



Department for
Infrastructure

An Roinn

Bonneagair

www.infrastructure-ni.gov.uk

SOUTHERN DIVISION

DfI Roads Annual Report 2019/20 to Newry, Mourne and Down District Council



INVESTORS
IN PEOPLE

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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 work in the Newry Mourne & 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, maintain and improve the road network on a daily basis 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 2018/2019 and sets out our initial proposals for schemes to be undertaken in 2019/2020.

The opening capital allocation for structural maintenance is similar to last year and this will enable the local Section Offices to plan to deliver a reasonable programme of resurfacing schemes. A portion of this allocation has been provided as an ongoing 'Roads Recovery Fund' which gives flexibility to DfI staff to target those roads which have been adversely impacted by recent under funding. Thankfully the winter which has just past was much milder than is typical and the deterioration of the road network has not been as significant as in previous years. This will assist us as we manage the condition of our roads during this period of continued pressure on public expenditure. The opening allocation for routine maintenance is also similar to last year which means that we can deliver two grass cuts across the network, a single gully clean and the intervention level for potholes on lightly trafficked roads remains at 50mm.

I would draw the Councillors' attention to two recent reports which outline the pressure faced in the area of road maintenance. Firstly, a report by the Northern Ireland Auditor General identified that 'a growing maintenance backlog of £1.2 billion exists as a result of long-term underfunding'. This same issue was highlighted in the Barton Review which concluded that £143M should be spent annually on the road network in Northern Ireland to ensure it is fit for purpose, and over the last five years this figure has been no more than £100M annually.

It is clear more needs to be done but can I assure you that the staff in DfI Roads are working hard to ensure the funding we receive is targeted to provide the most benefit to the travelling public. I also wish to thank the Council for its continued support of DfI and for the good working relations which are a benefit to both organisations.

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.



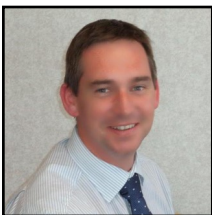
Liam McEvoy
Strategic Road Improvements (SRI) Manager

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

Development Control, Private Streets, Local Development Plans and Street Lighting

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 Council Areas (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 a result of the 2019/20 budget, the Department has been able to allocate £75m to Structural Maintenance across the four Roads Divisions for resurfacing type work. Of this £75m, £10m has been allocated to a Roads Recovery Fund specifically designed to address the roads which have been worst affected by recent under investment.

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

One area of significant workload for DfI Roads staff 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 2

Strategic Road Improvements & Structures

Strategic Road Improvements Manager: Liam McEvoy

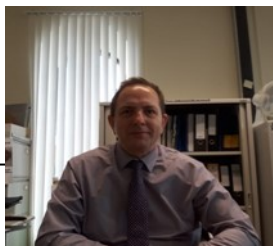
Liam is supported by the following staff



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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. Preparation of the Economic Appraisal Report is progressing to schedule and it is currently projected to seek Department of Finance approval of this report during the current calendar year. To advance the state of readiness of the scheme, preparation of contract documents is ongoing to minimise the time required to initiate a procurement competition should funding become available for construction.

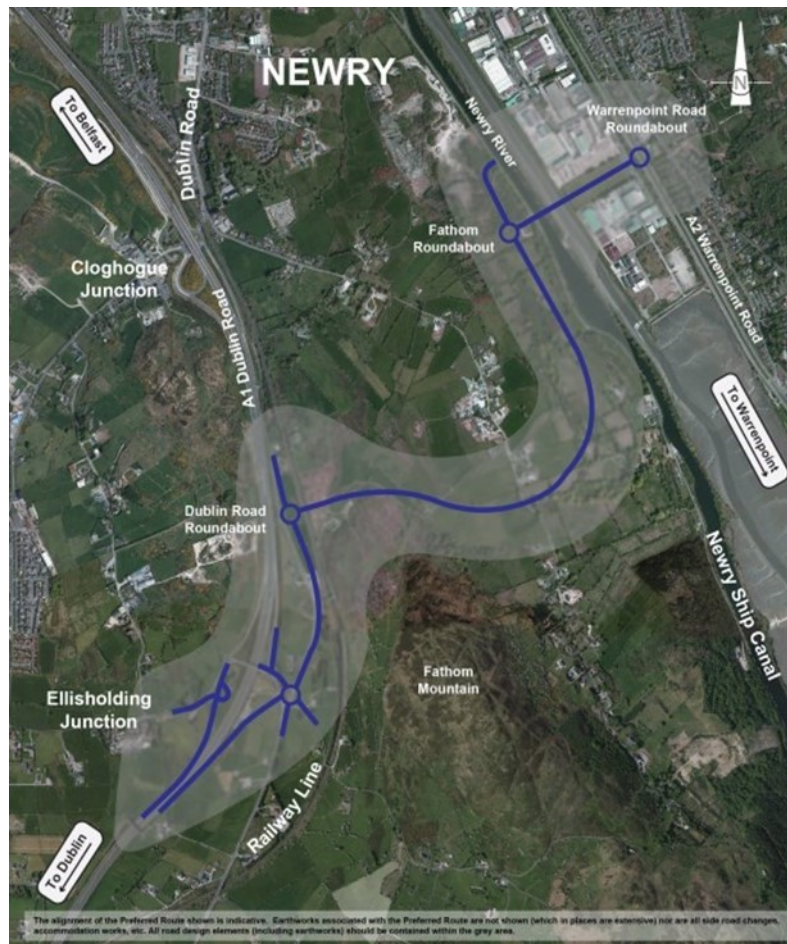
Progression of the proposed Ballynahinch Bypass to procurement and subsequent construction, remains subject to clearing the statutory procedures, and funding being made available to the Department. Until funding for the project is secured there is uncertainty over the delivery timescale. Visit <https://www.infrastructure-ni.gov.uk/articles/a24ballynahinch-bypass-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 has subsequently been completed and a preferred route for the Newry Southern Relief Road was announced on the 3rd October 2018.



