUREMENT**

A procurement strategy will be developed to adopt the best approach for delivering the projects construction phase. Consideration will be given to packaging projects into one procurement competition. The Business Cases will be prepared to align with the preferred procurement strategy and will be developed in parallel with the preparation of the statutory processes. Smaller schemes (valued under £350K) may be able to make use of the Department's Term contracts, however, the majority of schemes are expected to be valued in excess of that.

## **CONSTRUCTION**

The construction of the schemes will be carried out by contractors. In terms of delivery 'on the ground' the Department is dependent upon the capacity of contractors to deliver these projects. Alongside this, there is a need to ensure that the Department works collaboratively to deliver active travel infrastructure and to ensure that every road scheme is delivered with active travel in view – in keeping with the transport hierarchy set out in '*Planning for the Future of Transport: Time for Change*'.

## **POST PROJECT EVALUATION**

It is important that projects are assessed post implementation to ensure that the forecast benefits are realised. A lessons learnt log will be prepared to ensure that lessons from all phases of project delivery are captured and are then applied to projects coming later in the programme.

### **EXPENDITURE PROFILING**

As with every programme, progress will be dependent on the outcome of the Department's budget and the prioritisation of this across all departmental priorities. Subject to this, the early years will see a greater focus on consultation, the design of schemes and legislation. This will provide a pool of schemes for delivery later in the programme. Accordingly, investment in the early years will be lower but we propose that this will increase year by year. This will enable the Department to ramp up delivery and to enable contractors to increase their capacity to deliver schemes throughout the programme. From a spend of around £1 million in 2021/22 we propose an annual increase of the order of £2 million each year until the final year of the programme when capital spend could be around £19 million. This plan is based on funding being allocated at this level, however this will be subject to funding being made available in future budget settlements.

### **CURRENT DELIVERY PROCESS**

The Department's Eastern Division is currently delivering all walking and cycling schemes for Belfast that are on the public road. A traditional approach to scheme feasibility, design, procurement and delivery has been taken, with scheme prioritisation, feasibility and preliminary design being carried out 'in-house', and detailed design carried out by consultants. Schemes are generally delivered using the Department's Minor Works Term Contract. However, to increase the pace and quantum of delivery, future procurement will require further tender competitions.

Currently around five staff deliver the Department's cycling and walking programmes for Belfast. The Department's Active Travel Branch assists with the identification and prioritisation of schemes and leads on communications / consultations with stakeholders, including statutory consultations. The Department's Land and Legislation Branch processes and advertises the draft Orders and manages the consideration of objections that have not been withdrawn.

Additional resource will be required across all these areas as the Department ramps up delivery of the Belfast Cycling Network. This will be subject to the availability of funding through future budget settlements.

### **NEW APPROACH TO DELIVERY**

The Department intends to adopt a new strategic approach to the delivery of the schemes in the Belfast Cycling Network. Rather than continuing with the current in-house approach to programme delivery with increased staff resources, we will focus Departmental staff on planning and co-ordinating the delivery of the Belfast Cycling Network and consultants will be appointed to lead on delivery, including scheme programming, design, costing, procurement and construction.

This will provide greater flexibility in terms of resource mobilisation and will enable the design teams to provide greater focus on scheme delivery.



**DELIVERY RESOURCES**

This approach will require a significant increase in Departmental staff resources: in Roads Eastern, Active Travel Branch and in both the Lands and Legislation areas. We have identified a requirement for both in-house posts and a significantly greater number of consultancy staff. Steps are being taken to identify and secure the necessary staff resource. Subject to future budget settlements, this will be supplemented by the appointment of consultants to spearhead delivery.

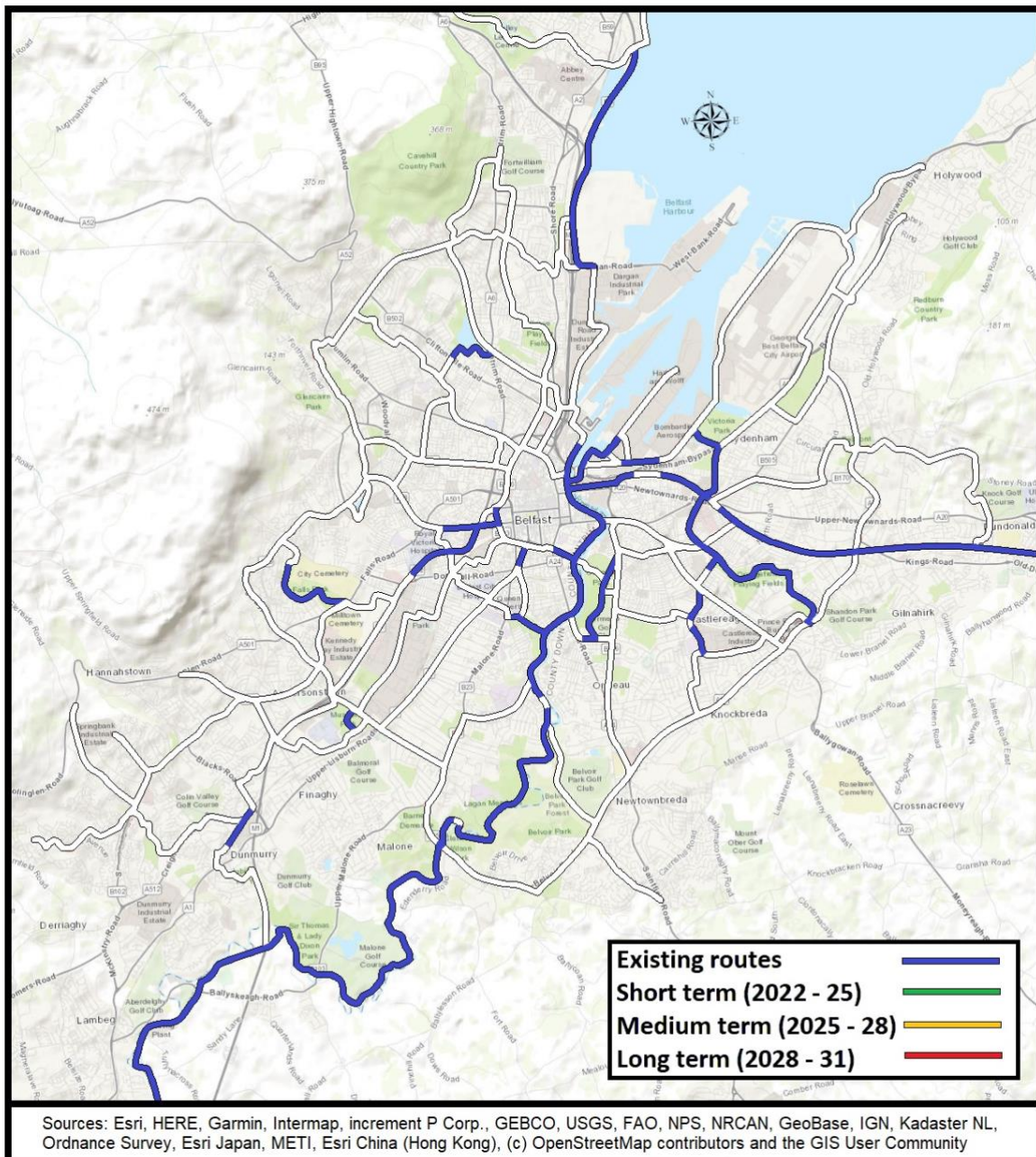
**GOVERNANCE ARRANGEMENTS**

A key element of creating and maintaining momentum in the delivery of the Belfast Cycling Network is to ensure that there are sufficient governance arrangements in place. This will involve the appointment of a Senior Responsible Officer at Deputy Secretary level within the Department who will chair a Programme Board which will include within its membership one or two key stakeholders.

**ROUTES**

The Belfast Bicycle Network does not start from a ‘blank canvas’. There are four key routes which already exist: Comber Greenway; Connswater Community Greenway; Lagan towpath; and, North Foreshore Path (numbered 54 – 57 in the lists that follow). While these routes have a need for significant improvement in places, they will continue to be an important element (almost a quarter) of the network. Other small parts of the network already exist – particularly in some of Belfast City Council’s parks (e.g. Botanic Gardens, Falls Park, Ormeau Park, Waterworks Park) – and these may also require upgrading. The following diagram illustrates the main existing routes:

