

# SOUTHERN DIVISION

## DfI Roads Annual Report 2018/19 to Newry, Mourne and Down District Council



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## Foreword

### **Chairperson and Councillors Newry, Mourne and Down District Council**

I have pleasure in submitting my Annual Report on DfI Roads Southern Division work in the Newry, Mourne and Down District Council area.

Southern Division is one of four Roads Divisions in the Department and covers the three Council areas shown on page 5 of this report. We manage and maintain the road network on a daily basis, commission new works and we are the contact point for road users and public representatives.

This report deals with works completed in Newry, Mourne and Down during the year 2017/2018 and sets out our initial proposals for schemes to be undertaken in 2018/2019.

As you will all be aware 2017/18 was a very challenging year in relation to budgets and the Department was only able to provide a limited service in relation to routine maintenance activities.

In addition, it is clear that the severe winter has had a significant detrimental impact on the road network and this has exacerbated some of the issues that the Department has been facing in relation to routine road maintenance, such as pothole repairs, as a result of ongoing budgetary pressures.

Going into 2018/19 the financial position is more positive than last year, particularly on the Capital side, and the Department has been able to establish a Roads Recovery Fund which will allow Divisions to tackle the worst roads affected by potholes as a result of the severe winter. More information on this fund can be found on Page 6 of the Report.

I would like to take this opportunity to thank all staff who delivered our winter maintenance service throughout the winter season. It was an exceptional winter in comparison to recent years and it required an exceptional team effort across the Department to keep roads passable and open to traffic during very difficult driving conditions.

I hope you find this report informative and I look forward to meeting the Council to discuss the work we have completed and the work we plan to complete during this year.

**Simon Richardson**  
**Divisional Roads Manager**

## Southern Division - Senior Management Structure



**Simon Richardson**  
Divisional Roads Manager

DfI Roads wishes to build upon the good working relationships it has with Council Members and Officers. The Senior Management Team is listed below, however day to day matters should be raised with the relevant Senior Engineers whose details are listed at the start of each section.



**Liam McEvoy**  
Strategic Road Improvements (SRI) Manager

Major works schemes (>£1.5M)



**Arnold Hamilton**  
Network Maintenance Manager

Maintenance of existing road network



**James Kelly**  
Network Development Manager

Improvements to the network



**Reynold Nicholson**  
Network Planning Manager

Regulation of new additions to the network

Southern Division is one of four Client Divisions within DfI Roads. It spans the local Council areas of Armagh City Banbridge and Craigavon, Newry Mourne and Down and Ards and North Down (see map below).



In Southern Division we are responsible for approximately 8000km of public road together with 1300 bridges, 250 sets of traffic lights, 82,000 streetlights and over 4000 illuminated signs and bollards. We carry out functions under the headings:-

- **Strategic Road Improvements** – Major capital projects (>£1.5M) on Key Transport Links.
- **Network Maintenance** – Maintenance of the existing network. Maintenance activities include Resurfacing, Surface Dressing and drainage works as well as grass cutting, gully emptying, patching, embankment/verge maintenance, fencing and provision of the Winter Service
- **Network Development** - Improvements to the existing network to improve safety and traffic progression including Minor Works and Local Transport & Safety Measures.
- **Network Planning** - Regulation of additions to the network proposed by developers

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## Roads Recovery Fund

As mentioned in the Foreword, the 2017/18 winter season has had a severe detrimental impact on the road network.

As a result of the 2018/19 budget, the Department has been able to allocate £75m to Structural Maintenance across the four Roads Divisions for resurfacing type work. Of this £75m, £15m has been allocated to a Roads Recovery Fund specifically designed to address the roads which have been worst affected by potholes as a result of the severe winter.

We will use this fund to carry out short lengths of resurfacing rather than repairing a large number of individual potholes in problem areas.

Section Engineers, and their staff, across the Division are identifying the worst locations for inclusion on our works programmes. This work will start early in the new financial year to reduce the number of potholes across the network and help prevent additional defects from forming.

## Report a Fault Service

As explained in last year's report DfI lost a significant number of staff through the Voluntary Exit Scheme which was implemented across the whole of the Northern Ireland Civil Service. As a result of this we in Southern Division had to develop reduced staffing structures and implement new procedures to try to maintain our level of service.

One area of significant workload is dealing with correspondence and, in particular, dealing with correspondence relating to individual defects. In such cases we are continuing to ask the public, and public representatives, to report defects through our "Report a Fault" service rather than writing through normal correspondence.

Defects reported through the "Report a Fault" service are recorded directly onto our work planning system and helps get the work done quicker.

You can report a fault on-line at the NI Direct Website

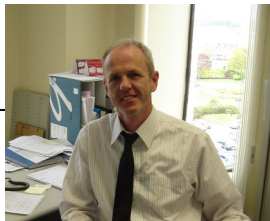
<https://www.nidirect.gov.uk/information-and-services/travel-transport-and-roads/problems-roads-and-streets>

# SECTION 1

## STRATEGIC ROAD IMPROVEMENTS & STRUCTURES

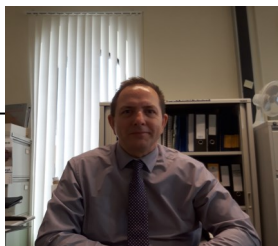
**Strategic Road Improvements Manager: Liam McEvoy**

Liam is supported by the following staff



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## 1.1 A24 Ballynahinch Bypass

The proposed A24 Ballynahinch Bypass would be aligned to the east of the town, from a new roundabout at the junction of the A24 Belfast Road and the A21 Saintfield Road to a new roundabout located at the existing junction of the B2 Downpatrick Road and the A24 Drumaness Road. A compact grade separated junction would connect the B7 Crossgar Road with the proposed bypass. The 3.1km bypass, which is estimated to cost in the range £40-£50million, would comprise of a single 2-lane carriageway bypass with widening to provide overtaking opportunities for traffic exiting the new northern roundabout travelling south, and southern roundabout for traffic travelling north. A shared footway/cycleway extending between the terminal roundabouts would also be included within the proposed Bypass scheme.

A 'Park & Share' facility to accommodate 27 parking bays (including 3no. disabled bays) would be constructed on the northern side of the proposed Saintfield Road Roundabout between the A24 Belfast Road and A21 Saintfield Road.



A Public Inquiry into the Proposed Scheme was held on 26 & 27 January 2016 and the Inspectors report was subsequently received in March 2016. Following consideration of the Public Inquiry Inspector's Report, the then Minister released his Written Ministerial Statement on 13 December 2016, detailing his decision to accept the outcomes of the Public Inquiry for the A24 Ballynahinch Bypass scheme and to progress the scheme in readiness of funding becoming available. The formal Environmental Statement: Notice of Intention to Proceed' was published 29 December 2016.

Development work on the scheme continues to progress. A programme of geotechnical investigation works on lands along the length of the scheme was completed in 2017. Advance Archaeological Investigation works have also been undertaken and were completed in March 2018. The Department is now finalising a procurement strategy for the scheme. Following approval of the procurement strategy, work will commence on preparation of the contract documentation in readiness of funding becoming available to construct the scheme.

Progression of the proposed Ballynahinch Bypass to procurement and subsequent construction, will be dependent on the approval of the business case, clearing the statutory procedures, and funding being made available to the Department. Until funding for the project is secured there is uncertainty over the delivery timescale.