The Preferred Route For Newry Southern Relief Road Announced

The Proposed Preferred Route links the A2 Warrenpoint Road to the Ellisholding Junction on the A1 and starts on the A2 Warrenpoint Road along the frontage of Greenbank Industrial Estate

and crosses the Newry River and Canal just to the south Drumalane Quarry and then heads in a westerly direction towards the A1.

The current stage of the project involves developing the outline design of the road and preparing the draft statutory orders along with an Environmental Impact Assessment Report. To inform this work, an extensive programme of land-based ground investigation works commenced in early March 2019 and was completed in June 2019. Further marine-based ground investigations within Newry River and Newry Ship Canal will be scheduled over the coming months to inform the design of the bridge and bridge foundation at this location.

A series of local exhibitions and information events have been held over the last several months to keep the public and stakeholders up to date on scheme developments and take feedback. In addition, the project team has been continuing to meet with individual land and property owners that may be affected by the proposed scheme. A public exhibition and consultation event which will provide further opportunity for the public and key stakeholders to provide feedback to inform the scheme design is was held in June 2019 with consultation closing on 23 August 2019.

It is currently planned that the draft statutory orders and Environmental Impact Assessment Report will be published in early 2020.

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.

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

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 remains the same as the daytime contact:
0300 200 7899

Network Maintenance Completed - Winter Service 2018/2019

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 2018 to mid-April 2019, to salt approximately 1708 km of main roads. We aim to complete a salting action in just over 3 hours, which is an immense logistical exercise. There was an average of 55 equivalent full salting actions this year over the 26 gritting routes, at an approximate cost of £25,000 per action with just over 9,800 tonnes of salt used. These figures do not include work carried out on the M1 and the A1 which are maintained by DBFO 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 Southern 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.



2.1 Network Maintenance Schemes Completed

Network Maintenance Schemes Completed 2018/2019

Completed Asphalt Resurfacing

Road No	Road Name Location	Area (m ²)
A0026	Strangford Road, Chapletown	13,200
A0049	Magheraknock Road, Ballynahinch	6,875
B0001	Ardglass Road, Downpatrick	7,750
B0002	Downpatrick Road, Ballynahinch	3,950
B0007	Crossgar Road, Shrigley	8,640
B0175	Ballylough Road, Castlewellan.	9,400
B0175	Ballynahinch Road, Drumaroad	7,300
A2	Seaview Warrenpoint	14,000
A37	Concession Road Culloville	9,000
A25	Main Street Belleek	6,000
A29	Dundalk Road Newtownhamilton	10,000
A25	Newry Road Newtownhamilton	13,000
B7	Upper Dromore Road Warrenpoint	10,500
B30	Silverbridge Road Annduff	14,000
U5160	Shepherds Way Newry	17,000
U6540	Rooney Road Kilkeel	6,000



B2 Downpatrick Road, Ballynahinch



B175 Ballynahinch Road, Drumaroad



Ballynahinch Road, Crossgar



A49 Magheraknock Road, Ballynahinch

Network Maintenance Schemes Completed 2018/2019

Completed Bitumen Macadam Resurfacing

Route No.	Road Name/Location	Area (m ²)
U0101	Edenvaddy Road 1, Ballynahinch	2,282
U0101	Edenvaddy Road 2, Ballynahinch	2,336
U0366	Ballynahinch Road, Crossgar	6,094
U4236	Lighthouse Road, Leitrim	738
C0376	Drumnaquoile Road, Ballynahinch	923
U1029	Dunmore Road, Ballynahinch	957
U0173	Tareesh Lane, Loughinisland	2380
U4321	Derryneil Road, Ballyward	2600
U0331	Clay Road, Killyleagh	826
U0132	Tanaghmore Road, Loughinisland	2638
U1229	Tullyskeagh Road, Downpatrick	2405
U0178	Woodgrange Road, Annacloy	2400
U0302	Point Road, Ballykinler	3100
U0138	The Heights, Loughinisland	1629
U4357	Leitrim Road, Leitrim	2580
U0241	Point Road, Rossglass	1595
U0250	Old Course Road, Downpatrick	1252
U6102	Antrim Road, Ballynahinch	800
U0144	Aughlisnafin Road, Castlewellan	3270
Plus 28 other roads with smaller sections totalling 17,213 sq m		
C217	Lower Foughill Road Jonesborough	11,000
B79	Fathom Line	
(on hold pending completion of Council Greenway Scheme)		

Network Maintenance Schemes Completed 2018/2019

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.

C0285	Bonecastle Road	U0240	Killard Road
C0272	Carrickmannon Road	U0240	Rocks Road
C0274	Glasswater Road	U0257	Carrowvanney Road
C0274	Barnamaghery Road	U0257	Carrownacaw Road
C0277	Ballywillan Road	U0258	Bannaghan Road
C0278	Tullynacree Road	U0329	Templeburn Road
C0283	Churchtown Road	U0329	Castlerainey Road
C0283	Crew Road	U0350	Island Road
C0285	Ballee Road	U0369	Glasswater Road
C0325	Clanmaghery Road	U0371	Killybawn Road
C0366	Rocks Road	U0372	Carsonstown Road
C0322	Millvale Road	U0378	Raffery Road
C0322	Ballydrummond Road	U1214	Liberty Hill Road
U0131	Cauleyspipe Road	U1216	Crangles Rock Road
U0162	Church Road	U1219	Sheepand Road
U0193	Ballyagherty Road	U1221	St Patrick's Way
U0228	Ballynagross Road	U1227	Dillon Road
U0232	Ballybrannagh Road	U1227	Ballynagross Road
U0237	Bishopscourt Road	U2213	Drumroe Road
U0237	Ballywoodan Road	U4131	Park Road
		U4132	Crossgar Road
		U4133	Money nabane Road