**BELFAST CYCLING NETWORK – EXISTING SCHEMES**



**SHORT TERM (2022 – 25)**

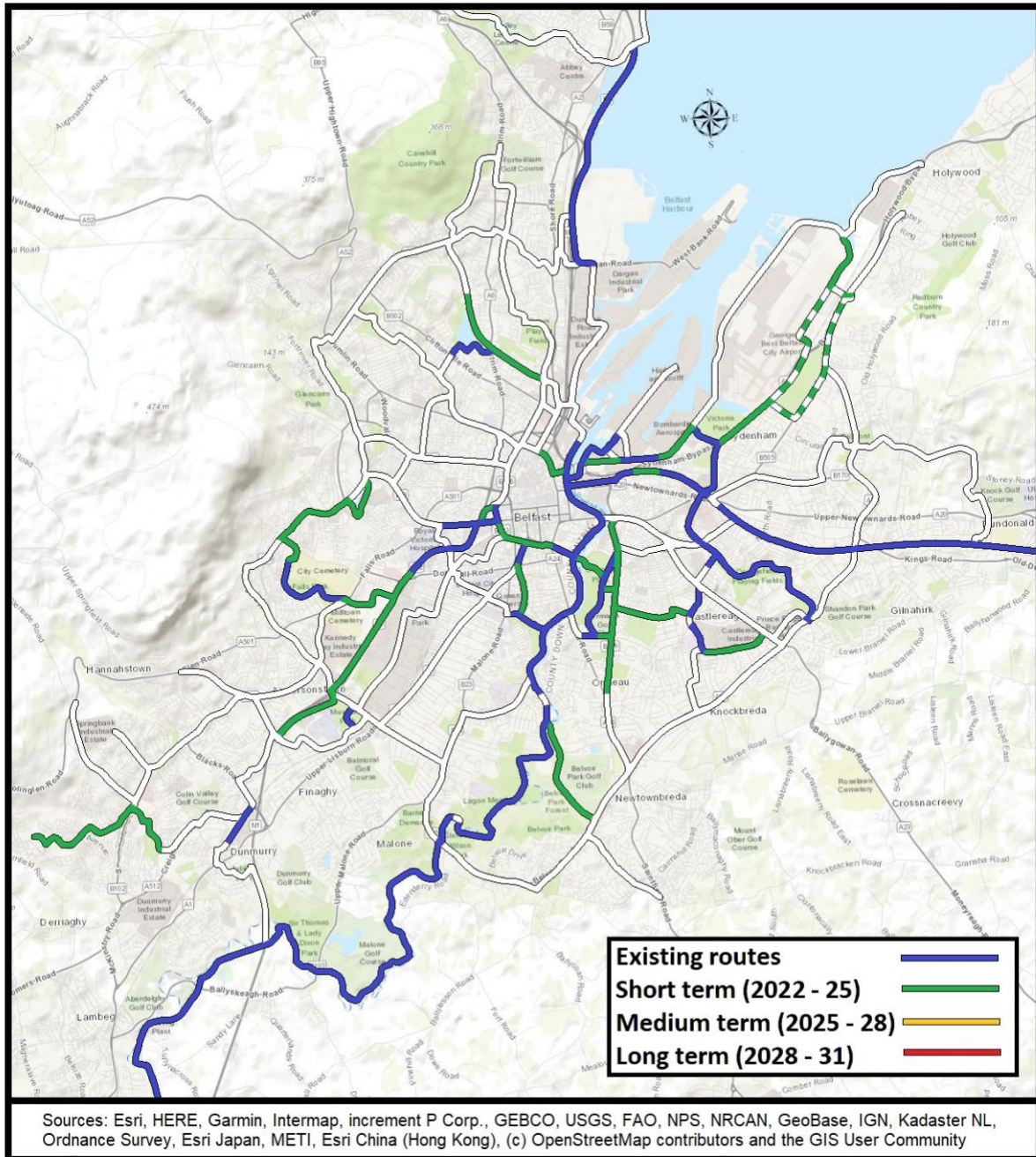
The short term schemes are focussed on joining up the existing elements of the network and beginning the process of reaching into areas of the city that are currently without a significant element of infrastructure. These include the following schemes:

1. Beechill Greenway (Lagan Gateway – Belvoir Road) 1,800m
2. Cavehill Road / Limestone Road (Phases 1 and 2) 2,400m
3. Colin Paths (1 and 2) 2,750m
4. Comber Greenway lighting
5. Dublin Road – Botanic – Stranmillis Embankment 1,550m
6. Forth Meadow Greenway (Part 1) 5,100m
7. High Street – Castle Street 1,050m
8. High Street – Victoria Park 550m
9. Inner Ring (Gasworks – Belfast Transport Hub) 1,300m
10. Island Street 500m
11. Montgomery Road 1,000m
12. Ormeau Park Bridge – Ladas Way 2,200m
13. Ravenhill Greenway (Phase 1) 2,700m
14. Sydenham – Holywood Path 4,850m or Sydenham Greenway 4,150m (consultation on priorities currently underway) – the outcome of the consultation will determine which of these two projects will proceed first. If it is the Sydenham Greenway it is more likely that it will be delivered in the medium term rather than the short term
15. Ulster University – Riverside Path 700m
16. West Belfast Greenway (Phases 1 and 2) 5,700m

**SUBTOTAL = 34,150m (or 33,450m)**

**BELFAST CYCLING NETWORK – SHORT TERM SCHEMES**

The following diagram indicates (in green) where the proposed short term schemes are located. Further details are provided in Appendix A.



**MEDIUM TERM (2025 – 28)**

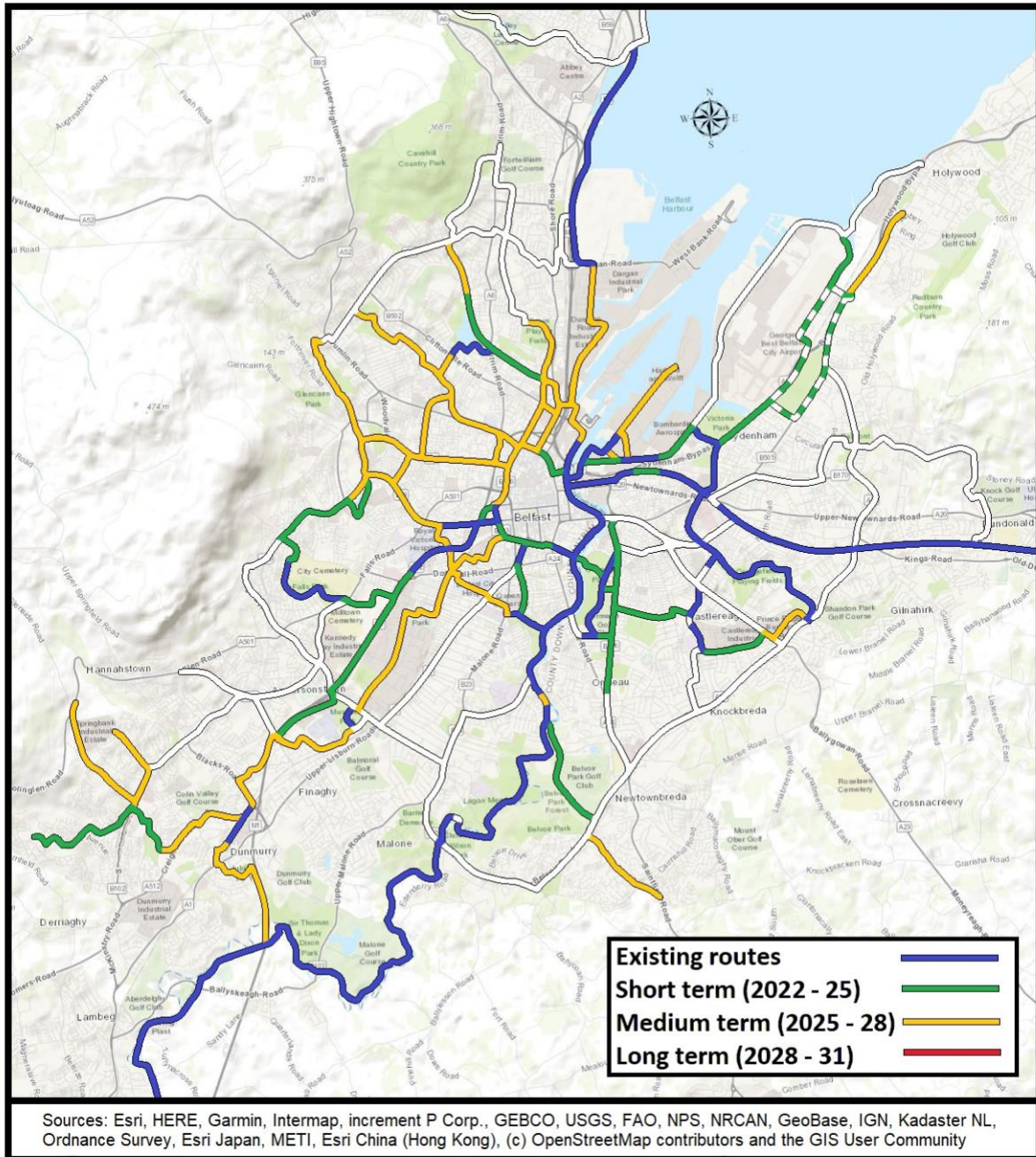
The medium term schemes start in earnest the process of delivering cycling infrastructure in the areas of the city where there is currently a marked lack of infrastructure. Work on consultation and the design of some of these schemes is planned to have begun from 2023/24 onwards to ensure that there is a smooth transition from short term to medium term schemes. This tranche of schemes includes the following:

17. Beechill Greenway (Cairnshill P&R – Belvoir Road) 1,200m
18. Belfast Transport Hub – Boucher Road – Finaghy Road North 6,100m
19. Botanic Gardens – Royal Victoria Hospital 2,550m
20. Cavehill Road (Phase 3) 900m
21. Chichester Street – Wellington Place 950m
22. Colin Paths (3 and 4) 3,300m
23. Crumlin Road – Oldpark Road – Ballysillan 4,100m
24. Donegall Place – Ulster University 1,150m
25. East Bridge Street – Belfast Transport Hub 1,550m
26. Forth Meadow Greenway (Part 2) 2,500m
27. Grosvenor Road – Springfield Road 2,400m
28. Hollywood Link 1,000m
29. Inner Ring (Belfast Transport Hub – Ulster University) 1,600m
30. Lanark Way – Waterworks Park 3,000m
31. Lockview Road 550m
32. Montgomery Road – Braniel 1,050m
33. North Foreshore (South) 3,750m
34. North Queen Street – Grove Park 2,350m
35. Queen’s Island paths 3,000m
36. Shankill Road – Woodvale Park 2,400m
37. West Belfast Greenway (Phases 3 and 4) 6,900m
38. York Street 800m

**SUBTOTAL = 53,100m**

**BELFAST CYCLING NETWORK – MEDIUM TERM SCHEMES**

The following diagram indicates (in yellow) where the proposed medium term schemes are located. Further details are provided in Appendix B.