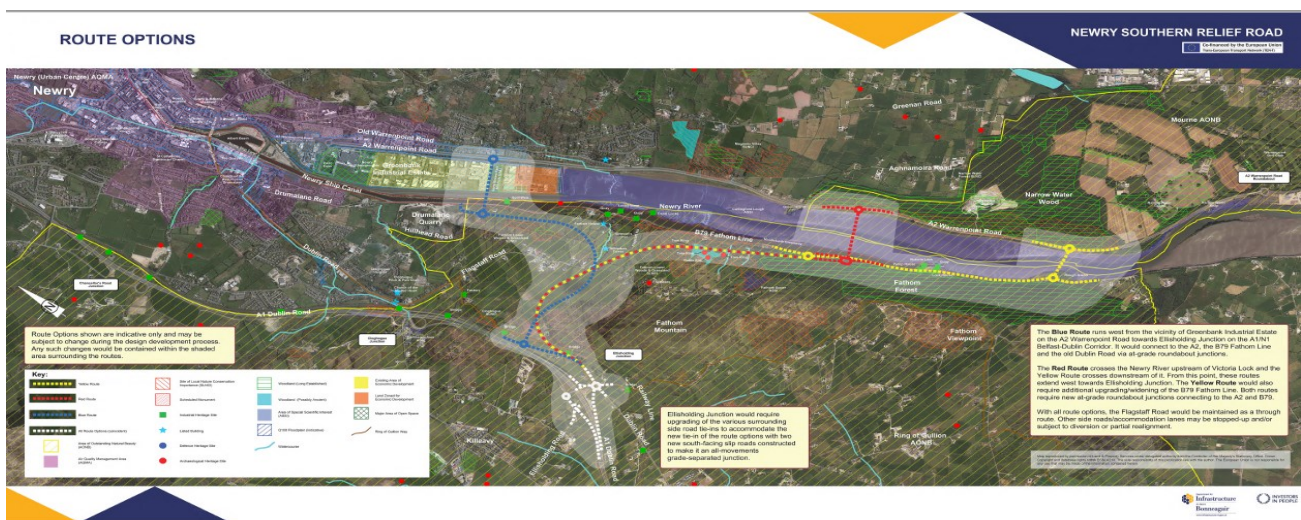
Visit <https://www.infrastructure-ni.gov.uk/articles/a24-ballynahinch-bypass-overview> to find out more about the scheme



## 1.2 Newry Southern Relief Road

This proposal is to provide a new strategic road link to the south of Newry City, between the A1 Dublin Road dual carriageway and A2 Warrenpoint Road dual carriageway. This would provide an alternative route for strategic traffic that avoids Newry City centre. The scheme has been awarded partial funding under the Connecting Europe Facility to progress the scheme studies and design.

Following completion of the Stage 1 Preliminary Options Scheme Assessment, the Newry Southern Relief Road proposal was progressed into the Department's Forward Planning Schedule. The Stage 1 Scheme Assessment Report, published in June 2017, identified two corridors to be taken forward for further assessment.



The Stage 2 Assessment to identify a Preferred Option is ongoing with route alignment options currently being developed and assessed within the two corridors.

A public consultation event was held in November 2017 to provide an update on progress and to invite feedback to inform the Stage 2 development work. This consultation included briefing sessions with elected representatives and the Chamber of Commerce. This community consultation event ran for several weeks and generated a large amount of public feedback on the scheme.

To inform this stage of the scheme assessment, a programme of preliminary ground investigation was undertaken on site in March 2018. It is planned that the Stage 2 Assessment to identify the Preferred Route Option will be complete in Summer 2018.

Continued development of the proposal remains subject to the approval of the business case clearing the statutory procedures, and funding being made available.

## **1.3 A7 Rowallane to Doran's Rock**

The Design work and the Environmental Assessment for the proposal are now substantially complete.

Land, much of which is agricultural but includes some that is residential, will be required from adjacent land owners and a Vesting Order will be required. In preparation for vesting meetings with impacted landowners will be arranged to discuss the extent of land required.

The next stage of development work will include taking the proposal through the statutory procedures.

Progression of the scheme remains subject to the clearing these statutory procedures, and funding being made available to the Department.

## **1.4 Downpatrick Eastern Distributor**

Downpatrick Eastern Distributor is a developer led proposal, in the Ards Down Area Plan 2015 dependent upon the structured development of zoned lands, as detailed in the area plan and approvals through the various planning processes.

In August 2016, the then Minister decided to initiate a feasibility study of the scheme to assist the Department in discussions with key stakeholders on the possibility of providing this road in the future.

The feasibility study was undertaken to re-examine the viability and deliverability of the proposed link road, including an assessment of existing and future traffic issues in the area, based on current traffic patterns and projected developments.

The aim of this study was to gather existing traffic conditions, establish the potential traffic usage of the proposed distributor road if constructed, and determine what relief it would provide to Downpatrick Town Centre. In addition, this feasibility report provides an engineering constraints review of a preliminary route in order to provide a cost estimate that would assist the Department in future discussions with key stakeholders.

The feasibility study is now complete and the Department presented the study findings to the Council in March 2018. The results of the economic analysis indicate that the scheme is predicted to provide poor value for money, with predicted benefits lower than overall scheme costs.

## SECTION 2

# NETWORK MAINTENANCE

**Network Maintenance Manager: Arnold Hamilton**

Arnold is supported by two section Engineers and a structures Engineer



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## Explanation of Maintenance Operations

### Resurfacing and Strengthening

Roads generally fail by cracking and rutting. They usually do not fail suddenly, but gradually deteriorate due to the impact of traffic, age and weathering. Wear normally appears as either excessive permanent deformation of the whole or part of the carriageway structure, or is associated with the cracking of the bituminous layers.

Roads are normally designed for an operational life of 20 years. During this period and beyond, there is a need for the highway authority to intervene at times to either treat or replace the top layer of bituminous material known as the "surface course" or to provide additional depth to preserve the underlying structure of the road and extend its life.

Resurfacing is the application of a layer of this mixed material of 40mm minimum thickness. It strengthens the road, seals it against the ingress of water, and improves skidding resistance and riding quality.

Surface course Bitumen Macadam (Bitmac) has an expected life of 7-12 years which can be extended by subsequent surface dressing. Bitmac is a more flexible material than Asphalt and more suitable for the deformation and movement associated with weaker underlying ground conditions.

Asphalt resurfacing is more appropriate to heavily trafficked roads and junctions having a robust road base. It is more expensive and has a longer expected life of 15-20 years.

Resurfacing of existing roads can usually be carried out on top of the existing surface (overlay) but where drainage or kerb levels or bridge heights are restricted the existing surface may need to be removed before the resurfacing takes place.

## **Explanation of Maintenance Operations**

### **Surface Dressing**

This process involves spraying a bitumen emulsion binder onto the existing road surface, followed by a layer of stone chippings, which is then rolled. This seals the road preventing ingress of water thus extending the life expectancy of the road and also helps to improve the skid resistance on the surface.

### **Micro Surfacing**

This material is a cold applied bituminous material with a relatively fast setting time. It can be laid in two courses up to a total thickness of 20mm to allow limited surface re-shaping. Its main benefits, are that it can be laid quickly with minimal preparatory work thereby reducing traffic disruption. It is suitable for busy urban roads and the new surface can be trafficked within 15 to 20 minutes.

### **Refurbishment**

This is the laying of bituminous materials on roads as one layer over shorter lengths to provide an improved surface.

### **Drainage Works**

The quick and effective drainage of surface water from the carriageway contributes significantly to the safety of the road. Improvement works carried out include the upgrading of the existing drainage facilities to ensure effective dispersal of surface water and prevent as far as possible the occurrence of standing water or flooding of the road. In many cases the provision of new drainage facilities have to be undertaken including the installation of road gullies, pipes and manholes leading to a suitable discharge point.

## Explanation of Maintenance Operations

### Grass Cutting

Grass cutting is carried out for road safety reasons rather than for amenity purposes. Previous grass cutting policy allowed for routine cutting of 1 swathe width (approximately 1.2m) twice a year in rural areas and five times a year in urban areas.

However, this year, due to financial constraints the policy has been amended and only two cuts will be carried out across rural and urban areas, with the exception of sightlines which will be re-cut as necessary.

### Gully Cleaning

In previous years drainage gullies in urban areas were cleaned twice per year and in rural areas once per year. Open outlets were also cleaned once per year. However, this year due to financial constraints routine gully cleaning will only be carried out once in all areas.

### Emergency Out of Office Hours Assistance

We have a call centre to deal with emergency calls outside normal office hours. Transport NI personnel can be called upon to deal with road related emergencies such as flooding, obstructions such as fallen trees, and when requested by emergency services, in clearing up after road traffic collisions.

Routine roads related matters are not dealt with by this service and should be raised with DFI Roads' offices during normal working hours.