Network Maintenance Schemes Completed 2018/2019

Completed Surface Dressing

U4165	Dree Hill Road	U4237	Carnalroe Road
U4214	Kilnhill Road	U4322	Station Road
U4218	Whitehills Road	U4323	Moor Road
U4219	Ribadoo Road	U4326	Gargarry Road
U4236	Lighthouse Road	U4359	Old Rd,
U6129	Old Road Mayobridge	U5439	Carewamean Road
U6169	Tamnaharry Hill	C0332	Clonallon Road
U6170	Mayo Road	C0329	Levalleyreagh Road
U6148	Upperknockbarragh	U6402	Burren Road
U6179	Donaghaguy Road	C0371	Greenan Road
U6285	Watsons Road	C0219	Cottage Road
U5342	Ellisholding Road	U5432	Carrickasticken Road
U5296	Jacks Road	C0227	Blaney Rd Crossmaglen
C0219	Ferryhill Road	U5246	Postmans Road
U5437	Carrickbroad Road	C1074	McCleneghans Road
U5175	Lough Road Cullyhanna	U5046	Buchanans Road
U5120	Whiterock road		

A number of roads were originally proposed but not completed due to operational reasons, further preparations are required and these works will be reprogrammed:

C222	Tullynaval Rd	U6131	Attical Rd
C224	Dorsey Rd, Cullyhannah	B27	Moyadd Rd
U2562	Ballynalack Rd	U6007	Ballyblaugh Rd
U5821	Sturgan Rd	U5306	Keady beg Rd
U5294	Kileen School Rd	B135	Cullyhanna Rd
U5302	Cargie Rd	U5173	Macullagh Rd
U5293	Clontigora Rd	U5175	Buchanans Rd
U5404	East Cloghoge Rd		Belmont Rd
C318	Attical Bog Rd		

Network Maintenance Schemes Completed 2018/2019

Completed Footway Reconstruction

Resurfacing work to more than 9km of footways was carried out at the following locations:.

B0001	Downpatrick Road, Ardglass 1	U5356	The Gardens Bessbrook
B0001	Downpatrick Road, Ardglass 2	A2	Newcastle Road Annalong
B0001	Downpatrick Road, Ardglass 3	U5064	Lisnalea Park Bessbrook
U6103	Brian Drive, Ballynahinch	U6195	Old Warrenpoing Road Newry
A0050	Newcastle Road, Castlewellan 1	U5603	McCormack Place Crossmaglen
A0050	Newcastle Road, Castlewellan 2	B8	Main Street Hilltown
A0050	Newcastle Road, Castlewellan 3	U6350	Kennedy Drive Hilltown
U0148	Upper Square, Castlewellan	U6350	Fegans Gdns Hilltown
B0002	Annacly Road, Downpatrick	B79	Edward Street Newry
U6205	Burrendale Park, Newcastle	U6294	Canal Quay Newry
A0022	Main Street, Killyleagh	U6540	Rooney Road Kilkeel
		C332	Great Georges Street Warrenpoint
		C0332	Clonallon Road Warrenpoint
		B7	Upper Dromore Road Warrenpoint

Network Maintenance Schemes Completed 2018/2019

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 2018/19:

Strangford Road, Ardglass.	Magheraknock Road, Ballynahinch
Ardglass Road, Downpatrick.	Crossgar Road, Shrigley
Ballylough Road, Castlewellan	Ballynahinch Road, Drumaroad.
Downpatrick Road, Ballynahinch	Edenvaddy Road, Ballynahinch
Ballynahinch Road, Crossgar	Altnadue Road, Castlewellan
Tassey Road, Castlewellan	Old Belfast Road, Downpatrick
Demense Road, Seaforde	Claelough Road, Killyleagh
Drumbuck Road, Castlewellan	Loughinisland Road, D'patrick
Market Street, Downpatrick	Bog Road, Kilcoo
Audleystown Road, Strangford	Market Street, Downpatrick
Shore Road, Strangford	Listooder Road, Saintfield
Dromara Road, Finnis	Farnafad Road, Downpatrick
Ballytrim Road, Crossgar	Ballyhossett Road, Downpatrick
Corbally Road, Downpatrick	Mearne Road, Downpatrick
Slievenaman Road Kilcoo	Dunmore Road, Ballynahinch
Carnreagh Road, Drumaroad	Old Park Road, Drumaness

Network Maintenance Schemes Completed 2018/2019

Completed Drainage Maintenance Works (continued)

Kiltybane Rd at Lisletrim Rd junction.	Lower Foughill Rd. Replace Culvert.
Creamery Rd.	O'Neills Estate.
Camlough Lake.	Newry Rd, Silverbridge.
Sturgan Rd.	Dublin Road near A1 Roundabout.
Ballyholland Rd,Clanrye Terrace.	Crieve Road.
Sandy Street Roundabout.	Mullavatt Rd at three separate locations.
Rathfriland Road at Ardaragh.	Ballykeel Road.
Back Rd	Upper Damolly Rd.
Ardarragh Rd.	Main St Hilltown.
Keady road.	Ballydogherty Road.
Armagh Road, two separate locations.	Ballyblaugh Road.
Camlough road near Derrymore.	Bridal Lonnán just above Essemore jct.
Essemore Park.	Slieve foy Place.
Irene Terrace at two separate locations..	Mossvale @No31,off Scrogg Rd.
Lurganreagh Rd	Cranfield Rd
Head Rd	U6198 at Hanrattys Bungalow.
A25 Between Adarragh Rd & Old Newry Rd.	