**LONG TERM (2028 – 31)**

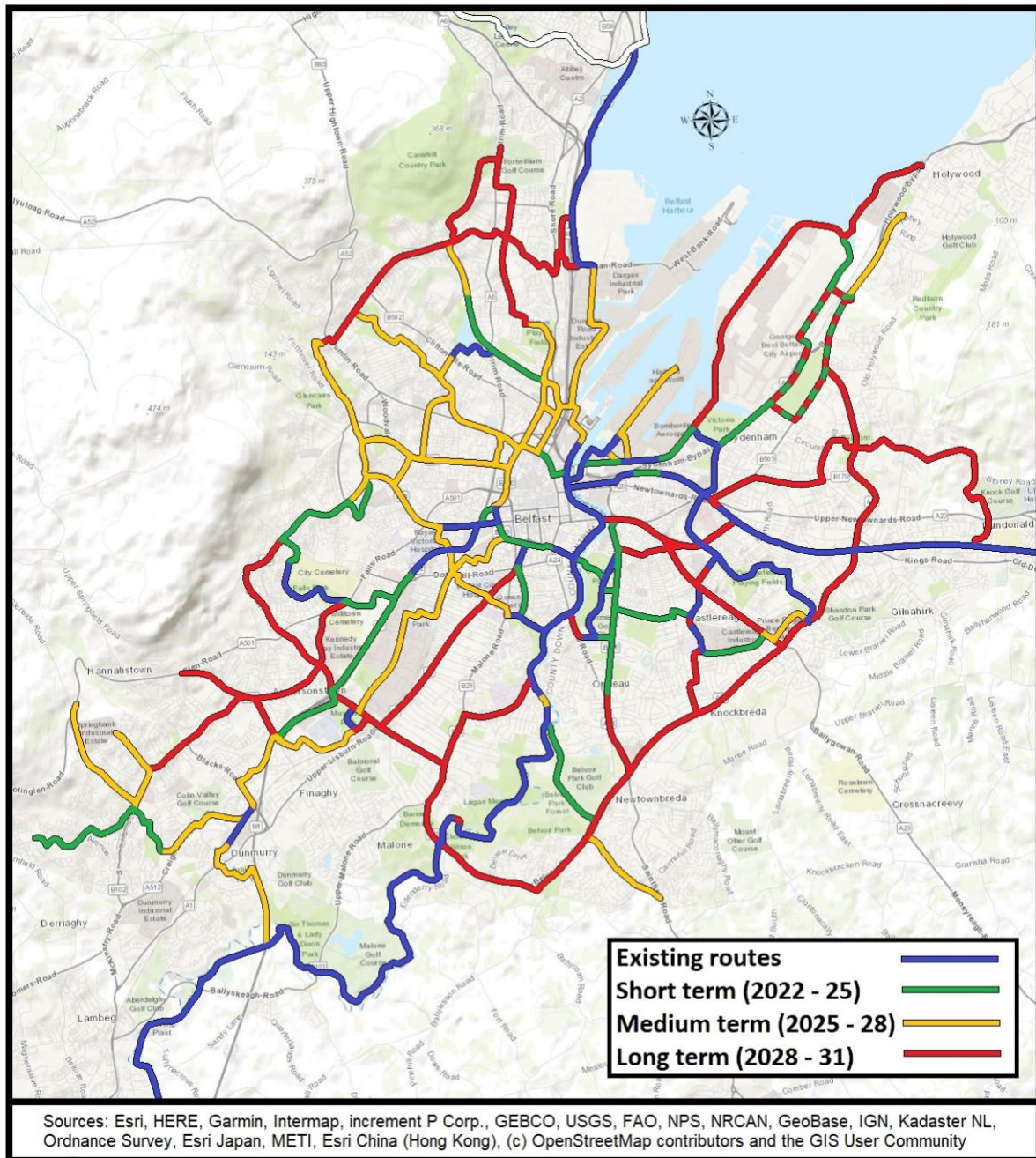
The long term schemes are some of the more difficult schemes but they will play an important role in completing the cycling network. It is expected that as the earlier schemes are completed, the numbers of people cycling as part of their everyday routine for everyday journeys will grow significantly and feed into a marked modal shift. This process will add to the impetus and argument for completing these more challenging schemes, which include the following:

39. Ballysillan – Belfast Castle 4,500m
40. Beersbridge Road 2,500m
41. Castlereagh Road 3,400m
42. Falls Park – Colin 4,900m
43. Great Victoria Street 700m
44. Grove Park – Somerton Road 2,900m
45. Lisburn Road 2,175m
46. North Circular Road – Giant’s Park 3,750m
47. Outer Ring (Balmoral Avenue – Monagh bypass) 5,150m
48. Outer Ring (Shaw’s Bridge – Holywood) 11,850m
49. Ravenhill Greenway (Phase 2) 1,150m
50. Stormont Path 6,450m
51. Stranmillis Road – Shaw’s Bridge 3,400m
52. Sydenham – Holywood Path 2,850m or Sydenham Greenway 2,150m (consultation on priorities currently underway)
53. Victoria Park – Holywood (via harbour and coastal path) 8,250m

**SUBTOTAL = 63,225m (or 63,925m)**

**BELFAST CYCLING NETWORK – LONG TERM SCHEMES**

The following diagram indicates (in red) where the proposed long term schemes are located. Further details are provided in Appendix C.





**EXISTING ROUTES (for ongoing upgrading)**

- 54. Comber Greenway 13,025m
- 55. Connswater Community Greenway 7,950m
- 56. Lagan towpath 18,150m
- 57. North Foreshore Path (North) 3,750m

**SUBTOTAL = 42,875m**

**TOTAL – 193,350m**

Details of all these schemes are provided in the following tables. These provide a short description of the scheme, the kind of infrastructure that is proposed for the various portions of the scheme, the other schemes that link to it and an estimated timeframe for its delivery. It is important to emphasise that as consultation is undertaken and work is progressed, these schemes might be amended and further divided in order to facilitate delivery. This delivery plan will not be a static document but will be amended as the programme is taken forward in order to enhance the end result. The plan should not be seen as the limit of our ambitions for cycling in Belfast but as a tool to focus our resources in a way that makes Belfast an active city.

**APPENDIX A – DETAILS OF SHORT TERM SCHEMES (2022 – 25)**

<b>001</b>	<b>SCHEME: Beechill Greenway (Phase 1)</b>			
<b>DESCRIPTION:</b> A walking and cycling linking Belvoir Estate to Belfast city centre. The route passes through Belvoir Park Forest and joins the Lagan towpath at the Lagan Gateway Bridge. It traverses land in the ownership of a number of bodies outside the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Lagan Gateway Bridge, Belfast	100m	3m wide shared walking and cycling bridge	None
2	Lagan Gateway Bridge to Belvoir Park Forest	500m	No existing path	4m wide shared greenway path
3	Belvoir Park Forest	1300m	Limited access rough trail	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 17 (medium term), 48 (long term) and 56 (existing path)				

<b>002</b>	<b>SCHEME: Cavehill Road / Limestone Road (Phases 1 and 2)</b>			
<b>DESCRIPTION:</b> A cycling route linking communities in north Belfast to the North Foreshore Path, following the course of the Cavehill Road. The route is (almost) entirely on the public road.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Whitla Street, Belfast	200m	Toucan crossings over Whitla Street and Nelson Street – M2 underpass	3m wide separated two-way cycle lane, enhanced lighting in underpass and improved crossings
2	Shore Road, Belfast from Whitla Street to Limestone Road	300m	Bus lanes	3m wide separated two-way cycle lane
3	Limestone Road, Belfast	1000m	50m of advisory cycle lane	3m wide separated two-way cycle lane
4	Cavehill Road from Antrim Road to Westland Road	900m	None	3m wide separated two-way cycle lane
<b>RELATED PROJECTS:</b> 20 (medium term), 34 (medium term) and 38 (medium term)				

<b>003</b>	<b>SCHEME: Colin paths (1 and 2)</b>			
<b>DESCRIPTION:</b> Two of the four walking and cycling paths linking communities in the Colin area with Colin town centre and the proposed West Belfast Greenway. The route traverses land in the ownership of Belfast City Council, NI Housing Executive, DfC and the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Mount Eagles – Lagmore Avenue	650m	Carriageway	Dedicated two-way separated cycle lanes
2	Lagmore Avenue	550m	Carriageway	Dedicated two-way separated cycle lanes
3	Lagmore Avenue – Colin town centre	1000m	No provision between Lagmore Avenue and Bell Steel Road – footpath thereafter	Shared walking and cycling greenway path
4	Colin town centre – Brook Leisure Centre	550m	Carriageway	Dedicated two-way separated cycle lanes
<b>RELATED PROJECTS:</b> 22 (medium) and 37 (medium term)				

<b>004</b>	<b>SCHEME: Comber Greenway lighting</b>			
<b>DESCRIPTION:</b> A scheme to light the Comber Greenway between Beersbridge Road and Comber. The route traverses land almost entirely in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Beersbridge Road – Billy Neill Halt	7400m	No lighting	Red spectrum lighting
2	Billy Neill Halt – Belfast Road, Comber	2750m	No lighting	Depending on report on the pilot scheme: Beersbridge Road – Billy Neill Halt
<b>RELATED PROJECTS:</b> 54 (existing path)				

<b>005</b>	<b>SCHEME: Dublin Road – Botanic – Stranmillis Embankment</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking Stranmillis Embankment to the city centre via QUB and Shaftesbury Square. The route traverses land on the public road in the ownership of the Department and Botanic Gardens (which is owned by Belfast City Council).				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Dublin Road	350m	Pop-up separated two-way cycle lane	Permanent two-way cycle lane
2	Botanic Avenue	700m	Carriageway	Permanent two-way cycle lane
3	Botanic Gardens	500m	Off-road shared paths	Way-finding
<b>RELATED PROJECTS:</b> 9 (short term), 19 (medium) and 56 (existing path)				

<b>006</b>	<b>SCHEME: Forth Meadow Greenway (Phase 1)</b>			
<b>DESCRIPTION:</b> The southern and middle portions of a walking and cycling route linking communities in north and west Belfast from Forthriver, Springfield, Whiterock and Bog Meadows. The route traverses land mainly in the ownership of Belfast City Council with some small sections on the public road.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Bog Meadows and Milltown Row	1150m	Off-road narrow shared paths and quiet road	Shared walking and cycling greenway path
2	Falls Park	1750m	Off-road shared paths	Shared walking and cycling greenway path
3	Whiterock Road (Whiterock Leisure Centre – Springfield Road)	250m	Access road	Separated two-way cycle lanes
4	Springfield Road (Whiterock Road – West Circular Road)	1150m	Carriageway	Separated two-way cycle lanes
5	Springfield Dam paths	800m	Off-road shared paths	
<b>RELATED PROJECTS:</b> 16 (short term), 26 (medium term), 27 (medium term), 30 (medium term), 37 (medium term) and 42 (long term)				