The Emergency Out Of Hours telephone number is 028 3752 9500

## 2.1 Network Maintenance Schemes Completed

### Network Maintenance Schemes Completed 2017/2018

#### Completed Asphalt Resurfacing

Road No	Road Name Location	Area (m <sup>2</sup> )
A0050	Ballyward Road, Castlewellan	12,600
A0022	Comber Road, Killyleagh	7,150
A0021	Ballygowan Road, Saintfield.	7,280
A0025	Strangford Road, Downpatrick	7,245
B0007	Shrigley Road, Killyleagh	2,750
B0001	Downpatrick Road, Ardglass	570
B0007	Killyleagh Street, Crossgar	430
A28	Downshire Road Newry	18,000
A2	Warrenpoint Dual Carriageway	15,000
A2	Newcastle Road Ballymartin	5,000
A25	Newtown Road Camlough	1,3000
B30	Sturgan Brea Camlough	2,200
U6281	Hospital Road Newry	7,000
U6824	Lower Water Street /Mill Street Newry	3,000
U5656	Cloughreagh Park Bessbrook	2,100
U5656	John F Kennedy Park Bessbrook	1,300
U6284	St Mary's Street Newry	6,200
U6280	Cecil Street Newry	1,600

## Network Maintenance Schemes Completed 2017/2018

### Completed Bitumen Macadam Resurfacing

Route No.	Road Name/Location	Area (m <sup>2</sup> )
U0107	Drumnaconnagher Road, Annacloy	7,250
U0328	Derryboye Road, Toye	5280
P6001	Ballynoe Road CP, Downpatrick	470
U0234	Tullumgrange Road, Downpatrick	280
U0309	Tobercorran Road, Downpatrick	203
U6009	Ardmore Drive, Downpatrick	236
U6250	Bernagh Green, , Newcastle	771
U6700	Crewhill Court, Ardglass	460
U6700	The Ward, Ardglass	516
U6700	Kildare Court, Ardglass.	610
U6850	St Trassachs Gardens, Raholp	480
U5316	Alina Road	2700
C215	Drumnahunchin Road	5200
U5308	Kiltybane	2800
U5136	Old Keady Road	3900
U50.1	Tullyhappy Lane	2400



## Network Maintenance Schemes Completed 2017/2018

### Completed Surface Dressing

Surface Dressing is a surface treatment used to seal roads to prevent the ingress of water and restore the surface texture of the carriageway.

C0275	Derryboye Road 1	U0350	Tullykin Road
C0275	Derryboye Road 2	U0353	Crossgar Road East
C0290	Magherathamlet Road	U1145	Annacloy Road North
C0308	FinnisRoad	U1211	Loughkeeland Road 1
C0324	Backaderry Road	U1212	Loughkeeland Road 2
C0366	Ballyhornan Road	U1224	Saul Mills Road
C0366	Lismore Road	U1224	Saul Road
U0107	Drumnaconnagher Road	U4212	Legananny Road
U0166	Inch Abbey Road	U4216	Legananny Hall Road
U0174	Old Belfast Road	U4218	Whitehill Road
U0180	Craigy Road	U4320	Fruitvalley Road
U0181	Lisbane Road	U4325	McCartan's Road
U0258	Bannaghan Road	U4354	Ballymaginaghy Road
U0337	Jericho Road	U4355	Owen's Road
U0338	Ardigon Road	U4356	Bannonstown Road
U0339	Tullyverry Road	U6056	Bog Road
U0340	Ballywillan Road East	U6080	Lisnamulligan
U0340	Sunday well Road	U6088	Ballyweely Road
U0343	Lough Road	C321	Sandbank Road
U0344	Beechview Road	U4391	Ballynagapoge Road

## Network Maintenance Schemes Completed 2017/2018

### Completed Surface Dressing

C0365	Greencastle Pier Road	U6026	Lisserboy
U6504	Forestbrook road	U5096	School Road
C0329	Greenpark road	U5344	Low Road
U6148	Masters lane	U5477	Drumboy Rd
U6205	Ballymaconaghy Road	U5438	Ballynamona Rd, Drumintee
C319	Ballycoshone Road	U5475	Old Rd Cullaville
U6193	Upper Burren road	U5422	Lurgan Rd
U6254	Smalls Road	C224	Drumalt Rd
U5012	Church Hill Road		
U6023	Ouley Lane		
U5019	Ashtree Hill		
U5110	Eshwary Road		
U5143	Old Road		
U5053	Latt Road		
U5054	Latt Road		
U5051	Latt Road		
C0226	Bog Rd, Mullaghbawn		
C0224	Bonds Rd		
U6176	The Avenue		
U6176	Ballydesland Road		
U6539	Knockcree Avenue		
U6254	Ballyardle Road		

## Network Maintenance Schemes Completed 2017/2018

### Completed Footway Reconstruction

Resurfacing work to more than 5km of footways totalling almost 10,000 square meters were carried out at the following locations:.

U6700	St Nicholas Walk, Ardglass
P6001	Ballynoe Road CP, Downpatrick
U6850	St Trassachs Gardens, Raholp
U6700	The Ward, Ardglass
A0002	Main Street, Newcastle
U6001	Ardpatrick Avenue, Downpatrick
U6300	Moya Park Saintfield
A28	Downshire Road Newry
A2	Newcastle Road Ballymartin
U6824	Lower Water Street /Mill Street Newry
U5656	Cloughreagh Park Bessbrook
U5656	John F Kennedy Park Bessbrook
U6284	St Mary's Street Newry
U6280	Cecil Street Newry

## Network Maintenance Schemes Completed 2017/2018

### Completed Drainage Maintenance Works

Drainage maintenance works have been carried out on various roads throughout the year. Drainage systems have been improved by roadside piping, gully installation and culvert replacement for example, and work has continued throughout the year as funding permitted.

The following are some of the roads we worked on during 2017/18:

The Meadows, Downpatrick.	Killyleagh Road, Darragh Cross
Ballynoe Road, Downpatrick.	Ballycuttle Road, Downpatrick
Burrenbridge Road, Castlewellan	Derryboye Road, Crossgar.
Woodridge, Ballynahinch	Audleystown Road, Strangford
Castlewellan Road, Dromara	Clonvarnaghan Road, Castlewellan
Templeburn Road, Crossgar	Crew Road, Ardglass
Downpatrick Road, Killyleagh	Belfast Road, Ballynahinch
Crossgar Road, Saintfield	Clay Road, Killyleagh
Newcastle Road, Loughinisland	Drumgooland Road, Loughinisland
Tobercorran Road, Downpatrick	Saul Road, Downpatrick
Belfast Road, Ballynahinch	Market Street, Downpatrick
Shore Road, Strangford	Belfast Road, Saintfield
Rathfriland Road, Finnis	Killyleagh Road, Downpatrick
Saintfield Road, Crossgar	Ballymacilrainey Road, Moneyslane
Woodgrange Road, Downpatrick	Tobbercorran Road, Downpatrick
Valentia Place, Newcastle	Dromore Road, Ballynahinch
Carnreagh Road, Drumaroad	

## Network Maintenance Schemes Completed 2017/2018

### Completed Drainage Maintenance Works (continued)

Ballyholland Rd,Clanrye Terrace.	Carnbane Gds Near
Rathfriland Rd /Balmoral Ave.	Outleckan
Monks Hill,Culvert at Coopers	Ballydogherty Road
Crieve Road Reset Manhole lids	Carrowbane
Sandy Street Roundabout Manhole lid	Drumnahunchin
Mullavatt Rd at 3a and 3b	Cullaville Rd
Ardaragh Road Rathfriland	Kilnasaggart Rd
Ballykeel Road	Dorans Hill
Drumnascamp Rd	Fathom Line
Aughnagon/Edenmore Rd	Cranny Road
Ballydoo Rd	Bernish Road
Yellow Rd	Carrickbroad
Leitrim Rd Hilltown	Kilnasaggart Road
Hilltown Road Benagh	Cortreasla Road
Newry Road	McClenaghans Hill (Completed by RSD)
Ballymaderfy	Tandragee Road (Between Drumbanagher & Gambles)
Valley Road	Camlough Road
Ballymageough	Newry Road, Between Millvale & Chancellors
Owen Roe	Millvale road
Ballagh Road	Cumsons Road
A2 at Bloody Bridge	Postmans Rd, Newtownhamilton
Duggans Road	Aughanduff Road
A2 at Killowen	Armagh road
Tullyhappy	Lissummon Road
McClenaghans hill	Ballydogherty Lane
Lesh road	

## Network Maintenance Schemes Completed 2017/2018

### Maintenance of Structures

Highway Structures include bridges, sign gantries and retaining walls. All bridges must be capable of carrying 40 tonne vehicles and this requirement has led to the ongoing assessment of bridges.

Structures Section manages the 1,278 bridges and culverts with a span of 1.8m and greater within the Division of which there are 513 in the Newry, Mourne and Down District Council Area. Smaller structures are managed by the local DfI Section Offices.