Network Maintenance Schemes Completed 2018/2019 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.

Strengthening Schemes Completed during 2018/2019

Location	Bridge Number
Aughnagurgan Road Cortamlet	40671
Carnbane parapet	
Kilmonaghan Rd RWYBR Mullaghglass Newry	
The upgrading of the Cross Street Killyleagh railings and Bells Bridge have been delayed for operational reasons.	

Structures - Maintenance Schemes Completed during 2018/2019

Location	Bridge Number
Quoile Bridge Downpatrick - parapet damage	50116
Parapet wall, Church Road, Kilmore	50575
Carrickananny Road Belleeks	40693
New Crown Bridge	40160
McCombs Bridge Castlewellan Road Rathfriland	40168
Polkone Road parapet repair	
B7 Shriggly	50579
Corcreaghan	40042
Carnmeen Park, Warrenpoint retaining wall	
Benagh / whitewater	40533
Donnelly Bridge, Cullyhanna Road, Cullyhanna	40723

Network Maintenance Schemes Completed 2018/2019

Structures

Maintenance works at Barnmeen, Newry Road, Kilkeel, Crocknafedly, Corcreaghan, Benagh Road and School Road have been delayed.

Vehicle Restraint Systems (VRS) Upgraded within 2018/2019

Work to upgrade Vehicle Restraint Systems (crash barrier) in the Newry, Mourne and Down District Council area in 2018/19 were completed at the following locations;

Location	Reference Number
A28 Belfast Road Newry	65102
B7 Shriggly	

Upgrades to VRS at Tullah Road and Rathcuain Road have been deferred to 2019/20. The upgrade works at Kilnasaggart Road has been deferred to 2020/21.

2.2 Network Maintenance Schemes Proposed

Network Maintenance Schemes Proposed 2019/2020

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

U6105	Harmony Road & Windmill Street, Ballyhinch
A2	Downpatrick Road, Killough
U6292	Talbot Street, Newry
U6292	Stream Street, Newry
U6280	Kileavey Road, Newry
C0215	Drumnahunshin Road
B27	Kilkeel Road, Hilltown
A29	Dundalk Road, Netwownhamilton
C219	Cottage Road
C223	Slatequarry Road
A25	Blaney Road, Netwownhamilton
U6288	Ballinacraig Way, Newry
U5650	St Patrick's Park, Camlough
B8	Castlewellan Road, Hilltown

Bitumen Macadam

B7	Vale Road, Crossgar
B6	Clealough Road, Shrigley
B6	Manse Road, Derryboye
B7	Burren Road, Ballynahinch
A25	Dublin Road , Castlewellan

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 2019

B0180	Ballyloughlin Road	B0180	Bryansford Road
C0283	Crew Road	U0285	Ballyclander Road
C0286	Ballygallum Road	U0244	Ballygilbert Road
U0336	Ballygoskin Road	U1205	Ballylig Road
C0292	Ballymacarn Road	C0322	Ballymackilreiny Road
U0153	Ballywillwill Road	U4217	BenrawRoad
C0284	Bright Road	U0005	Burrenbridge Road
U0102	Cargygray Road	U0236	Church Road
U0331	Clay Road	C0308	Clonvarnaghan Road
U0235	Crossmore Road	U0162	Dromara Road
U0245	Grange Road	U0220	Green Road
U0170	Hall Road	U4221	Hérons Road
U0279	Junction Road	U0333	Kirkland Road
U0223	Letalion Road	U0335	Lisinaw Road
U0339	Lisoid Road	C0279	Listooder Road
U0334	Lower Clay Road	C0284	Milltown Road
U4214	Millvale Lane	U0136	Mossvale Road
U0241	Point Road	U0245	Quarter Road
U0106	Rosemount Road	U0283	Ross Road
U0242	Rossglass Road South	U0152	Slievenisky Road
U0254	Steamboat Quay	U0234	Tullumgrange Road
U0332	Tullymacnous Road	U0377	Tullynaskeagh Road

Network Maintenance Schemes Proposed 2019/2020

Proposed Surface Dressing (continued)

B0030_11	B30 Silverbridge Road, Silverbridge	U6220_01	Levins Road, Attical
C224	Dorsey Road, Cullyhanna	U6147_01	Drumreagh Road
U5349	Ballykeel Road, Mullaghbawn	U6203_01	Ballymaconaghy Road
U5437	Carrickbroad Road	C329_05	Levalleyreagh Road
U5416_01	Legmoylin Road, Silverbridge	U5138	Tullygeasey Road
U5266	Ballard Road, Camlough	U5207	Tate Road, Belleeks
C0226	Tullydonnell Road, Forkhill	C0217_03	Chapel Road, Camlough
U5410	Quilly Road narrow	U5154	Carrickcloghan Road
U5195	Seavers Road, Camlough	U5153	Carrickcloghan Hill
U5456	Alley Road, Crossmaglen	U5155_01	Old Road, Camlough
U5350	Mill Road, Mullaghbawn	U5033_01	Creggan Road
C200	Kiltybane Road, Cullyhanna	U5000_01	Corrinare Road
U5404	East Cloghoge Road, Crossmaglen	U6002_01	Drumintine Road
U5293	Clontigora Road, Killeen	U6094_01	Goward Road, Kilcoo
U5318	Teer Road, Crossmaglen	U6093_01	Stang Road, Kilcoo
U6200_01	Sabbath Hill, Annalong	U6091_01	Drumboniff Road, Kilcoo
U6233_01	Valley Road, Ballymartin	C313_02	Head Road
C315_08	School Road, Ballymartin	C313_03	Head Road
U6035_01	Sugartown Road, Rathfriland	C313_04	Head Road
U6034_01	Drumgreenagh Road, Rathfriland	U6270_01	Fair Road, Cranfield
B0007	B7 Drumlough Road, Rathfriland	U6186_01	Edemore Road
U6212_01	Upper Leitrim Road, Kilkeel	U6145_01	Coyles Hill
U6069_01	Old Newry Road, Rathfriland	U6140_01	Yellow Road
C365_02	Lurganconary Road	U6224_01	Drumcro Road
U6195_01	Aughnamoira Road, Burren		