<b>007</b>	<b>SCHEME: High Street – Castle Street</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the east and west of the city centre. The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	High Street (Bridge Street) – Castle Junction	200m	Carriageway	Quiet street and contraflow separated cycle lane
2	Castle Street	350m	Carriageway	Quiet street
3	Queen Street and College Street	250m	Contraflow cycle lane on Queen Street	Quiet street and contraflow separated cycle lane on Queen Street and bicycle street on College Street
4	College Square North	250m	Separated two-way cycle lane	Improved separation and junction treatments
<b>RELATED PROJECTS:</b> 8 (short term), 24 (medium term), 29 (medium term) and 43 (long term)				



<b>008</b>	<b>SCHEME: High Street to Victoria Park</b>			
<b>DESCRIPTION:</b> A cycling route linking Victoria Park to Belfast city centre. The route passes through the Belfast Harbour Estate. It traverses land mainly in the ownership of public bodies outside the Department for Infrastructure with short sections on the public road in Belfast city centre.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	High Street, Belfast	200m	75m advisory cycle lane eastbound	Separated cycleway from Victoria Street to Bridge Street
2	Queen’s Square, Belfast	150m	Toucan crossing at Donegall Quay and advisory cycle lane	New crossing at Victoria Street, 5m ‘clear route’ through Queen’s Square and parallel crossing at Donegall Quay
3	Lagan Weir	250m	Shared footpath / cyclepath varying in width from 5m (at either end) to 8m	None
4	Riverside path from Lagan Weir to Sydenham Road	300m	Shared footpath / cyclepath along the river (4.5m width) but 30m missing link to Sydenham Road	30m walking / cycling link from Sydenham Road to Riverside Path
5	Sydenham Road, Belfast	1200m	200m bus and cycle lane, 130m of advisory cycle lanes eastbound, 550m separated two-way cycle lane all on north side of Sydenham Road	1.2km two-way separated cycle path from Dee Street roundabout to Riverside Path link
6	Airport Road, Belfast (as far as Victoria Park)	550m	550m shared footway / cycleway	550m two-way separated cycle path on north side
<b>RELATED PROJECTS:</b> 7 (short term), 14 (short term), 52 (long term), 53 (long term) and 55 (existing path)				

<b>009</b>	<b>SCHEME: Inner Ring (Gasworks – BTH)</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the Belfast Transport Hub and the southern city centre with the Riverside Path and the New Ormeau Park walking and cycling bridge and south east Belfast. The route traverses land mainly in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Gasworks (Riverside Path – Ormeau Road)	400m	Shared wide walking and cycling path	Improved way-finding
2	Bankmore Link	400m	Not constructed	Dedicated two-way separated cycle lanes
3	Bruce Street	300m	Carriageway in one direction (east)	Dedicated two-way separated cycle lanes
4	Durham Street (Hope Street – Glengall Street)	200m	Carriageway	Dedicated two-way separated cycle lanes
<b>RELATED PROJECTS:</b> 5 (short term), 18 (medium term), 25 (medium term), 29 (medium term) and 56 (existing path)				

<b>010</b>	<b>SCHEME: Island Street</b>			
<b>DESCRIPTION:</b> A missing link between Belfast city centre and the Comber Greenway. The route traverses land almost entirely in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Island Street	500m	Quiet street with traffic calming	Dedicated two-way separated cycle lanes
<b>RELATED PROJECTS:</b> 54 (existing path)				

<b>011</b>	<b>SCHEME: Montgomery Road</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the Clonduff community in south east Belfast and Lisnasharragh Leisure Centre with the Connswater Community Greenway. The route traverses land in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Montgomery Road	1000m	Carriageway	Dedicated two-way separated cycle lanes
<b>RELATED PROJECTS:</b> 32 (medium), 41 (long term) and 55 (existing path)				

<b>012</b>	<b>SCHEME: Ormeau Park Bridge – Ladas Way</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the Connswater Community Greenway and communities in south east Belfast with the proposed Ormeau Park walking and cycling bridge. The route traverses land mainly in the ownership of the Department with some sections in the ownership of Belfast City Council and perhaps some in private ownership.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Ormeau Park path	800m	Shared paths	Shared walking and cycling greenway path
2	Ardenlee Avenue and Cregagh Road	1000m	Carriageway	Dedicated two-way separated cycle lanes
3	Gibson Park Avenue and Ladas Way	400m	Quiet streets with filtered permeability	Dedicated two-way separated cycle lanes
<b>RELATED PROJECTS:</b> 9 (short term), 13 (short term), 55 (existing path) and 56 (existing path)				

<b>013</b>	<b>SCHEME: Ravenhill Greenway (Phase 1)</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking communities in south Belfast between Rosetta and Ravenhill with the proposed Ormeau Park walking and cycling bridge. The route traverses land on the public road entirely in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Albert Bridge – Ormeau Embankment	600m	Advisory cycle lanes in both directions	Dedicated two-way separated cycle lanes
2	Ormeau Embankment – Park Road	1200m	Advisory cycle lanes in both directions	Dedicated two-way separated cycle lanes
3	Park Road – Rosetta roundabout	900m	Part advisory cycle lanes and part separated shared walking and cycling path	Dedicated two-way separated cycle lanes
<b>RELATED PROJECTS:</b> 12 (short term) and 41 (long term) and 49 (long term)				

<b>014</b>	<b>SCHEME: Sydenham to Holywood Path (this scheme might be substituted by No. 52)</b>			
<b>DESCRIPTION:</b> A cycling route linking Sydenham to Jackson’s Road, Holywood via Millennium Park, Holywood Road, Tillysburn and Palace Barracks. The route is largely on the public road network but includes a section (Millennium Park) in the ownership of Belfast City Council.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Park Avenue, Belfast to Larkfield Road	300m	2m wide shared path	Path widening to 4m
2	Larkfield Drive / Inverary Drive / Inverary Avenue, Belfast	700m	Carriageway	3m wide two-way cycle track
3	Inverary Community Centre car park and Millennium Park	550m	250m of 3m wide shared path	4m wide shared greenway path and aligned toucan crossing on Holywood Road
4	Holywood Road, Belfast	1150m	300m of narrow advisory cycle lane, 1150m of 3m wide shared footway / cycleway	3m wide two-way cycle track throughout
5	Tillysburn Roundabout to Holywood Exchange grade separated junction	850m	Narrow shared footway / cycleway	4m wide shared path with separation from the carriageway
6	Holywood Exchange grade separated junction to Kinnegar access Road, Airport Road West	1300m	None	4m wide shared path with separation from the carriageway
<b>RELATED PROJECTS:</b> 28 (long term), 48 (long term), 52 (long term), 53 (long term) and 55 (existing path)				

<b>015</b>	<b>SCHEME: Ulster University – Riverside Path</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking Ulster University with the Riverside Path, Lagan River crossings and communities in east Belfast. The route traverses land mainly in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Great Patrick Street and Dunbar Link	400m	Carriageway	Two-way separated cycle lane on southwest side
2	Victoria Street (High Street – Dunbar Link)	150m	Carriageway in one direction (north)	Two-way separated cycle lane on west side
3	Queen’s Square	150m	Shared walking and cycling area (restricted access for motor traffic)	Quiet street
<b>RELATED PROJECTS:</b> 8 (short term), 24 (medium), 29 (medium) and 38 (medium term)				



<b>016</b>	<b>SCHEME: West Belfast Greenway (Phases 1 and 2)</b>			
<b>DESCRIPTION:</b> The city-ward half of a walking and cycling route linking communities in west Belfast with both the Lagan towpath and Belfast city centre, broadly following the route of the M1 motorway. The route traverses land in the ownership of the Department for Infrastructure and Belfast City Council with some sections in other ownership.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Albert Street, Belfast	350m	None	3m wide separated two-way cycle path and ramp from Albert Street to Grosvenor Road Westlink overbridge
2	Westlink from Grosvenor Road to Broadway	1350m	4 – 5 m wide shared path	Cycle priority at Roden Street
3	Broadway Roundabout	300m	Toucan crossings and shared paths	Grade separated bridge from Bog Meadows to Westlink
4	Bog Meadows	1500m	Narrow shared paths	Path widening to 4m and a new path along the west side
5	Bog Meadows to Kennedy Way	900m	None	New 4m wide greenway path
6	Stockman’s Lane Roundabout to Finaghy Road North	1300m	None	New 4m wide greenway path and toucan crossing at Finaghy Road North
<b>RELATED PROJECTS:</b> 6 (short term), 18 (medium term), 37 (medium term) and 47 (long term)				

**APPENDIX B – DETAILS OF MEDIUM TERM SCHEMES (2025 – 28)**

<b>017</b>	<b>SCHEME: Beechill Greenway (Phase 2)</b>			
<b>DESCRIPTION:</b> A walking and cycling linking Cairnshill Park and Ride (and the proposed Carryduff Greenway) to Belvoir Park Forest and on to Belfast city centre. The route traverses land in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Belvoir Park Forest to Cairnshill Park and Ride (via Beechill Road)	1200m	Footways and carriageway	4m wide shared greenway path with new bridge over A55 and toucan crossings at Beechill Road and Purdysburn Road
<b>RELATED PROJECTS:</b> 1 (short term) and 48 (long term)				

<b>018</b>	<b>SCHEME: BTH – Boucher Road – Finaghy Road North</b>			
<b>DESCRIPTION:</b> A cycling route linking communities in south west Belfast and the West Belfast Greenway with the proposed Belfast Transport Hub. The route traverses land on the public road in the ownership of the Department and various sections owned by Belfast City Council and other third party landowners.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Bruce Street – Roden Street via Bentham Drive	1250m	Quiet streets and paths	Separated two-way cycle lane on Linfield Road, combination of quiet streets and shared paths to Bentham Drive and 4m wide shared greenway path to Roden Street
2	Donegall Avenue	700m	Carriageway	Quiet Street or separated two way cycle track
3	Olympia Drive	250m	Quiet street	Quiet Street
4	Olympia Leisure Centre	300m	Shared paths	4m wide shared greenway path
5	Boucher Road	1650m	Carriageway	Separated two way cycle track
6	Musgrave Park	750m	Off-road shared paths	4m wide shared greenway path
7	Musgrave Park Hospital – Finaghy Road North	1200m	Private road and no through road	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 9 (short term), 16 (short term), 19 (medium term) and 47 (long term)				