### Structures - Strengthening Schemes Completed during 2017/2018

Location	Bridge Number
C278 Kilmore Crossgar	50063
Derrywilligan Bridge (HSU)	40132
Dromore Road	50020
Lismore Road Bishops Court	
Moan's Bridge, Bog Road, Mullaghbane	40619
Drumalt Bridge, Silverbridge	40627

### Structures - Maintenance Schemes Completed during 2017/2018

Drumreagh Bridge, Ballygowan	50174
Glen Road U0314 / Nutgrove Road U0172	
Retaining Wall at 37 Lower Foughill Road Jonesborough	
Upper Fathom Road, Railway Bridge	40384
Spa Road	50033
Old Belfast Road	50094
Lennon's Bridge, Dorsy, Dundalk Rd, Cullyhanna	40636
A50 Ballyward Bridge parapet repair	40324
Corcreaghan Road, Kilkeel	40042
Benagh Road, Kilkeel	40533

## Network Maintenance Schemes Completed 2017/2018

### Maintenance of Structures

### Vehicle Restraint Systems Upgraded within 2017/2018

Work to upgrade Vehicle Restraint Systems (crash barrier) in the Newry, Mourne and Down District Council area in 2017/18 cost in the region of £225k. Upgrades were completed at the following locations;

A25 Rathfriland Road

B30 Newry Road Silverbridge

A24 Belfast Road Ballynahinch

B2 Downpatrick Road / Cumber Road Drumaness

A28 Belfast Road Newry (1)

A28 Gosford Road

A28 Belfast Road Newry (2)

A25 Kilcoo

A28 Belfast Road Newry (3)  
(RHS approach to Mourne Country Hotel  
R'about)

B30 Sturgans Brae, Newry at Lake

## Network Maintenance Completed - Winter Service 2017/2018

The aim of winter service is to help, as far as possible, main road traffic to move safely and freely in wintry conditions by spreading salt at the most effective times. It is vital that we cover as much traffic as possible for the available budget and criteria have been devised to identify the roads that would provide the best cost benefits.

Within Southern Division, a fleet of 38 gritters and over 140 personnel were available, from mid October 2017 to mid-April 2018, to salt approximately 2200 km of main roads. We aim to complete a salting action in just over 3 hours, which is an immense logistical exercise. There were 105 salting actions this year (almost double the previous winter service period), at an approximate cost of £25,000 per action; the first action being 19 October 2017 and the last on 2 April 2018 with just over 25,500 tonnes of salt used during the season. These figures do not include work carried out on the M1 and the A1 which are maintained by our partner companies.

Because of the high costs involved, it is essential that our engineers take informed decisions and they are assisted in this task by Met Office staff and the very latest technology. There are currently 21 DFI maintained weather stations across Northern Ireland with an additional 4 stations maintained by our partner companies, and with further data provided from 10 sites in the Republic of Ireland.

Information on our salting activities continues to be relayed electronically to the broadcast media to ensure that the latest news on road conditions is available to motorists across Northern Ireland. Additional information, including our winter service leaflet, can be found on our website along with advice on driving in poor weather conditions.





## 2.2 Network Maintenance Schemes Proposed

### Network Maintenance Schemes Proposed 2018/2019

#### Proposed Asphalt and Bitmac Resurfacing

It is proposed to strengthen the road foundation where necessary and improve the surface with asphalt and bitmac on the selected lengths of the roads listed below:-

#### Asphalt

- B0001 Ardglass Road Downpatrick  
from Ballee Rd jct to Ballywarren Rd , Tobermoney 1,700 m
- A0002 Strangford Road, Ardglass  
From Sheepland Rd jct to Chapletown 2,000 m
- A0049 Magheraknock Road  
Ballynahinch from Langley Road towards Lisburn 1,250 m
- A0037 Concession Road  
from boundary to speed limit at the edge of Culloville, 1,300m
- B27 Upper Dromore Road  
from St Marks School towards Greenan Road 1,800m
- U5160 Shepherds Way  
From junction with Tandragee Road to Junction with Carnbane Way 1,400m
- B30 At Aghanduff  
from Glenmore Road to Tullymacrieve 1,600m
- B175 Edendarriff Road, Ballynahinch 1,700 m
- U6540 Rooney Road, Kilkeel,  
from A2 Newcastle Street to harbour 570m

#### Bitumen Macadam

- B0175 Ballynahinch Road  
Drumaroad from Clarragh Bridge towards Spa 2,500m
- B79 Fathom Line  
From Victoria Lock towards Newry 1,000m

## Network Maintenance Schemes Proposed 2018/2019

### Proposed Surface Dressing

Roads which were regulated and resurfaced over the past few years require sealing.

Surface Dressing of the following roads is planned for completion during the summer months of 2018.

C0285	Bonecastle Road	C0283	Churchtown Road
C0283	Crew Road	U0258	Bannaghan Road
U0257	Carrownacaw Road	U0257	Carrowvanney Road
U1216	Crangles Rock	U1221	St Patrick's Way
U0350	Island Road	U0230	Ballysallagh Road
U1277	Ballynagross Road	U1229	Tullynaskeagh Road
C0285	Ballee Road	U0232	Ballybrannagh Road
U0237	Ballywoodan Road	U0238	Bishopscourt Road
U2213	Drumroe Road	U0240	Killard Road
U0366	Rocks Road	U1219	Sheepland Road
U4214	Kilnhill Road	U4219	Ribadoo Road
U4218	Whitehills Road	C0322	Ballydrummann Road
C0322	Millvale Road	U4321	Derrynell Road
U4322	Station Road	U4323	Moor Road
U4326	Gargary Road	C0325	Clanmaghera Road
U4236	Lighthouse Road	U4237	Carnalroe Road
U4359	Old Road	U4165	Dree Hill Road
U0131	Dunturk Road	U0131	Cauleyspipe Road
U4132	Crossgar Road	U4131	Park Road
U4133	Moneyabane Road	C0272	Carrickmannon Road
C0277	Ballywillan Road	U0329	Castlerainey Road
U0378	Raffery Road	U0377	Templburn Road
C0274	Glasswater Road	C0274	Barnamaghery Road
U0193	Ballyaugherty Road	U0371	Killybawn Road
U0372	Carsonstown Road	U1214	Liberty Hill Road
U0162	Church Road	C0278	Tullynacree Road
C0308	Clonvaraghan Road	U1227	Dillon Road
U0131	Drumaraod Hill		

## Network Maintenance Schemes Proposed 2018/2019

### Maintenance of Structures

#### Structures - Strengthening Schemes Proposed within 2018/2019

Structures Strengthening schemes planned within Newry, Mourne and Down District Council is estimated to cost about £100K. All other bridges are inspected routinely which generates an ongoing programme of strengthening/repairs to bridges and other structures.

Location	Bridge No.
Kilmonaghan Rd RWYBR Mullaghglass Newry	40603
Cross Street Killyleagh railings	50541
B7 Bells Bridge	40521

#### Structures - Maintenance Schemes Proposed during 2018/2019

Newry Road Br, Kilkeel	40280
Barnmeen TD Br, Newry Rd, R'friland	40163
Crocknafedley Br	50118
B6 Ballyagherty Br. - Station Road	50088
U383 Cherryhill Road	50507
U5211 Drumalt Road Br Finiskin	40638
C218 Chancellor's Road Br, Newry	42065
B2 Downpatrick Road	50004
A2 Mullagh Br, Newcastle Rd, Kilkeel	40285
U5217 Garvey's Br, Garvey's Rd., S'bridge	40630
Corcreaghan Road, Kilkeel	40042
Benagh Road, Kilkeel	40533
School Road.	50350
Carnmeen Park Warrenpoint - retaining wall	-
Cleaning Bridges (Saintfield Area) - combined works	50105
Parapet wall of a bridge on Church Road, Kilmore	50575
Quoile Bridge	50116

## **Network Maintenance Schemes Proposed 2018/2019**

### **Maintenance of Structures**

#### **Vehicle Restraint Systems Upgrade Proposed within 2018/2019**

It is proposed to carry out further upgrades of the Vehicle Restraint Systems at the following locations during 2018/19 at an estimated cost of £125k.