Network Maintenance Schemes Proposed 2019/2020

Structures

Structures - Strengthening Schemes Proposed within 2019/2020

Structures Strengthening and maintenance schemes planned within Newry, Mourne and Down District Council area during 2019/20. All bridges are inspected routinely which generates an on-going programme of strengthening/repairs to bridges and other structures.

Location	Bridge No.
Knocksticken Bridge	50585
Chestnut Road Ballynahinch Bridge Repairs	50022

Structures - Maintenance Schemes Proposed during 2019/2020

Sheeptown Road bridge, Newry	41538
Antrim Road/Lisburn Street car park, Ballynahinch	50667
Glasswater Wall, Crosgar	

Network Maintenance Schemes Proposed 2019/2020

Structures

Vehicle Restraint Systems Upgrade Proposed within 2019/20

It is proposed to carry out further upgrades of the Vehicle Restraint Systems at the following locations during 2019/20.

B134 Tullyah Road (BR40519) Whitecross

B7 Crossgar Road (Raleagh Corner)

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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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 2018/2019

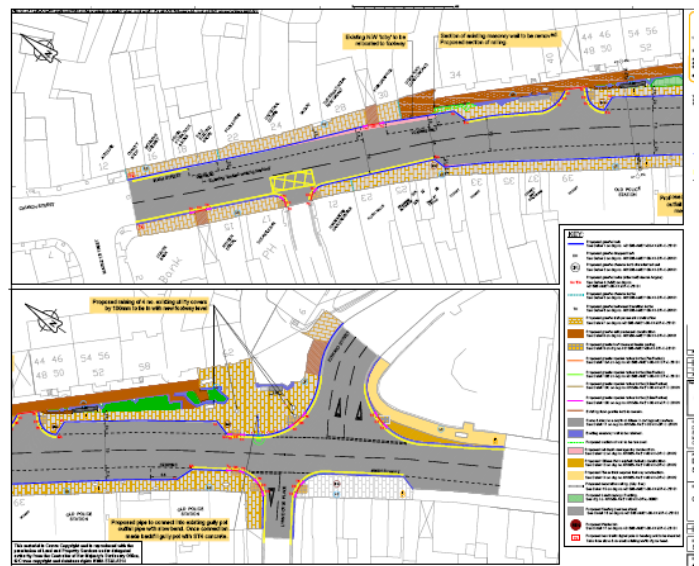
Minor Works

Irish Street, Downpatrick —Public Realm Scheme

In October 2018, the Department for Communities (DfC) and Newry Mourne and Down District Council announced a significant joint investment of £687,000 for a Public Realm Scheme on Irish Street in Downpatrick.

DfI Roads agreed to manage this project ,on behalf of the Council and DfC, to deliver much needed improvements to the streetscape of Irish Street down to the Market Street junction. The scheme commenced on site in January 2019.

The scheme was initially planned to deliver within a three month timeframe, however there were a number of unforeseen works issues that resulted in a loss of construction time and delays in delivering the scheme. Specifically, the identification of asbestos piping along both sides of the street resulted in the works contract being put on hold for 8 weeks while BT Openreach carried out the necessary remedial works.



In addition, the foundations of the old Blast Wall at the former PSNI station generated both construction and utility works difficulties with further delays being incurred.

The paving works were completed end of June 2019 and resurfacing of the carriageway will be carried out in the evenings and weekends to mitigate the impact of the road closure.

Network Development Schemes Completed 2018/19

Collision Remedial

A7 Belfast Road Roundabout, Downpatrick

New road markings were provided in March 2019 on Belfast Road roundabout to promote better lane discipline, driver awareness and driver behaviour at this busy roundabout to help address a collision history.

Existing road signs have also been upgraded to aid drivers visibility on all approaches to the roundabout.

Bryansford Avenue/Shimna Road junction, Newcastle

A reconfiguration of the signal phasing was completed in September 2018 at this junction to separate the opposing movements on Bryansford Road (from town centre and from Castlewellan) onto Shimna Road.

The traffic signals now provide a green signal for traffic from the town centre on Bryansford Road and then a green signal for traffic from the Castlewellan Road direction.

These changes provide better manage of the movement of vehicles and remove the conflict thereby reducing opportunity for collisions.

Network Development Schemes Completed 2018/19

Traffic Calming measures

A24 Newcastle Road at Seaforde—Central Island and infill footway

A new central pedestrian island with associated dropped kerbs and tactile paving and linking footway was provided in November 2018, along with an upgrade of the existing traffic island and bus hardstanding to assist pedestrians crossing this busy road, reduce speeds and prevent overtaking.



Network Development Schemes Completed 2018/19

Park & Share / Park & Ride Measures

A Park & Ride facility has been provided at Sheepbridge, Newry providing 106 spaces. This scheme included a footway link between the new Park & Ride site and the existing Park & Share site was completed in May 2019.