<b>019</b>	<b>SCHEME: Botanic Gardens – Royal Victoria Hospital</b>			
<b>DESCRIPTION:</b> A cycling route linking (part of the middle ring route) linking the Royal Vitoria Hospital, City Hospital and Queen’s University to the Riverside Path. The route traverses land on the public Road and land in the ownership of Belfast City Council and the hospitals.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Botanic Gardens	250m	Shared walking and cycling path	4m wide shared greenway path
2	University Road and Elmwood Avenue	450m	Carriageway	Separated two way cycle track
3	Jubilee Road (City Hospital) to Donegall Road	700m	Carriageway	Separated two way cycle track
4	Roden Street	350m	Carriageway	Quiet Street
5	Westlink Bridge	200m	Walking and Cycling Bridge	None
6	Roden Street – Grosvenor Road entrance to RVH	600m	Carriageway	Separated two way cycle track
<b>RELATED PROJECTS:</b> 5 (short term), 18 (medium term), 27 (medium term) and 45 (long term)				

<b>020</b>	<b>SCHEME: Cavehill Road (Phase 3)</b>			
<b>DESCRIPTION:</b> A cycling route linking communities at the northern end of Cavehill Road to Limestone Road and on to Belfast city centre. The route is entirely on the public road.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Cavehill Road from Westland Road to North Circular Road	900m	None	3m wide separated two-way cycle lane
<b>RELATED PROJECTS:</b> 2 (short term) and 39 (long term)				

<b>021</b>	<b>SCHEME: Chichester Street – Wellington Place</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the east and west of the city centre with City Hall. The route traverses land mainly on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Riverside Path – Chichester Street (closed section)	250m	Shared walking and cycling area	Demarcated cycle path
2	Chichester Street (Victoria Street – Donegall Square East)	300m	Carriageway in one direction (east) – includes bus lane part of the way	Two-way separated cycle lane
3	Donegall Square North	200m	Carriageway in one direction (east) – includes bus lane	Two-way separated cycle lane
4	Wellington Place	200m	Carriageway in one direction (east) – includes bus lane	Two-way separated cycle lane
<b>RELATED PROJECTS:</b> 24 (medium term) and 43 (long term)				

<b>022</b>	<b>SCHEME: Colin paths (3 and 4)</b>			
<b>DESCRIPTION:</b> Two of the four walking and cycling paths linking communities in the Colin area with Colin town centre and the proposed West Belfast Greenway. The route traverses land in the ownership of Belfast City Council, NI Housing Executive, DfC and this Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Colin Community allotments – Brians Well Road roundabout	1000m	Carriageway	4m wide shared greenway path
2	Brians Well Road roundabout – Colin town centre	900m	Narrow paths	4m wide shared greenway path
3	Pembroke Loop Road – Michael Ferguson roundabout	800m	Narrow path and carriageway	4m wide shared greenway path
4	Michael Ferguson roundabout – Colin town centre	600m	Narrow paths	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 3 (short term) and 42 (long term)				

<b>023</b>	<b>SCHEME: Crumlin Road – Oldpark Road – Ballysillan</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking communities in north west Belfast with the city centre from Ballysillan and Oldpark. The route mainly traverses land on the public road in the ownership of the Department with sections in the ownership of Belfast City Council.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Clifton Street	350m	Carriageway	3m wide separated two way cycle track
2	Peter’s Hill – Carlisle Circus	500m	Off-road paths and quiet streets / carriageway	4m wide shared greenway path alongside Westlink and 3m wide separated two way cycle track
3	Crumlin Road (Carlisle Circus – Oldpark Road)	650m	Advisory cycle lanes	3m wide separated two way cycle track
4	Oldpark Road (Crumlin Road – Deerpark Road)	1150m	Advisory cycle lanes	3m wide separated two way cycle track
5	Deerpark Road – Alliance Gardens	600m	Carriageway	Quiet road
6	Ballysillan Leisure Centre grounds	850m	Off-road shared paths	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 29 (medium term), 30 (medium term) and 39 (long term)				



<b>024</b>	<b>SCHEME: Donegall Place – Ulster University</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking City Hall with Ulster University via the centre of the city. The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Donegall Place	200m	Carriageway in one direction (south)	3m wide separated two way cycle track
2	Royal Avenue	500m	Carriageway	3m wide separated two way cycle track
3	York Street (Donegall Street – Frederick Street)	200m	Carriageway	3m wide separated two way cycle track
4	North Street (Royal Avenue – Millfield)	250m	Carriageway	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 15 (short term), 21 (medium term), 29 (medium term), 36 (medium term) and 38 (medium term)				

<b>025</b>	<b>SCHEME: East Bridge Street – BTH</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the east of the city centre with the BTH. The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	East Bridge Street	650m	Carriageway (and bus lanes)	3m wide separated two way cycle track
2	Hamilton Street and Franklin Street	600m	Carriageway	3m wide separated two way cycle track
3	Amelia Street	100m	Carriageway and contraflow cycle lane	3m wide separated two way cycle track
4	Glengall Street	200m	Carriageway and contraflow cycle lane	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 41 (long term) and 43 (long term)				

<b>026</b>	<b>SCHEME: Forth Meadow Greenway (Phase 2)</b>			
<b>DESCRIPTION:</b> The northern portion of a walking and cycling route linking communities in north and west Belfast from Forthriver, Springfield, Whiterock and Bog Meadows. The route traverses land mainly in the ownership of Belfast City Council with some small sections on the public road.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Springfield Road – Cairnmartin Road	1000m	No provision	4m wide shared greenway path
2	Cairnmartin Road and Clarendon Park – Harmony Bridge	1500m	Off-road shared narrow paths	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 6 (short term), 27 (medium), 36 (medium term) and 39 (long term)				

<b>027</b>	<b>SCHEME: Grosvenor Road – Springfield Road</b>			
<b>DESCRIPTION:</b> A cycling route linking Forth Meadow Greenway to the Royal Victoria Hospital and the Belfast Transport Hub. The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Grosvenor Road (Durham Street – Westlink)	350m	Shared two-way footway / cycleway	3m wide separated two way cycle track
2	Grosvenor Road (Westlink – RVH Entrance)	550m	Two-way pop-up cycle lane on north side	3m wide separated two way cycle track
3	RVH Entrance – Lanark Way	950m	Advisory cycle lanes	3m wide separated two way cycle track
4	Springfield Road (Lanark Way – Springfield Dam)	550m	Advisory cycle lanes	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 6 (short term), 16 (short term), 19 (medium term), 26 (medium term) and 30 (medium term)				

<b>028</b>	<b>SCHEME: Hollywood Link</b>			
<b>DESCRIPTION:</b> A walking and cycling route link between the Sydenham to Hollywood Path and Jackson’s Road Hollywood. The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Hollywood Exchange grade separated junction to Jackson’s Road, Hollywood	1000m	Narrow shared footway / cycleway	4m wide shared path with separation from the carriageway
<b>RELATED PROJECTS:</b> 14 (short term)				

<b>029</b>	<b>SCHEME: Inner Ring (BTH – Ulster University)</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the Belfast Transport Hub and the western city centre with Ulster University. The route traverses land mainly in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Durham Street (Glengall Street – Galway Street)	350m	Two way separated cycle lane on west side	Two-way separated cycle lane on east side
2	Galway Street and Hamill Street	250m	Carriageway	Quiet Street
3	Millfield	400m	Carriageway	Two-way separated cycle lane on east side
4	Carrick Hill	300m	Carriageway	Two-way separated cycle lane on east side
5	Frederick Street	300m	Carriageway	Two-way separated cycle lane on south side
<b>RELATED PROJECTS:</b> 7 (short term), 9 (short term), 15 (short term), 16 (short term), 23 (medium term), 24 (medium term), 27 (medium term), 36 (medium term) and 38 (medium term)				

<b>030</b>	<b>SCHEME: Lanark Way – Waterworks Park</b>			
<b>DESCRIPTION:</b> Part of the middle ring route linking communities in north Belfast. The route traverses land on the public road in the ownership of the Department and land in the ownership of Belfast City Council (Waterworks Park).				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Lanark Way	500m	Carriageway	3m wide separated two way cycle track
2	Shankill Road (Lanark Way – Tennent Street)	150m	Carriageway	3m wide separated two way cycle track
3	Tennant Street	750m	Carriageway	3m wide separated two way cycle track
4	Hillview Road	450m	Carriageway	3m wide separated two way cycle track
5	Oldpark Avenue	350m	Carriageway	Quiet Street
6	Waterworks Park	800m	Shared walking and cycling path	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 2 (short term), 23 (medium), 27 (medium term) and 36 (medium term)				

<b>031</b>	<b>SCHEME: Lockview Road</b>			
<b>DESCRIPTION:</b> A missing link between the Lagan towpath and the Riverside Path on Lockview Road – between the Lagan Gateway Bridge and Governor’s Bridge. The route traverses land in the ownership of the Department for Infrastructure with some sections in other ownership.				
	<b>Section</b>		<b>Section</b>	<b>Improvement proposed</b>
1	Lockview Road to Lagan Gateway Bridge	1	Lockview Road to Lagan Gateway Bridge	3m wide two way cycle track on Lockview Road and 4m wide shared greenway path to Lagan Gateway Bridge
<b>RELATED PROJECTS:</b> 1 (short term), 51 (long term) and 56 (existing path)				



<b>032</b>	<b>SCHEME: Montgomery Road to Braniel</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the Braniel Estate in south east Belfast with Lisnasharragh Leisure centre and the Connswater Community Greenway (southern leg). The route traverses land mainly in the ownership of the Department with some sections in the ownership of Belfast City Council or private ownership.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Castlereagh Road	200m	Carriageway	3m wide separated two way cycle track
2	Prince Regent Road	550m	Carriageway	3m wide separated two way cycle track
3	Brownfield site Prince Regent Road – A55 (Outer Ring)	200m	No provision	4m wide shared greenway path
4	A55 – Whincroft Road	100m	No provision	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 11 (short term), 41 (long term), 48 (long term) and 55 (existing path)				