B134 Tullah Road

U5444 Kilnasaggart Rd

U640 Rathcuain Road

## SECTION 3

# NETWORK DEVELOPMENT

**Network Development Manager: James Kelly**

James is supported in Newry, Mourne & Down by the following staff



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Ciarán's team is responsible for the Newry and Mourne area



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Heather's team is responsible for the Down area

## NETWORK DEVELOPMENT

The Network Development Section deals with all matters pertaining to;

Minor Works and Micro Schemes

Traffic Management

Collision Remedial

Traffic Calming

Pedestrian Measures

Safer Routes to School

Bus Priority Measures

Cycling Measures

Road and Lane Closures

Legislation, including Accessible Parking bays and Traffic Regulation Orders

The principal initiatives to be addressed are:

- local improvements in towns across Northern Ireland to assist pedestrians and cyclists;
- local highway infrastructure measures to improve safety, such as collision remedial schemes; and
- Network Development schemes (minor works).

Expenditure on these measures tend to be widely spread and most communities benefit, as an individual scheme is relatively low cost in comparison to the cost of projects on the Strategic Works programme. They are usually very visible measures and provide good value for money in terms of a safer road transport system, which benefits society, the economy, the environment; and actively contributes to everyone's quality of life.

## 3.1 Network Development Schemes Completed

### Network Development Schemes Completed 2017/2018

#### Minor Works

##### Fountain Street, Downpatrick — road widening and traffic calming

The scheme has provided road widening to assist traffic progression and traffic calming measures, in the form of road humps to reduce traffic speeds. Traffic calming measures have also been provided in Kennedy Square. Work was completed in July 2017.



Before the scheme



Completed scheme



Formalised on-street parking areas have been provided on both sides of the street for local residents

## Network Development Schemes Completed 2017/2018

### Minor Works

#### Newry—Old Warrenpoint Road

Work to provide new pedestrian and traffic islands on the Old Warrenpoint Road is substantially complete.

#### Attical

New signs and road markings to improve traffic management and road safety have been provided in Attical.

#### B8 Hilltown Road at Edentrumly Road / Ballydoo Road junctions

Works are substantially complete on this scheme to improve the road alignment and forward visibility on the B8 Newry Road between Mayobridge and Hilltown that will also increase the visibility for traffic exiting the Ballydoo and Edentrumly road junctions.



Before B8 road alignment improvements



After works were completed on the B8



## Network Development Schemes Completed 2017/2018

### Pedestrian Measures

#### Footways

##### A22 Killyleagh Road at Scaddy Road, Downpatrick

This scheme has delivered a new 150m footway link to improve accessibility and road safety for pedestrians who regularly walk along the A22 Killyleagh Road from the junction of Scaddy Road to the bus stop 150m south of the junction.



Before the scheme



Completed scheme

## Network Development Schemes Completed 2017/2018

### Pedestrian Measures

#### Footways

##### **B176 Killough Road, Downpatrick**

This scheme which was completed in Spring 2018, provides an in-fill footway for pedestrians to link local amenities in the area including schools, shops and local community facilities. Existing dropped kerbs have been enhanced or replaced with tactile paving flags to further improve accessibility in the area.

A new pedestrian central island near the Ballymote Shopping complex has also been installed to replace the previously vandalised pelican crossing at this location.



Before Works



New footway completed

## Network Development Schemes Completed 2017/2018

### Pedestrian Measures

#### Controlled crossings - Upgrade

**Main Street, Crossgar** - The existing crossing has now been upgraded to a new PUFFIN crossing.



Before upgrade



Upgraded crossing

#### Controlled crossings - New Installation

**Main Street, Dundrum** - A new controlled has been provided in the village.



## Network Development Schemes Completed 2017/2018

### Pedestrian Measures

#### Controlled crossings - New Installation

Newry Road, Hilltown - A new controlled has been provided in the village.



PUFFINS are relatively new in Northern Ireland and further information on their use is available at nidirect website at the web address: <https://www.nidirect.gov.uk/articles/puffin-crossing>

## Network Development Schemes Completed 2017/2018

### Collision Remedial

#### B177 Lisburn Road/Ballycreen Road/Riverside Road, Ballynahinch

Traffic management measures were identified for this location, to address a collision history. Enhanced junction signs, “SLOW” road markings and red textured surfacing have now been provided.



## Network Development Schemes Completed 2017/2018

### Traffic Management

#### Park & Ride / Park & Share

##### A24 Newcastle Road at Clough Roundabout

The existing 16 space park and share facility at the Clough roundabout has been extended to provide an additional 18 spaces following the increased need for such facilities at this location.

Work was completed in Summer 2017.



Prior to works commencing



Completed scheme on opening



The facility is being well used already.

## Network Development Schemes Completed 2017/2018

### Traffic Management

#### Park & Ride / Park & Share

##### A1 at Sheepbridge

A new facility adjacent to the existing park and share facility close to A1 at Sheepbridge is nearing completion and will provide an additional 106 spaces to accommodate the demand at this location.



Works are ongoing at the new Sheepbridge site with works expected to complete Summer 2018

## Network Development Schemes Completed 2017/2018

### Traffic Management

#### Safer Routes to Schools

##### Cullaville—Clonlig Primary School

The part time 20mph speed limit at Clonlig Primary school is now operational.





## Network Development Schemes Completed 2017/2018

### Traffic Management

#### Accessible Parking Bays

##### *Provided*

Central Promenade, Newcastle (Relocation)	The Gardens, Bessbrook
Thomas Russell Park, Downpatrick	Cambrook, Camlough
Rooney Park, Kilkeel	Main Avenue, Derrybeg Park
27 Kilmorey Street, Newry	Main Street, Warrenpoint
Tievedoo Park, Attical	Bignian Avenue, Kilkeel
Domincian Court, Newry	Killeavey Road, Newry
Loanda Crescent, Newry	Charlotte St, Warrenpoint (3)
Blaney Crescent, Newry	Ennisfree Park, Ballyholland
Clermont Bungalows, Warrenpoint	

##### *Removed*

Highbury Avenue, Killyleagh	54 Drumalane Park, Newry
73 Irish Street, Downpatrick	34 Springfeild Road, Warrenpoint
3 Church Hill, Killyleagh	
Upper Scotch Street, Downpatrick - 1 bay removed	
Church Avenue, Dundrum - 2 bays removed	

Applications for Accessible Parking bays are assessed before the completion of the necessary legislative process. Successful applications are required to be notified in local newspapers offering the opportunity for the general public to submit their views.

Any objections must be fully considered before the application can progress to the legislative stage.

Because of the processes involved, approved applications are required to be grouped and processed in batches on two or maybe three occasions during the year.

## Network Development Schemes Completed 2017/2018

### Traffic Management

#### Traffic Signs provided

**Ballyhornan Road, Downpatrick** (Bend south of Ballyalton) – 1 No. Bend to the left warning sign, hazard marker posts and replacement chevron signs.

**Clough Park & Share Car Park** – 2 No. Direction signs.

**A24 Newcastle Road/Cottage Road, Seaforde** – 1 No. Side road to the right ahead warning sign.

**Vianstown Road/Bishops Brae, Downpatrick** – 1 No. Side road to the left ahead warning sign.

**Vianstown Road, Downpatrick** – 2 No. Pedestrians in the road ahead warning signs

**Slievenaman Road** - Replacement tourist signage due to fire damage

**B180 Moyadd Road, Kilcoo** - 1 no side road to left warning sign

**Mearne Road/Saul Road** - 1 no Pedestrian in road warning sign

**A2 Ardglass, Kilclief** - 1 no bend ahead with side road warning sign

**Saul Brae/Slievegrane Road, Saul** - 2 no bend ahead with side road warning sign

**A21 Ballynahinch Road, Saintfield** - 2 no Bend ahead warning signs

**Irish Street, Downpatrick** – 2 No. Accessible Parking Bay Signs and 3 No. Limited waiting parking plate signs.

**Darragh Road, Darragh Cross** – 1 No. School composite warning signs & 1 No. Advance stop warning sign with distance plate.

**Darragh Road & Barnamaghery Road, Darragh Cross** – 4 No. Speed Limit gateway signs and 8 No. 40 mph speed limit repeater signs.

**Seaford Road / Drumgooland Road, Seaforde** – 2 No. Crossroads on a bend ahead warning signs.

## Network Development Schemes Completed 2017/2018

### Traffic Management

#### Traffic Signs provided (continued)

**Ballydonnell Road / Vianstown Road, Downpatrick** – 2 No. Crossroads on a bend ahead warning signs.

**Saul Road / Slievegrane Road, Downpatrick** – 2 No. Side road on bend ahead warning signs.

**A2 Shore Road / Killard Road, Kilclief** – 1 No. Side road to the right on bend to the left ahead warning sign.

**A2 Main Street/South Promenade, Newcastle** – 1 No. Accessible Parking Bay Signs and 2 No. Limited waiting parking plate signs.