Pedestrian Measures

A24 Newcastle Road at Brennans– Hardstanding

A hardstanding and footway link was provided in October 2018 to on Newcastle Road to assist pedestrians using the bus services.



Strangford – New Footway at Harbour office

A new section of footway was provided in March 2019 at the Harbour office to assist pedestrians coming to and from the Ferry.

Bryansford Road, Newcastle – Removal of Telegraph Pole

A telegraph pole was relocated in March 2019 at the entrance to Rathcillan to improve pedestrian access.

Network Development Schemes Completed 2018/19

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 has been completed.



Network Development Schemes Completed 2018/2019

Traffic Management

Accessible Parking Bays

Provided

Dromore Street, Ballynahinch

The Old Mill, Killyleagh

58 Henessy Park, Newry

161 Barcroft Park, Newry

College Gardens, Newry

Sandys Street, Newry

Chapel Street, Newry

Windsor Hill, Newry

Carnagh Park (Commons Way), Newry

Dock Street, Newry

Clermont Gardens, Warrenpoint

Charlotte Street, Warrenpoint

Clermont Bungalows, Warrenpoint

Third Avenue Derrybeg, Newry

Removed

Pemberton Park, Downpatrick (2 no. bays)

Network Development Schemes Completed 2018/19

Traffic Management

Traffic Signs provided

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

Spa Road, Ballynahinch - 2 No signs updated for Montalto Estate

Blue Row, Castlewellan - No Through Road sign

Castlewellan Road Clough - 2 no Bend with Side Road Warning signs

Clea Lough Road, Crossgar - 2 no Side Road warning signs

Finnebrogue Road, Downpatrick - 2 No Pedestrian warning signs

Drumaness Road Ballynahinch - Hidden dip warning sign

Downe Hospital signs (17no) - Upgrade of existing and provision of new signs



McNally's Lane, Newry—2 Unsuitable for Hgv Signs

Newtown Road, Rostrevor—New Larger 30mph Sign On Yellow Backing Board Plus 2 New Road Narrows Warning Signs

A25 Rathfriland Road, Newry—New Speed Limit Signs On Backing Board

A1 Belfast Road—New Sign for Drumantine

Forkhill Road, Meigh—Provision of 8 Number Directional Tourist Signs

High Street, Bessbrook — 2 30 Mph Backed With 2 40 Mph Signs Also 2 Road Narrows Signs and 2 No Footway Signs

Drumgreenagh PS, Rathfriland—2 No Children Playing Warning Signs with Playground Plates Plus Relocation of Existing School Sign

Margaret Square, Newry—No Waiting Sign

Demoan Road, Newry—Give Way Sign Replaced At Junction Plus New Give Way Advanced Sign With Warning Plate.

Castlewellan Road at Junction with Ballynagappoge Road—Two Staggered Junction Signs

Forest Hills, Newry—Two New 30 Mph Backed with 40 Mph Signs

Network Development Schemes Completed 2018/19

Traffic Management

Carriageway markings provided

A22 Comber Road, Killyleagh - Replacement of 1 no SLOW marking
Greencastle Road, Kilkeel at junction with Riverside Park—Keep Clear
Dorans Hill Newry—Give Way markings
Leitrim Road, Leitrim - 2 No. red banding sections
Drumaroad Hill / Chapel Lane, Drumaroad - 3 No. red banding sections
Clonvaraghan Road, Clonvaraghan - 2 No. red banding sections
69 Clanrye Avenue, Newry—Keep Clear Marking
St Patricks P S, Hilltown—Provide School Keep Clear Markings at Entrance
Hillside Court Dorans Hill, Newry—Keep Clear Marking
6 Carnagat Park Hospital Road, Newry—White bar Marking
Junction of the Dublin Road and the Flagstaff Road—Double Yellow Lines
St Patrick PS, Drumgreenagh—Slow Markings
Ballyholland Village—30mph Roundels and 3 Slow Markings

Red markings

Ballyholland
Bessbrook
Newtown Road, Rostrevor

Waiting restrictions provided

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

Legislation has been completed on the following and road markings will be laid in due course at the following locations;

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

Bryansford Gardens Newcastle—Extension of existing double yellow lines in vicinity of No. 48.

Network Development Schemes Completed 2018/19

Traffic Management

Speed Limits

Speed limits have now been provided at the following locations:

Burrenbridge 40 mph

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

Chapeltown 30mph

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

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

A2 Dundrum Road Clough

Relocation of existing 30mph speed limit

Carbane Way, Newry 40mph

Introduction of 40mph speed limit

Rathfriland Road, Newry

Introduction of 40mph speed limit

Additional locations where legislation is progressing 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 Completed 2018/19

Traffic Management

Traffic Signals Upgrade

Newcastle Road / Moor Road, Kilkeel

Enhanced form of traffic control (MOVA) to improve junction efficiency and traffic progression at Newcastle Road / Moor Road, Kilkeel

Network Development Schemes Completed 2018/19

Traffic Management

Traffic Regulation Orders

Stream Street, Downpatrick

The necessary legislation has been completed for 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 junction and signal upgrade at Collins Corner, due to commence in Summer 2019, to enhance the effectiveness of the scheme.

Traffic Regulation Orders - Not Completed due to objections

English Street, Downpatrick

Legislation was processed for a coach parking bay opposite the County Down Museum to facilitate coaches dropping off and picking up passengers at local tourist attractions and assist traffic progression. Objections were received and the scheme has not been progressed and has now been removed from the programme.