<b>033</b>	<b>SCHEME: North Foreshore Path (South)</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the northern (off-road) part of the North Foreshore Path with ‘the Big Fish’ in Belfast city centre, through Belfast Harbour and along the River Lagan. The route traverses land in the ownership of Belfast Harbour Commission with some sections on the public road.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Riverside Path from the ‘Big Fish’ to Clarendon Dock, Belfast	500m	5m wide shared path	None
2	Clarendon Dock to Princes Dock Street, Belfast	250m	Cobbled roadway	Wide bridge across Clarendon Dock mouth, marked 3m two-way cycle path and 3m wide entrance at Princes Dock Street
3	Princes Dock Street, Belfast	150m	None	3m two-way cycle path with priority across Dock Street
4	Dock Street, Garmoyle Street and Whitla Street, Belfast	400m	4m wide divided footway / cycleway	Physically separated 3m footway / 3m cycleway and relocation of poles and road signs – cycle priority at harbour egress
5	Duncrue Street, Belfast	1600m	4 – 5m wide divided footway / cycleway	Physically separated 3m footway / 3m cycleway and relocation of poles and road signs – cycle priority at all entrances and across Herdman Channel Road
6	Duncrue Road, Belfast	850m	5m wide divided footway / cycleway	Physically separated 3m footway / 3m cycleway and relocation of poles and road signs – cycle priority at all entrances and side roads
<b>RELATED PROJECTS:</b> 2 (short term), 38 (medium term), 46 (long term) and 57 (existing path)				

<b>034</b>	<b>SCHEME: North Queen Street – Grove Park</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking communities in north Belfast from Shore Road to Ulster University and the city centre. The route traverses land on the public road mainly in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	North Queen Street (Frederick Street – Limestone Road)	1050m	Carriageway	3m wide two way separated cycle track
2	North Queen Street (Limestone Road – Grove Leisure Centre)	500m	Carriageway	3m wide two way separated cycle track
3	Grove Leisure Centre grounds / Grove Park	800m	Off-road shared narrow paths	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 2 (short term), 29 (medium term) and 44 (long term)				

<b>035</b>	<b>SCHEME: Queen’s Island paths</b>			
<b>DESCRIPTION:</b> Walking and cycling routes in the Belfast Harbour Estate which link workplaces and destinations in Queen’s Island with the city centre. These routes are on land mainly in the ownership of Belfast Harbour Commission.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Riverside Path – Arc apartments	550m	Off-road wide shared path	None
2	Arc apartments – Sydenham Road	200m	Mixture of off-road and quiet road	3m wide separated two way cycle track
3	Arc apartments – Titanic Quarter	350m	Off-road wide shared path	Separated cycling path
4	Titanic Quarter – Sydenham Road	450m	No provision	3m wide separated two way cycle track
5	Titanic Quarter – East Twin Road	1450m	Advisory cycle lanes	3m wide separated two way cycle track / quayside shared path
<b>RELATED PROJECTS:</b> 8 (short term)				

<b>036</b>	<b>SCHEME: Shankill Road – Woodvale Park</b>			
<b>DESCRIPTION:</b> A cycling route linking communities in north and west Belfast with the city centre from Forth Meadow Community Greenway through Woodvale Park. The route traverses land on the public road mainly in the Department with some land in the ownership of Belfast City Council.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Peter’s Hill	250m	Advisory cycle lane out of city, bus lane into city	3m wide separated two way cycle track
2	Shankill Road (Peter’s Hill – Lanark Way)	1250m	Advisory cycle lane out of city, bus lane into city	Combination of separated cycle track and quiet streets
3	Shankill Road / Woodvale Road (Lanark Way – Woodvale Park)	400m	Advisory cycle lanes	3m wide separated two way cycle track
4	Woodvale Park – Forth Meadow Community Greenway	500m	Off-road shared paths in Woodvale Park, no provision beyond	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 23 (medium term), 26 (medium term), 29 (medium term) and 30 (medium term)				

<b>037</b>	<b>SCHEME: West Belfast Greenway (Phases 3 and 4)</b>			
<b>DESCRIPTION:</b> The country-ward half of a walking and cycling route linking communities in west Belfast with both the Lagan towpath and Belfast city centre, broadly following the route of the M1 motorway. The route traverses land in the ownership of the Department for Infrastructure and Belfast City Council with some sections in other ownership.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Finaghy Road North to Black's Road	1000m	None	New 4m wide greenway path through Visteon development
2	Finaghy Road North (Andersonstown Road)	600m	Carriageway	3m separated two-way cycle lane
3	Black's Road	400m	Carriageway	3m separated two-way cycle lane
4	Black's Road – Upper Dunmurry Lane	1000m	Carriageway and green space	Combination of 3m separated two-way cycle lane and 4m shared greenway path
5	Upper Dunmurry Lane – Brooke Leisure Centre (via Cherry Road)	900m	Carriageway	3m separated two-way cycle lane
4	Black's Road to Dunmurry Railway Station	850m	2 – 3m shared path	Widen path to 4m and install priority crossing at Black's Road / Golf Course Road junction
5	Dunmurry Railway Station to Jubilee Park	350m	Carriageway	Protected cycle lanes
6	Jubilee Park	600m	Narrow shared paths	Widen paths to 4m
7	Glenburn Road South to Lagan towpath	1200m	Carriageway	New 4m wide greenway path through Wastewater Treatment Works and a bridge over the River Lagan
<b>RELATED PROJECTS:</b> 3 (short term), 16 (short term), 42 (long term) and 56 (existing path)				

<b>038</b>	<b>SCHEME: York Street</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the Ulster University and the city centre with Yorkgate Station and the underpass to the North Foreshore Path. The route traverses land on the public road in the ownership of the Department and land owned by some other stakeholders (e.g. NIR).				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Frederick Street – Dock Street	650m	Carriageway	3m wide separated two way cycle path
2	Dock Street – M2 Underpass	150m	Carriageway	3m wide separated two way cycle path
<b>RELATED PROJECTS:</b> 2 (short term), 15 (short term), 24 (medium term), 29 (medium term) and 33 (medium term)				

**APPENDIX C – DETAILS OF LONG TERM SCHEMES (2028 – 31)**

<b>039</b>	<b>SCHEME: Ballysillan – Belfast Castle</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the Forth Meadow Greenway at Harmony Bridge with Belfast Castle grounds and serving communities in north Belfast along Ballysillan Road. The route traverses land on the public road in the ownership of the Department and land owned by Belfast City Council with some sections in other ownership.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Harmony Bridge – Crumlin Road	250m	Carriageway	Quiet Street
2	Crumlin Road (Glenside Park – Ballysillan Road)	100m	Carriageway	3m wide separated two way cycle path
3	Ballysillan Road – Castle Park	2500m	Carriageway	3m wide separated two way cycle path
4	Castle Park and Upper Castle Park	250m	Carriageway	Quiet Street
5	Belfast Castle grounds (Upper Castle Park – Antrim Road)	1400m	Currently no access and no paths	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 20 (medium term), 23 (medium term), 26 (medium term), 44 (long term) and 46 (long term)				



<b>040</b>	<b>SCHEME: Beersbridge Road</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking Comber Greenway to the proposed Ormeau Park walking and cycling bridge. The route traverses land mainly on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Comber Greenway – Connswater Community Greenway	700m	Some advisory cycle lanes	3m wide separated two way cycle track
2	Connswater Community Greenway – Castlereagh Road / Castlereagh Street	550m	Some advisory cycle lanes	3m wide separated two way cycle track
3	Castlereagh Road / Castlereagh Street – Woodstock Road	250m	Advisory cycle lanes	3m wide separated two way cycle track
4	Cherryville Street and My Lady’s Road	500m	Carriageway	3m wide separated two way cycle track
5	Ormeau Park path	500m	Off-road shared paths	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 13 (short term), 41 (long term), 54 (existing path) and 55 (existing path)				

<b>041</b>	<b>SCHEME: Castlereagh Road</b>			
<b>DESCRIPTION:</b> A cycling route linking communities in south east Belfast from A55 (Outer Ring) to Albert Bridge via Castlereagh Road and Castleagh Street. The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Albert Bridge	150m	Bus lane out of city, carriageway into city	3m wide separated two way cycle track
2	Albertbridge Road	450m	Bus lanes	3m wide separated two way cycle track
3	Castlereagh Street	450m	Carriageway	3m wide separated two way cycle track
4	Beersbridge Road – Grand Parade / Ladas Drive	1100m	Advisory cycle lanes out of city, bus lane into city	3m wide separated two way cycle track
5	Grand Parade / Ladas Drive – A55 (Outer Ring)	1250m	Bus lane into city	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 11 (short term), 13 (short term), 25 (medium term), 32 (medium term), 40 (long term), 48 (long term) and 55 (existing path)				

<b>042</b>	<b>SCHEME: Falls Park – Colin</b>			
<b>DESCRIPTION:</b> A cycling route linking communities in west Belfast directly along the Falls / Andersonstown / Shaws / Stewartstown Roads with the Falls Park / Bog Meadows section of the Forthmeadow Community Greenway. The route traverses land on the public road mainly in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Falls Road (Falls Park – Glen Road)	300m	Bus lanes	3m wide separated two way cycle track
2	Andersonstown Road (Glen Road – Kennedy Way)	750m	Bus lanes	3m wide separated two way cycle track
	Andersonstown Road (Kennedy Way – Shaw’s Road)	1350m	Bus lanes	3m wide separated two way cycle track
3	Shaw’s Road	750m	Carriageway	3m wide separated two way cycle track
4	Stewartstown Road (Shaw’s Road – Michael Ferguson roundabout)	1750m	Bus lanes	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 6 (short term), 22 (medium term) and 47 (long term)				