**B2 Dromore Road / Burren Road, Ballynahinch** – 1 No. Additional give way sign and 1 No. Composite advance give way sign with distance plate.

**A7 Belfast Road / Main Street / Todd's Hill, Saintfield** – 2 No. Non-primary composite direction signs.

**Kilmorey Street Newry**—School signs and no right turn sign for HGV's

**Bloody Bridge, Newcastle**—Pedestrians in road warning signs

**Maydown Road, Bessbrook**—Junction warning signs

**Ashgrove Road, Newry** -School warning signs

**Bulls Hill, Newry** - warning signs

**Dundalk Road, Crossmaglen** - Bend warning signs

**Greencastle Pier Road** - No through Road Signs

**Benagh Road, Kilkeel** - Direction sign for Kilkeel

**A28 Chapel Road** - Junction warning signs

**Lurganreagh Road, Kilkeel** – unsuitable for HGV signs

## Network Development Schemes Completed 2017/2018

### Traffic Management

#### Carriageway markings provided

**St Patrick's Drive, Downpatrick** – 3 No. T-bar road markings.

**Strangford Ferry Terminal** – Revised lane destination arrows.

**King Street, Newcastle** - Single yellow line & 1 no KEEP CLEAR marking

**Railway Street, Beverley Gardens both Newcastle** - Double yellow lines

**Bryansford Gardens, Newcastle** - 2 no T-Bar markings

**Shore Road, Kilclief** - Enhancement of existing edge of carriageway markings

**A25 Downpatrick Road, Strangford** – 1 No. Enhanced gateway marking with red textures surfacing and 2 No. "SCHOOL" road marking on red textured surfacing.

**B177 Lisburn Road / Riverside Road, Ballynahinch** – 2 No. "SLOW" road markings on red textured surfacing.

**Dolly's Brae Road, Leitrim** at St Matthew's Primary School – 2 No. "SCHOOL" road markings on red textured surfacing

**St Michael's PS, Newtownhamilton**, Keep clear

**Greencastle Street, Kilkeel**, Keep clear

**Kilmorey Street, Newry**, Keep clear

**Bloody Bridge, Newcastle**, SLOW marking

**Ashgrove Road, Newry**, School marking

**70 Clanrye Avenue, Newry**, White bar marking

**Bulls Hill, Newry**, Slow marking

**Beesbrook Road, Newry**, Slow marking

**Dundalk Road, Newry**, Slow marking

**Armagh Road, Newry**—2 x Keep clears

**Rostrevor Road, Warrenpoint**—Realignment of junction lane

**Church Road, Bessbrook**—yellow lines

**Barcroft, Newry**—Give Way markings

## Network Development Schemes Completed 2017/2018

### Traffic Management

#### Waiting restrictions provided

**The Slip/Stella Maris Street, Strangford** – 15m Corner Restriction double yellow lines.

**Beverley Gardens, Newcastle** - Additional waiting restrictions along one side of the street

**Irish Street, Downpatrick** – Revised on-street parking restrictions and the introduction of 2 No. Accessible Parking Bay and 1 No. Loading bay.

**Lynn Doyle Place, Downpatrick** – Extension to the existing double yellow line waiting restrictions at the entrance to the estate.

**Meadowlands, Downpatrick** – Extension to the existing double yellow line waiting restrictions at the entrance to the estate.

**Listooder Road, Saintfield** – Additional waiting restriction within the vicinity of Academy Primary School.

## **Network Development Schemes Completed 2017/2018**

### **Traffic Management**

#### **Traffic Regulation Orders**

##### **One way Experimental Order at Barcroft Park, Newry**

The legislation to implement the experimental one way order in Barcroft in Newry is now complete and the one way system operational. The one way system operates in a clockwise direction with traffic entering the low entrance to Barcroft and exiting at the upper junction.

This experiment continues to operate successfully with no identified issues so we will be progressing the necessary legislative submissions to make a formal Traffic Regulation Order which will make the one-way system permanent.

## 3.2 Network Development Schemes Proposed

### Network Development Schemes Proposed 2018/2019

#### Minor Works

#### Collins Corner, Downpatrick – Proposed Junction Improvement and one way traffic system

This scheme, to improve pedestrian measures and traffic progression through the junction, was identified for delivery in 2016/17. However a geotechnical survey of the hospital site and existing embankment has resulted in a revised design being required.



Negotiations for land acquisition is progressing to provide an upgrade to the traffic signals, a new footway on Killough Road and a left turn lane from Pound Lane.

Legislation is also well underway for the a one way traffic system on the lower section of Stream Street.

#### Newry— Abbey Way to Boat Street Junction

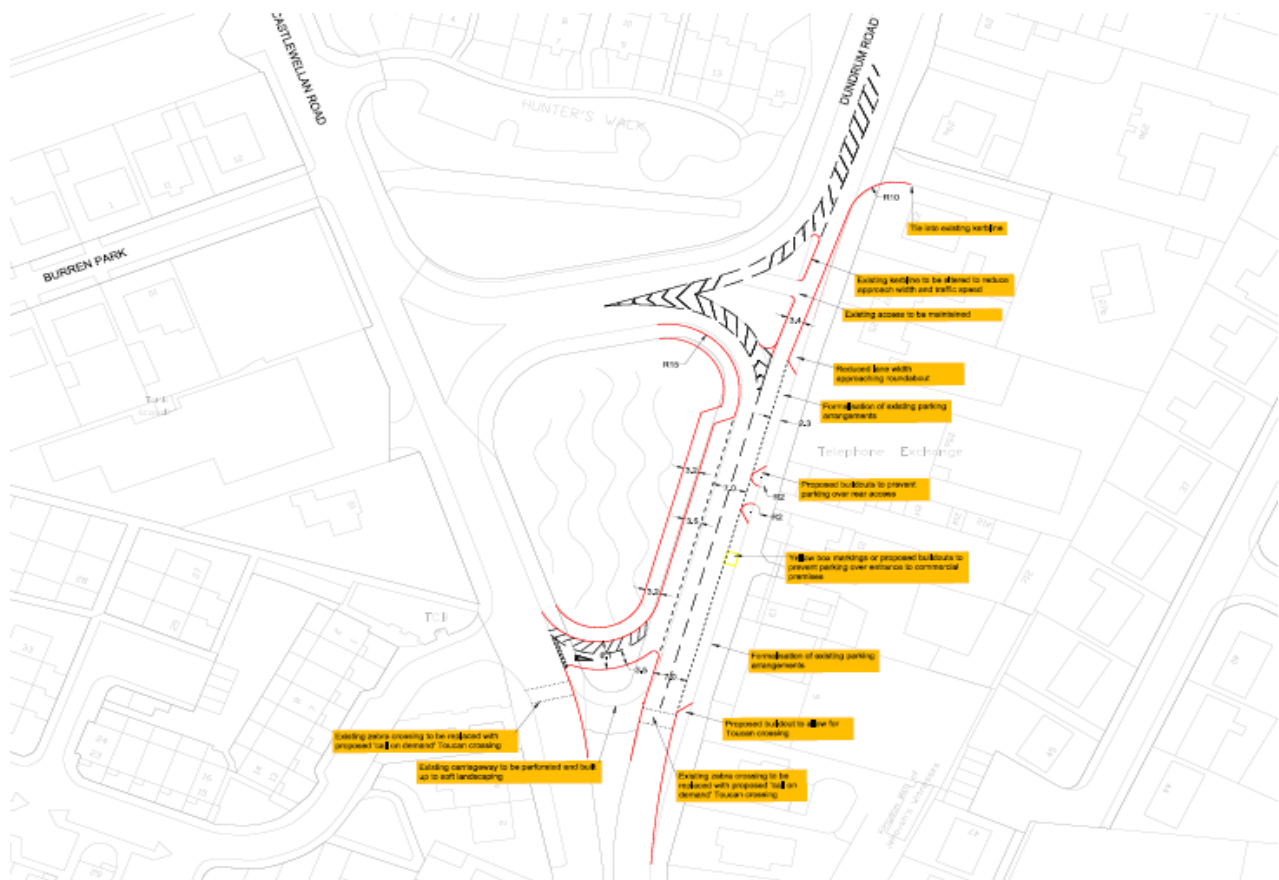
It is proposed to upgrade this junction with a view to improving traffic progression at this location segregating traffic for Warrenpoint and Dublin and introducing enhanced traffic signal control to optimise junction performance.