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

3.2 Network Development Schemes Proposed

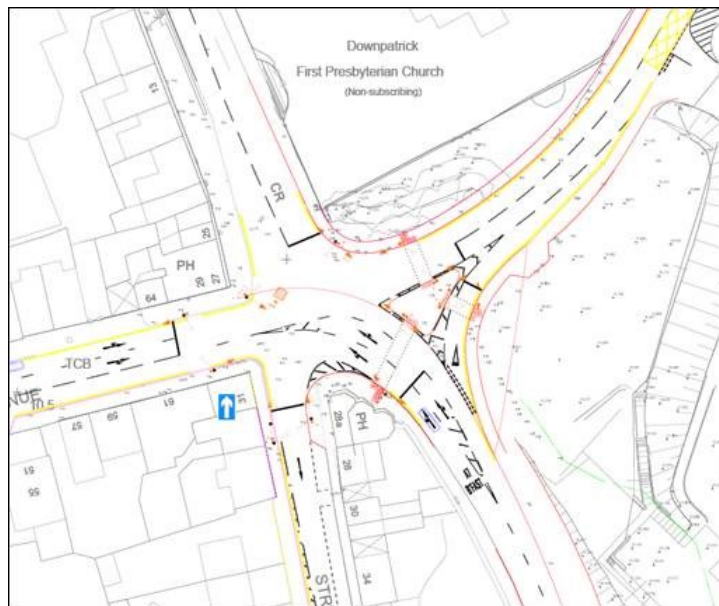
Network Development Schemes Proposed 2019/2020

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, is due to commence in August 2019, following the completion of the Council / DfC's Public Realm scheme in Irish Street.

Legislation has also been completed for the provision of a one way traffic system on the lower section of Stream Street which will complement the junction upgrade.



Network Development Schemes Proposed 2019/20

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.

Dundrum Road / Castlewellan Road Roundabout, Newcastle, Co Down

The existing zebra crossings on Dundrum Road and Castlewellan Road in Newcastle are to be removed and replaced with controlled PUFFIN crossings.

A scheme, identified to provide a new dedicated slip lane on Dundrum Road, at the roundabout has been found to be unviable due to utilities. A revised scheme is scheduled for completion by the Autumn

The zebra crossing on Castlewellan Road, adjacent to Dunwellan Park will be removed and a PUFFIN crossing will be provided north of the junction, with a linking footway to the new PUFFIN on Dundrum Road. The upgraded crossings will provide safe controlled crossing facilities and will assist with reducing personal injury collisions recorded at the roundabout.



Network Development Schemes Proposed 2019/20

Pedestrian Measures

Ardglass Road / Edward Street, Downpatrick

It is proposed to provide an infill footway link along Ardglass Road across the frontage of property Nos 39-41 and on Edward Street from the junction with Ardglass Road across the frontage of the properties to tie into the forecourt of the local store. A controlled crossing will also be provided on Ardglass Road in the vicinity of No 8 Ardglass Road.

This scheme is subject to the successful acquisition of the necessary land.

A25 Rathfriland Road, Newry

The section of infill footway proposed for the current financial year has been completed.

B8 Newry Road / Hilltown Road Mayobridge

It is proposed to provide an infill footway link along the Hilltown Road from the Bavan Road junction. This work is subject to availability of land. Drainage concerns have been considered in the design. Other works will include revised pedestrian crossing measures at Bavan road junction and we will consider if improvements can be made to mini roundabout at nearby chapel hill .

Traffic Signals

Newry— Abbey Way to Boat Street Junction

It was proposed to upgrade this junction with a view to improving traffic progression at this location using road markings to segregate traffic for Warrenpoint and Dublin and introducing enhanced traffic signal control to optimise junction performance. The road markings are now complete but the Signals upgrade is not yet complete because resources were diverted to complete essential maintenance at the signals at Sugar Island. Traffic Signals upgrade at this location will be progressed subject to the availability of resources.

Sugar Island Junction, Newry

Due to essential maintenance being required, resources have been redirected (from the Abbey Way—Boat Street signals) to upgrade this signalised junction and take the opportunity to introduce an enhanced form of traffic control (MOVA) to improve junction efficiency and traffic progression. This scheme will also improve accessibility for pedestrians.

Network Development Schemes Proposed 2019/20

Pedestrian Measures - Controlled crossings

New **PUFFIN CROSSINGS** have been identified for provision at the following locations:

- **A24, Main Street, Clough** in close proximity to the current bus stops
- **Ardglass Road, Downpatrick** as part of the Minor Works Scheme at Collins Corner.
- **Main Street, Annalong**

PUFFIN CROSSINGS are relatively new in Northern Ireland and further information on their use is available at NI Direct website at: www.nidirect.gov.uk/articles/puffin-crossing

Network Development Schemes Proposed 2019/20

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:

- **9 The Green, Irish Street, Downpatrick**
- **45 Windmill Gardens, Ballynahinch**
- **26 Windmill Gardens, Ballynahinch**
- **10 Queen's Park, Saintfield**
- **28 De Courcey Way, Dundrum**
- **27 Church Street, Ballynahinch**
- **Savoy Lane, Newcastle**

The following bays are to be removed:

- **30 St Malachy's Drive, Castlewellan**
- **43 Killyleagh Street, Crossgar**
- **7 Rathkeltair Terrace, Downpatrick**
- **35 Church Street, Ballynahinch**

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 Proposed 2019/20

Traffic Management

Traffic Signs –

Dundrinne Road Castlewellan - 2 No 30mph sign plates

Drumconagher Road, Annacloy - 2 replacement school warning plates at Holy Family Primary School

Spa Road, Ballynahinch - Upgraded Advance Direction Signs to include tourist plate for Montalto Estate

Killyleagh Road / Barnamaghery Road, Darragh Cross - Upgraded speed restrictions sign and school warning plates

Saintfield Town Centre - Enhanced limited waiting signs.

Lisburn Road, Saintfield - Bend ahead with side road sign.