<b>043</b>	<b>SCHEME: Great Victoria Street</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking the south west of the city centre. The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	College Avenue (Castle Street – Wellington Place)	250m	Carriageway	3m wide separated two way cycle track
2	Fisherwick Place (Wellington Place) – Great Victoria Street (Bruce Street)	450m	Carriageway and bus lanes northwards	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 7 (short term), 9 (short term), 21 (medium term), 25 (medium term) and 29 (medium term)				

<b>044</b>	<b>SCHEME: Grove Park – Somerton Road</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking communities in north Belfast from Antrim Road to Grove Park and onwards to Ulster University and the city centre. The route traverses land on the public road mainly in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Jellicoe Avenue – Somerton Road	350m	Carriageway	3m wide separated two way cycle track
2	Somerton Road (Skegoneill Avenue – Lansdowne Road)	1150m	Carriageway	Quiet street
3	Somerton Road / Lansdowne Road – Downview Avenue	1000m	Carriageway	Quiet street
4	Antrim Road (Downview Avenue – Ben Madigan School)	400m	Carriageway	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 34 (medium term), 39 (long term) and 46 (long term)				

<b>045</b>	<b>SCHEME: Lisburn Road</b>			
<b>DESCRIPTION:</b> A cycling route linking Lisburn Road area from the King’s Hall to Shaftesbury Square. The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Bradbury Place	175m	Carriageway	3m wide separated two way cycle track
2	Lisburn Road, Bradbury Place – Elmwood Avenue	500m	Advisory cycle lanes	3m wide separated two way cycle track
3	Lisburn Road, Elmwood Avenue – Balmoral Avenue	2500m	Bus lanes into city	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 5 (short term), 18 (medium term), 19 (medium term) and 47 (long term)				

<b>046</b>	<b>SCHEME: North Circular Road – Giant’s Park</b>			
<b>DESCRIPTION:</b> A cycling route linking communities in north Belfast with the north Foreshore Path and Giant’s Park via a bridge over the M2 motorway and railway near Loughside Park. The route traverses land on the public road in the ownership of the Department and some sections within the ownership of Belfast City Council.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Castle Park – Antrim Road	700m	Carriageway	3m wide separated two way cycle track
2	Lansdowne Road	900m	Carriageway	3m wide separated two way cycle track
3	Fortwilliam Park (Lansdowne Road – Shore Road)	300m	Carriageway	3m wide separated two way cycle track
4	Shore Road (Fortwilliam Park – Dargan Road)	300m	Carriageway	3m wide separated two way cycle track
5	Dargan Road – North Foreshore Path (opposite Duncrue Road)	750m	Carriageway	3m wide separated two way cycle track
6	Dargan Road – Loughshore Park	550m	Carriageway	4m wide shared greenway path
7	M2 / railway bridge	150m	None	New shared walking and cycling bridge
8	Link to Giant’s Park and North Foreshore Path	100m	None	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 20 (medium term), 33 (medium term), 39 (long term), 44 (long term) and 57 (existing path)				

<b>047</b>	<b>SCHEME: Outer Ring (Balmoral Avenue – Monagh Bypass)</b>			
<b>DESCRIPTION:</b> A cycling route linking communities in south and east Belfast with the West Belfast Greenway between Balmoral Avenue and Monagh bypass (Whiterock Road). The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Balmoral Avenue	1150m	Carriageway	3m wide separated two way cycle track
2	Stockman’s Lane	850m	Carriageway	3m wide separated two way cycle track
3	Kennedy Way (Stockman’s Lane – Andersonstown Road)	450m	Carriageway	3m wide separated two way cycle track
4	Kennedy Way (Andersonstown Road – Glen Road)	750m	Carriageway	3m wide separated two way cycle track
5	Monagh bypass (Glen Road – Springfield Road)	1200m	Carriageway	3m wide separated two way cycle track
6	Springfield Road (Monagh bypass – Whiterock Road)	750m	Carriageway	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 6 (short term), 16 (short term), 18 (medium term), 42 (long term), 45 (long term) and 48 (long term)				



<b>048 SCHEME: Outer Ring (Shaw’s Bridge to Holywood)</b>				
<b>DESCRIPTION:</b> A walking and cycling route linking communities in east and south Belfast between the Lagan towpath at Shaw’s Bridge to Tillsburn roundabout underpass (and onwards to Holywood and the North Down Coastal Path) via Forestside, Connswater Community Greenway and Comber Greenway. The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Shaw’s Bridge – Beechill Greenway	2750m	Shared footway / cycleway	3m wide separated two way cycle track
2	Beechill Greenway – Forestside	1100m	Shared footway / cycleway	3m wide separated two way cycle track
3	Forestside – Cregagh Road and Cregagh Glen	1350m	Shared footway / cycleway and separate cycleway	3m wide separated two way cycle track
4	Cregagh Road – Castlereagh Road	1600m	Shared footway / cycleway and separate cycleway	3m wide separated two way cycle track
5	Castlereagh Road – Connswater Community Greenway (Marshwiggie Way)	600m	Shared footway / cycleway	3m wide separated two way cycle track
6	Marshwiggie Way – Comber Greenway	1300m	Carriageway	3m wide separated two way cycle track
7	Comber Greenway – Belmont Road	1350m	Shared footway / cycleway and advisory cycle lanes	3m wide separated two way cycle track
8	Belmont Road – Holywood Road	1800m	Shared footway / cycleway	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 1 (short term), 14 (short term), 17 (medium term), 32 (medium term), 41 (long term), 49 (long term), 50 (long term), 51 (long term), 54 (existing path), 55 (existing path) and 56 (existing path)				

<b>049</b>	<b>SCHEME: Ravenhill Greenway (Phase 2)</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking communities in south Belfast between Forestside and Rosetta with the proposed Ormeau Park walking and cycling bridge. The route traverses land on the public road entirely in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Rosetta roundabout – Galwally Park	550m	Carriageway	3m wide separated two way cycle track
2	Galwally Park – A55 (Outer Ring)	600m	Carriageway	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 13 (short term) and 48 (long term)				

<b>050</b>	<b>SCHEME: Stormont Path</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking communities in east Belfast from Comber Greenway to C S Lewis Square via Belmont, Cairnburn Park and Stormont. The route traverses land on the public road in the ownership of the Department and land owned by Belfast City Council and the Stormont Estate.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	C S Lewis Square – Gelston’s Corner	700m	Carriageway out of city and bus lane into city	3m wide separated two way cycle track
2	Gelston’s Corner – Belmont Primary School	850m	Carriageway	3m wide separated two way cycle track
3	Belmont Primary School – CIYMS car park	850m	Carriageway	Quiet road
4	Cairnburn Park and Belmont Park	650m	Off-road shared paths	4m wide shared greenway path
5	Belmont Park - Massey Avenue	1000m	Advisory cycle lanes on Belmont Road, carriageway on Massey Avenue	3m wide separated two way cycle track
6	Stormont Estate (to Stoney Road / Ardcarncarn junction)	1900m	Carriageway	4m wide shared greenway path
7	Ardcarncarn – Comber Greenway	500m	Carriageway and short length of narrow footway	Quiet road and shared greenway path
<b>RELATED PROJECTS:</b> 48 (long term), 54 (existing path) and 55 (existing path)				

<b>051</b>	<b>SCHEME: Stranmillis Road to Shaw’s Bridge</b>			
<b>DESCRIPTION:</b> A cycling route linking Shaw’s Bridge to Governor’s Bridge via Stranmillis and Malone Road. The route traverses land on the public road in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Stranmillis Road	1250m	Advisory cycle lanes	3m wide separated two way cycle track
2	Stranmillis Road – Balmoral Avenue	850m	Carriageway	3m wide separated two way cycle track
3	Balmoral Avenue – Shaw’s Bridge	1300m	Part carriageway and part shared footway / cycleway	3m wide separated two way cycle track
<b>RELATED PROJECTS:</b> 31 (medium term), 47 (long term), 48 (long term) and 56 (existing path)				

<b>052</b>	<b>SCHEME: Sydenham Greenway (this scheme might be substituted by No. 14)</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking Sydenham to Holywood Exchange in Belfast Harbour Estate and onwards to Holywood and the North Down Coastal Path. The route traverses land mainly in the ownership of Belfast City Council and Belfast Harbour Commission.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Millennium Park to Sydenham bypass underpass	800m	No provision	4m wide shared greenway path
2	Sydenham bypass underpass and depot road to Ikea carpark	350m	No through road	4m wide shared greenway path
3	Ikea carpark to access roundabout	1000m	Carriageway	4m wide shared greenway path
<b>RELATED PROJECTS:</b> 14 (short term), 53 (long term) and 55 (existing path)				

<b>053</b>	<b>SCHEME: Victoria Park to Hollywood (via harbour and coastal path)</b>			
<b>DESCRIPTION:</b> A cycling route linking Hollywood, Co. Down to Victoria Park (Sam Thompson bridge). The route follows the Belfast Lough coast and passes through the Belfast Harbour Estate. It traverses land mainly in the ownership of public bodies outside the Department for Infrastructure with short sections on the public road at the Hollywood end.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Victoria Park – Airport Road West (coastal path)	4350m	Carriageway	4.5km two-way separated cycle path on north side
2	Coastal Path from Airport Road West, Belfast to Kinnegar Avenue, Hollywood	1100m	Shared road with informal filtered permeability	Resurfacing and formalised filtered permeability
3	Kinnegar Avenue to Redburn Square, Hollywood	700m	Sloped subway at Redburn Square	Quiet street treatment and improved access between Esplanade and Redburn Square subway
<b>RELATED PROJECTS:</b> 8 (short term), 14 (short term), 35 (medium term), 52 (long term) and 55 (existing path)				