## Network Development Schemes Proposed 2018/19

### Minor Works

#### Dundrum/Castlewellan Road Roundabout, Newcastle, Co Down

This scheme is proposed to reduce personal injury collisions recorded at the above roundabout, when pedestrians are coming into conflict with vehicles using the link road at the existing Zebra Crossing.



By relocating the link road and creating a new dedicated slip lane into the link, the hope is that motorists will be better aware of the presence of pedestrians using this busy crossing point by being on the correct side.

This scheme is dependant on the successful acquisition of land required in order to deliver the desired outcome and the availability of the required funding.



## Network Development Schemes Proposed 2018/19

### Collision Remedial

DfI Roads is concerned about all road traffic collisions and gives a high priority to collision prevention. Collisions can be caused by a wide range of contributory factors, not all of which can be influenced or controlled by the introduction of engineering measures.

The Department receives details of all road traffic collisions resulting in personal injury from the PSNI. The programme for Collision Remedial measures is compiled following a review of this collision data.

#### **A7 Belfast Road Roundabout, Downpatrick**

It is planned to introduce new white lining to promote better lane discipline, driver awareness and driver behaviour at this busy roundabout to help address a collision history.

Existing road signs will also be reviewed to aid drivers visibility on all approaches to the roundabout.

#### **Bryansford Avenue/Shimna Road junction, Newcastle**

A reconfiguration of the signal phasing is proposed at this junction to separate traffic flows from both sides of Bryansford Avenue in order to better manage the movement of vehicles and remove the conflict thereby reducing opportunity for collisions.

## Network Development Schemes Proposed 2018/19

### Pedestrian Measures

#### A24 Newcastle Road at Brennans– Hardstanding

The provision of a hardstanding at the existing bus stop will be provided to assist pedestrians using the bus services.

#### A24 Newcastle Road at Seaforde—Central Island and infill footway

The provision of a central pedestrian island with associated dropped kerbs and tactile paving and linking footway will assist pedestrians crossing this busy road.

#### Mayobridge—New footway

It is proposed to provide a section of new footway to complete the missing link from Bavan Road junction.

### Cycling Measures

Work to provide a shared footway / cycle track and two new TOUCAN crossings linking Carnbane Road along Shepherds Way to the canal tow path is in progress. This work has been coordinated with resurfacing proposed in the area and is due for completion summer 2018.



## **Network Development Schemes Proposed 2018/19**

### **Traffic Management**

#### **Accessible Parking Bays**

Applications for accessible parking bays are assessed on an individual basis as they are received.

The following bays are to be provided:

**Dromore Street, Ballynahinch**

**The Old Mill, Killyleagh**

**58 Henessy Park, Newry**

**161 Barcroft Park, Newry**

The following bays are to be removed:

**Pemberton Park, Downpatrick (2 no. bays)**

## Network Development Schemes Proposed 2018/19

### Traffic Management

#### Traffic Signs

**A50 Bann Road, Castlewellan** – 2 No. Enhanced chevron signs

**Tareesh Lane, Annacloy** - 2 no Horse & Rider Warning signs

**Drumkeeragh Road, Ballynahinch** - 2 no Wild Deer warning signs

**Ballydonnell Road, Downpatrick** - 2 no Road Narrows and 2 no Cattle Crossing signs

**Langley Road, Ballynahinch** - 1 no Children with Playground plate warning sign

**Ballyloughlin Road, Dundrum** - 1 no. left hand bend warning sign

**Downe Hospital signs** - Upgrade of existing and provision of new signs

Further road signs will be provided where required

## Network Development Schemes Proposed 2018/19

### Traffic Management

#### Carriageway markings

**A21 Ballynahinch Road, Saintfield** - Enhancement of centre line and edge of carriageway lines

**A22 Comber Road, Killyleagh** - Replacement of 1 no SLOW marking

**Moneyslane Road, Dechomet** - provision of 2 no SLOW markings on top of red texture to highlight cross roads. Existing SLOW's refreshed

**Downs Road, Newcastle** - Extension of double yellow lines at pedestrian crossing

#### Waiting restrictions

**King Street, Newcastle** – Additional waiting restriction within the vicinity of All Children's Primary School (to operate during school year/times).

**Downs Road, Newcastle** - Extension of existing double yellow lines to cover and uncontrolled crossing point.

**English Street, Downpatrick** - Replacement of Zig Zag markings with Double Yellow line opposite county museum.

**Castlewellan Limited Waiting** - Possible introduction of limited waiting restrictions on Main St and Castle Avenue.

**Bryansford Gardens, Newcastle** - Extension of existing double yellow lines in vicinity of no 48

**Railway Avenue—Newry—** Proposed 2 Hours limited waiting

## Network Development Schemes Proposed 2018/19

### Traffic Management

#### Speed Limits

Following a speed limit review of the following areas, in line with current policy, and confirmation by the PSNI that they are content with the proposals, a speed limit has been processed through legislation at the following locations:

##### **Burrenbridge 40 mph**

Introduction of a new 40 mph speed restriction in the settlement of Burrenbridge

##### **Chapelstown 30mph**

Introduction of a new 30mph speed restriction in the settlement of Chapelstown.

##### **Teconnaught 30mph**

Introduction of a new 30mph speed restriction in the settlement of Teconnaught.

##### **A50 Castlewellan Road, Newcastle**

The relocation of the 40 mph and 30 mph speed restrictions on the main A50 in Newcastle

Additional locations where we are progressing legislation include:

##### **A25 Rathfriland Road at Orchard Bar**

It is proposed to introduce a 40mph speed limit

##### **Old Warrenpoint Road, Newry**

It is proposed to introduce a 30mph speed limit

##### **Carnbane Road, Newry**

It is proposed to introduce a 40mph speed limit

## Network Development Schemes Proposed 2018/19

### Traffic Management

#### Traffic Regulation Orders - Subject to the satisfactory completion of the legislative process

##### English Street, Downpatrick

Provision of a coach parking bay opposite the County Down Museum. This provision is designed to facilitate coaches dropping off and picking up passengers in the area to local tourist attractions and assist traffic progression. A legislative process is required and will restrict the bay to a maximum of 20 min stay for coaches/buses

##### Stream Street, Downpatrick

Proposed One-Way Order to introduce a one way traffic system on Stream Street in a southerly direction from the junction of Collins Corner to the mini-roundabout at Owenbeg Avenue. This proposal is designed to work in conjunction with the improvements to Collins Corner to enhance the effectiveness of this signal upgrade.

### Legislation

Please Note: - All proposals to introduce or amend legislation are subject to successful completion of the necessary processes. This includes Accessible Parking Bays, Speed Limits, Traffic Regulation Orders (such as one-way) , Parking and waiting restrictions (such as yellow lines) etc. A notice of intention of proposals is published in local papers which offers the opportunity for the general public to submit their views on the proposals. Objections, when received, must be fully considered and addressed before any scheme can be taken forward for implementation

## SECTION 4

# NETWORK PLANNING

### Network Planning Manager: Reynold Nicholson

Reynold is supported in Newry, Mourne & Down by the following staff



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## 4.1 Development Control

### Planning Applications

In carrying out their planning functions Councils have a duty to consult a range of statutory bodies. DfI Roads on behalf of the Department for Infrastructure has entered into an agreement with each Council to provide views and advice on roads and transportation related issues.

DfI Roads in its consideration of planning applications, takes into account aspects of development which could prejudice traffic progression and safety in terms of junction capacity, access arrangements, parking standards and provision, road width, radii, gradients, drainage and sight lines. This consideration usually involves site visits and technical work. Compliance with transport policy and compatibility with road infrastructure is taken into account as well as any need for developer led improvements. Proposals are also checked for potential encroachment upon any future road lines. A detailed Transport Assessment may be required for larger developments where potential traffic impact may extend to road junctions some distance from the development site and where infrastructure improvements are deemed necessary as mitigation. For smaller developments a Transport Assessment Form is required to be completed by the applicant in order to ascertain the likely impact.