**APPENDIX D – DETAILS OF KEY EXISTING SCHEMES**

<b>054</b>	<b>SCHEME: Comber Greenway</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking Comber, Dundonald and communities in east Belfast with the city centre, following the route of the former Belfast and County Down Railway mainline. The route traverses land almost entirely in the ownership of the Department.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Donegall Quay – Middlepath Street	875m	Separated two-way cycle path	None
2	Middlepath Street path – Ballymacarrett Road	350m	Narrow separated path	Path widened to 4m where possible
3	Island Street	500m	Quiet street with traffic calming	See Scheme 10
4	Ballymacarrett Walkway and C S Lewis Square	700m	Shared 4m walking and cycling path	None
5	Bloomfield Walkway	450m	Part shared footway and part 4m greenway path	Possible bridge over Holywood Arches Junction
6	Beersbridge Road – Billy Neill Halt	7400m	4m wide greenway path	See Scheme 4
7	Billy Neill Halt – Belfast Road, Comber	2750m	3m wide greenway path	Widening to 4m
<b>RELATED PROJECTS:</b> 4 (short term), 10 (short term), 40 (long term), 48 (long term) and 50 (long term)				

<b>055 SCHEME: Connswater Community Greenway</b>				
<b>DESCRIPTION:</b> An existing walking and cycling route linking communities in east and south Belfast with Belfast Harbour Estate, following the course of the Connswater / Knock / Loop river system. The route traverses land mainly in the ownership of Belfast City Council with some sections to the south on the public road.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Victoria Park, Belfast	500m	4m wide shared greenway path	Walking and cycling priority at underpass at Sydenham bypass
2	Park Avenue, Belfast to C S Lewis Square	900m	3m wide shared greenway path	Path widening to 4m
3	C S Lewis Square to Dixon Park Playing Fields	1300m	3m wide shared greenway path with 200m narrowed section at Connswater Retail Park	Path widening to 4m and better alignment of toucan crossing on Newtownards Road and on Connswater bridge, Connswater Retail Park
4	Greenville Park	600m	3m wide shared greenway path	Path widening to 4m and better alignment of toucan crossing at Grand Parade
5	Orangefield Park	800m	3m wide shared greenway path	Path widening to 4m
6	Marshwiggie Way	1000m	3m wide shared greenway path	Path widening to 4m
7	Orby Road / Orby Link / Castlereagh Road	600m	50m of 3.5 wide footway and 50m advisory cycle lane on Castlereagh Road – 2m footway elsewhere	3m two-way cycle lane
8	Castlereagh Road to Ladas Way	500m	2.5 – 3.0m shared greenway path and 100m of quiet street	3m two-way cycle lane
9	Ladas Way to Alexander Road	100m	2 – 3m footway and 60m quiet street	3m two-way cycle lane or 4m shared greenway path to west of HSENI building
10	Ladas Drive to Montgomery Road	500m	3m shared greenway path	None



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11	Montgomery Road / Cregagh Road	1100m	750m of advisory cycle lanes and 2 – 2.5m footway	Quiet streets and 3m wide separated two way cycle track
12	Upper Knockbreda Road crossing	30m	Carriageway	Toucan crossings
<b>RELATED PROJECTS:</b> 11 (short term), 12 (short term), 14 (short term), 32 (medium term), 40 (long term), 48 (long term) and 53 (long term)				

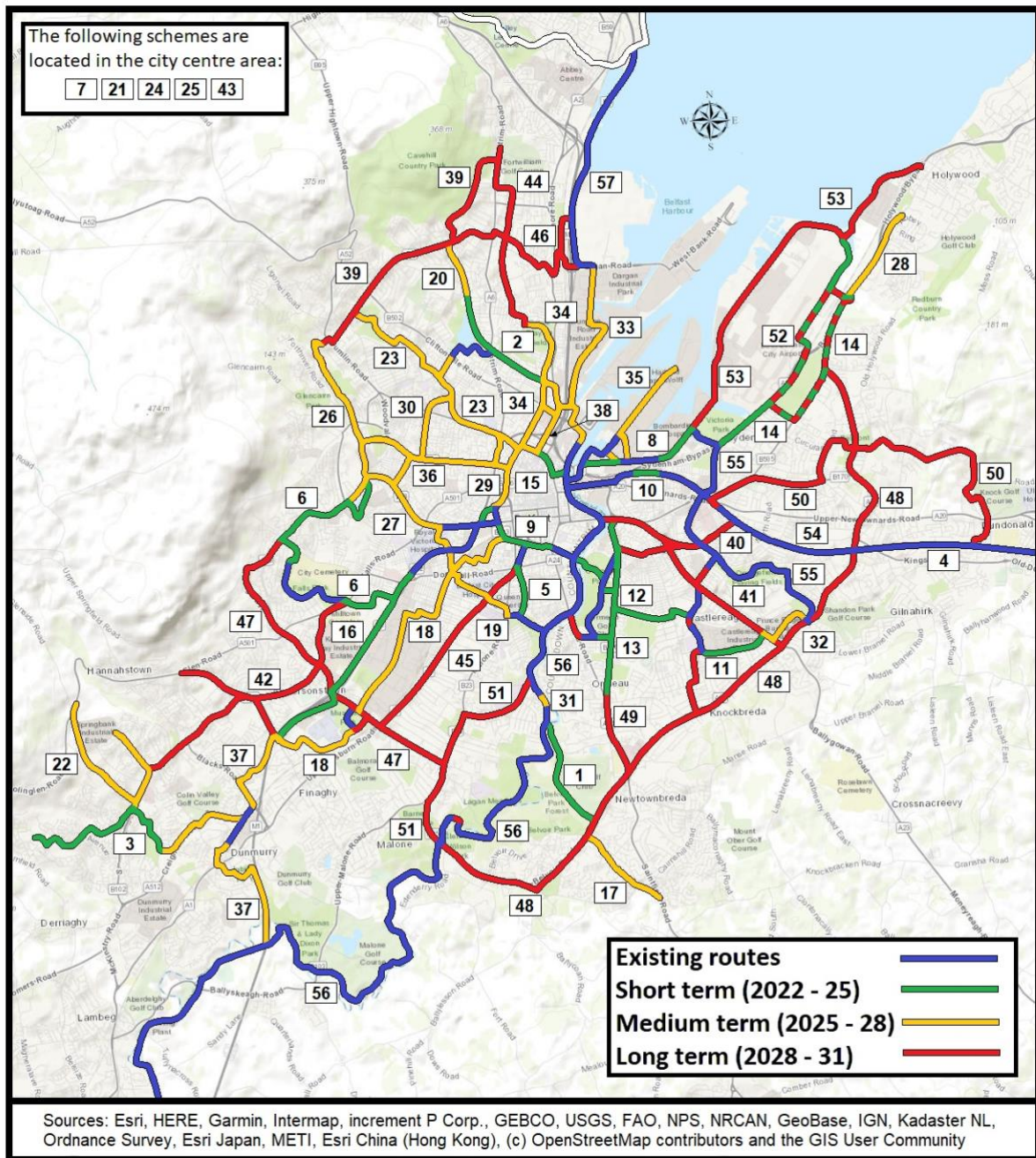
<b>056 SCHEME: Lagan towpath</b>				
<b>DESCRIPTION:</b> A walking and cycling route linking communities in Lisburn with Belfast city centre, broadly following the River Lagan. The route traverses land in the ownership of the Department for Infrastructure with some sections in other ownership.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	Riverside path, Belfast from Gasworks to Ormeau Road	875m	4m wide traffic-free shared walking and cycling path	Ormeau Bridge bypass
2	Stranmillis Embankment to Lockview Road	1275m	2.5 m wide two-way cycle lane and 200m of 3m shared walking and cycling path	Widen to 3m and Kings Bridge bypass
3	Lockview Road to Lagan Gateway Bridge	550m	250 m of carriageway and 300m of 2.5m wide traffic-free shared walking and cycling path	250m of 3m wide two-way cycle path and widen the walking and cycling path to 4m
4	Lagan towpath: Lagan Gateway Bridge to Lockkeeper's Inn	2750m	Narrow shared paths	Path widening to 4m and replacement 4m wide bridge at the 'Red Bridge'
5	Lagan towpath: Lockkeeper's Inn to Shaw's Bridge	1200m	3m wide separated walking and cycling path and 75m of quiet road	Path widening to 4m greenway path throughout
6	Lagan towpath: Shaw's bridge to Upper Malone Road	4550m	Shared path of varying width (mainly 3m but significant section of 1.5m)	Path widening to 4m greenway path throughout and replacement 'Gilchrist Bridge'
7	Lagan towpath: Upper Malone Road to M1 motorway	1400m	Shared path of varying width (mainly 2.5m but significant section of 1.5m)	Path widening to 4m greenway path throughout, replacement 'Green / Blue Bridge' and lighting in M1 underpass
8	Lagan towpath: M1 motorway to Ballyskeagh Road	1250m	2.5m shared path	Path widening to 4m greenway path throughout and enhanced link to Ballyskeagh Road

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9	Lagan towpath: Ballyskeagh Road to Tullynacross Road	1200m	2.5m shared path	Path widening path to 4m greenway path throughout and improved crossing at Tullynacross Road
10	Lagan towpath: Tullynacross Road to Bridge Street	800m	2.5m shared path	Path widening path to 4m greenway path throughout and improved crossing at Bridge Street
11	Lagan towpath: Bridge Street to Island Civic Centre	1750m	2.5m shared path	Path widening path to 4m greenway path throughout
12	Lagan towpath: Island Civic Centre to Union Bridge	550m	Carriageway and narrow footways	Path widening path to 4m greenway path throughout
<b>RELATED PROJECTS:</b> 1 (short term), 5 (short term), 31 (medium term), 37 (medium term), 48 (long term) and 51 (long term)				

<b>057</b>	<b>SCHEME: North Foreshore Path (North)</b>			
<b>DESCRIPTION:</b> A walking and cycling route linking communities in Newtownabbey and beyond with, following the shoreline of Belfast Lough alongside the M5/M2 motorways and joining the on-road section through Belfast Harbour and along the River Lagan. The route traverses land in the ownership of Councils.				
	<b>Section</b>	<b>Length</b>	<b>Current provision</b>	<b>Improvement proposed</b>
1	North Foreshore Path	3750m	3m shared greenway path	Path widening to 4m, priority junction at Dargan Road and consideration of lighting where required
<b>RELATED PROJECTS:</b> 33 (medium term) and 46 (long term)				

APPENDIX E – SCHEME REFERENCE MAP





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