In the case of housing developments, the Private Streets (NI) Order 1980 is applied if a planning application includes streets which are to become public and maintainable by the Department. Development Control along with the associated Private Streets Section determines the area to be adopted, arranges for the calculation of the bond amount, supervises construction of the streets and, following satisfactory completion by the developer, completes the process for adoption into the public road network. Should the developer not complete the street, DfI Roads can take appropriate enforcement action under the Private Streets Order to ensure satisfactory completion of works funded by the bond.

Other Development Control work includes participating in pre-application discussions and planning meetings preparation of evidence and presentation of this at Planning Appeals. Assistance is given with enforcement cases associated with breaches of planning control. Input is provided for the use of planning case officers at Council Planning Committee meetings with attendance by Development Control Officers as required.

During the reporting period from 1 April 2017 to 31 March 2018 within the Newry Mourne and Down District Council Area, our Development Control Team dealt with:

Planning Applications:	1554
Pre Planning Enquiries:	12
Planning Appeals:	6

Of the above applications 45 were housing developments involving the Private Streets (NI) Order 1980.

Examples of major applications being dealt with include:

- Community Treatment Health Care Centre, Newry
- Watsons Road, Housing Development, Newry
- Housing Developments, Saul Road, Downpatrick
- Craigmore Way Housing Development, Newry
- Old Warrenpoint Road Housing Development, Newry
- Middle Tollymore Road, Newcastle
- Newry North Business Park
- Woodlands, Warrenpoint
- Lisburn Road, Ballynahinch
- Crossgar Road, Ballynahinch
- McKnights Hill, Bessbrook

Development Control also responds to the Council in respect of applications under the Licensing of Pavement Cafes Act (NI) 2014 and gives advice on various adhoc matters such as placing of planters and signage.

## Roads (NI) Order 1993, Article 80

Article 80 applies to new vehicular accesses on to unclassified roads or agricultural accesses on to classified and unclassified roads. It covers proposals such as new driveway entrances and dropped kerbs and is used where planning permission is not required.

During the reporting period DFI Roads dealt with 41 Article 80 applications.

Development Control also provides evidence in respect of associated Article 84 appeals which are determined by the Planning Appeals Commission

## Adoptions

During the reporting period Private Streets Section has been successful in adopting a total of 10 private developments comprising 1034 metres of carriageway, 566 metres of footway and 40m of parking into the publicly maintained network.

These developments include:

- Cluainn An Fhile, Glassdrumman Road, Creggan
- Cathedral View, Downpatrick
- Downpatrick Road, Killough
- Mayvale Court, Newry Road, Mayobridge
- Rockfield, Crossgar
- Forrest Hills, Newry
- Bishopscourt Road, Kilclief
- Inishmore, Killyleagh
- Cairn Hill, Crieve Road, Newry
- Rosevale, Newry Road, Kilkeel
- Laurel Grove, Belfast Road, Newry
- Grahamsville, Kilkeel

## 4.2 Local Development Plans

### Advice

Cyril (Sid) Stevenson deals with development planning for Armagh Banbridge and Craigavon, Newry Mourne and Down as well as North Down and Ards. He also provides advice to these council areas on transportation matters for Local Transport Plans and Community Plans for Southern Division as well as work on strategic development planning applications.

## 4.3 Private Streets

### Enforcement

Private Streets Section endeavours to work with developers to ensure that streets are brought up to an adoptable standard without delay. If the developer does not complete the street works or ceases trading and house building and occupancy is sufficiently advanced, then DfI Roads will take enforcement action and appoint its own contractor, recovering the costs of works from the road bond under Article 13 and 15 of the Private Streets (NI) Order 1980. The Section also takes action against developers who fail in their responsibility to take out a bond.

During the reporting period DfI Roads completed and adopted Streetworks within the following developments through such enforcement under the provisions of the Private Streets (NI) Order 1980:

- Forest Hills, Newry
- Grahamville Kilkeel

DfI Roads is currently carrying out works on the following development sites through enforcement action:

Derrymore Meadows, Bessbrook	Bog Road, Mullaghbawn
Eliza Close, Newcastle	Strangford Manor, Downpatrick
Windsor Manor, Windsor Avenue, Newry	Liska Manor, Liska Road Newry
Hollywood Grove, Newry	Owenbeg Avenue, Downpatrick
Meadowview Close, Kilcoo	Cashel Close, Clonvaraghan Road, Castlewellan

It is currently anticipated that enforcement will be initiated during the 2018/19 reporting period in respect of: An Chloch Fhada, Oldtown Road, Annalong.

### Abandonments

Abandonments of public rights-of-way such as sections of adopted roads and footways are procedures separate from the planning process. These involve a public consultation exercise which informs the Department's decision to approve or reject any application.

No abandonments have taken place within the reporting period.

### Property certificates

Private Streets Section coordinates DfI Roads response to Property Certificate Enquiries. A total of **9389** Property Certificate Enquiries were proceeds during the reporting period in Southern Division

## 4.4 Street Lighting

The total number of streetlights in Southern Division is approximately 82,000, of which 24,000 (32%) are in the Newry Mourne and Down council area.

### Street Lighting Maintenance

Since April 2015, DfI Roads only repairs those defective street lights reported by the public or their representatives. In order to facilitate this process, reports of defective lights can now be made directly on line via the NIDirect website at the web address:

<https://www.nidirect.gov.uk/services/report-street-light-fault>.

Reports made via this web page automatically generate a works order to the appropriate contractor to have the defect repaired.

Reports can also be made by telephone at 0300 200 7899.

Priority is given to emergency defects i.e. those defects posing a direct structural or electrical hazard, then to groups of lights out, groups of lights burning continuously and finally to individual lights out.

### Upgrading Schemes completed or nearing completion

Work has been completed or is nearing completion on the following schemes

<b>Location</b>	<b>Town/Townland</b>	<b>No of Lights</b>
Croob Park	Ballynahinch	26
DownPatrick Road	Strangford	1
Whinney Park Kilclief	Strangford	2
Burren Way	Newcastle	4
Burren Court	Newcastle	15
Jordanstown	Clough	13
Needham Court	Kilkeel	7
Oliver Plunkett Park	Tullydonnell	8
Carnmore Drive	Newry	5
Warrenpoint Road	Newry	13

## Upgrading of existing street lighting to LED Lanterns

In 2017/2018 Southern Division street lighting upgraded and replaced 417 existing lanterns to new LED lanterns. The up-grade of these lanterns to LED will contribute towards the reduction in their maintenance and energy bills.

## Proposed Upgrading Schemes 2018/2019

Location	Town/Townland	Type of Scheme
Cherryhill	Rostrevor	Relighting
Whinland Drive	Annalong	Relighting
Main Street	Dundrum	Relighting
Dromore Street	Ballynahinch	Relighting
Greenbank Roundabout	Newry	Relighting

## Repair of faults to streetlights

Our response times are:-

**Emergency**, responded to an RTC within an hour and a half to site (1.5hrs) where a street lighting column has been damaged.

This is only to make safe and protect the public from danger to exposure of live cables or the column falling down.

**Urgent**, respond within twenty four hours (24hrs). This is to reinstate a knockdown of a column possibly at a critical junction.

**Normal lamp maintenance** within five days (5 days).

Where resources permit, external contractors are employed to assist our in-house engineers with maintenance.

It is not always possible to fulfil the 5 day response. This can be down to a combination of factors. The amount of outages on the system, cable faults on the cable network or staff shortages. We also try to ensure that at least 95% of street lights are recorded as working on the LMS at any time, subject to budget being available.

The LED retro fit programme is continuing across the division. The intention is to reduce energy and maintenance costs by replacing old Sox and Son Lanterns. These are expensive to maintain and the ability to replace parts is diminishing as the production of these parts are being run down. In the past year we have reduced our energy consumption by almost 1 giga watt.

## 4.5 Strangford Ferry

### General Level of Service

In general the ferry service has operated smoothly during the period 1 April 2017 to 31 March 2018. Of a total of 22,176 scheduled sailings, 100 were cancelled because of weather and tide conditions. A further 11 sailings were cancelled due to mechanical breakdowns and staffing problems. This represents an overall reliability of 99.97%.

### Disposal of MV Strangford and MV Rathlin

MV Strangford has been disposed of by Mod Disposal Services Authority (DSA) and the vessel has now left Strangford Lough. The Department intend to dispose of MV Rachlyn during this financial year.

### Revised Timetable

The Department is continuing investigations into extending working hours to enable the provision of an additional early morning weekday sailing from Portaferry.