Francis Street, Newry—parking restriction sign

Abbey Way and William Street, Newry—two new hospice signs

Derryleckagh Road, Newry—two blind summit warning signs

Network Development Schemes Proposed 2019/20

Traffic Management

Carriageway markings

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

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

St Joseph's Convent PS, Newry—zig zag markings

Corn Market, Newry—T Bar marking

Derryleckagh Road, Newry—two slow markings

A25 Rathfriland Road—40mph roundels and one 30mph roundel

Newtown Road, Rostrevor—30mph roundel and two slow markings

Turmore Road, Newry—two slow markings

High Street, Bessbrook –30mph roundel on new red texture plus 4 slow markings

Castlewellan Road—two new slow road markings

Red Texture

A25 Rathfriland Road, Newry

Waiting restrictions - subject to completion of necessary legislation

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

Gaol Lane, Downpatrick - provision of double yellow lines

Castlewellan Town Centre - Possible introduction of limited waiting restrictions on Main St and Castle Avenue.

Ballynahinch Town Centre - Review of all legislation

Railway Avenue—Newry— Proposed 2 Hours limited waiting

Albert Basin, Newry—double yellow lines (431m)

Hospital road, Newry—double yellow lines (608m)

Railway Avenue, Newry—limited waiting (2 hours in 3) (140m)

Rooney Road, Kilkeel—double yellow lines (30m)

Network Development Schemes Proposed 2019/20

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, speed limits will be processed through legislation at the following locations:

30mph speed limit

Killyleagh Road Crossgar
Armagh Road, Newry (extension)
Old Warrenpoint Road, Newry

40mph speed limit

Station Road, Castlewellan
Ballynoe Road, Bright

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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Carn Industrial Estate
PORTADOWN
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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 2018 to 31 March 2019 within the Newry Mourne and Down District Council Area, our Development Control Team dealt with:

Planning Applications:	1726
Pre Planning Enquiries:	18
Planning Appeals:	8

Of the above applications 40 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
- Derrybeg Lane Housing
- Darragh Cross Housing
- Newry North Business Park
- Woodlands, Warrenpoint
- Lisburn Road, Ballynahinch
- Crossgar Road, Ballynahinch
- McKnights Hill, Bessbrook
- Down Hospital Housing
- St Anne's Close Killough

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 42 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 1 April 2018 to 31 March 2019 Private Streets Section has been successful in adopting a total of 31 private developments comprising 2437 metres of carriageway, 407 metres of footway and 55m of parking into the publicly maintained network.

These private developments include:

- Castle Hill, Station Road, Castlewellan (4 Stages)
- Mourne Hall, Kilbroney Road, Rostrevor
- Upper Dromore Road, Warrenpoint
- Mourne Wood, Rostrevor
- Carrickshane, McShanes Road, Bessbrook (3 Stages)
- Castlerock, Glassdrumman Road, Crossmaglen
- Meadow View Close, Kilcoo
- An Caireal Ard, Main Street, Belleek
- Carrig Brae Belleek
- Grahamville, Kilkeel (4 Stages)
- Eliza Close, Newcastle
- McKnights Hill, Bessbrook (3 Stages)
- Barr Crescent, Lurganare, Newry
- Hillcrest Village Bessbrook
- Main Street, Newcastle
- Dundrinne Close, Castlewellan
- Carnagat Road, Newry
- Mullach Allainn, Carnagat Road, Newry
- Blaeberry Hollow Longstone
- Rathkeelan Park, Crossmaglen (2 Stages)
- Liska Road/Watsons Road, Newry (2 Stages)
- Kilkeel Road, Annalong
- Saul Meadows (2 Stages) D'Patrick
- Hollywood Grove Newry
- Windsor Manor Newry
- Mourneview Close Kilkeel
- Owenbeg Avenue Downpatrick
- Strangford Manor Downpatrick Stage 1
- Bishops Brae Gardens Downpatrick
- Bog Road Mullaghbawn
- Derrymore Meadows, Bessbrook

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 from 1 April 2018 to 31 March 2019, DfI Roads completed and adopted Streetworks within the following developments through such enforcement under the provisions of the Private Streets (NI) Order 1980:

- Hollywood Grove Newry
- Liska Manor Newry
- Windsor Manor Newry
- Mourneview Close Kilkeel
- Blaeberry Hollow Longstone
- Owenbeg Avenue Downpatrick
- Strangford Manor Downpatrick Stage 1
- Bishops Brae Gardens Downpatrick
- Bog Road Mullaghbawn
- Derrymore Meadows Bessbrook

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

- Blaeberry Hollow, Longstone

It is currently anticipated that enforcement will be initiated during the 2019/20 reporting period in respect of:

- Chloch Fhada, Longstone
- Carnglave, Manor Spa
- Inishmore, Killylea

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 **9349** 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 (29%) 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

Location	Town/Townland	No of Lights
Whinland Drive	Annalong	16
Main Street Phase 1	Dundrum	32
Dromore Street	Ballynahinch	5
Belfast Road	Ballynahinch	26
Carlingford Park	Newry	20
River Park	Killyleagh	9
Ardgreen Drive	Newry	18
Carnbane Way	Newry	11
Shepherds Way	Newry	39
Cherryhill	Rostrevor	38

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
Ardross	Crossmaglenn	Relighting
Newry Street	Kilkeel	Relighting
Mullandra Park	Kilcoo	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.

Streetlighting LED Programme

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. Our target of replacing 1667 sox and son lanterns with modern LED lanterns in the council area has been met.

4.5 Strangford Ferry

General Level of Service

In general the ferry service has operated smoothly during the period 1 April 2018 to 31 March 2019. Of a total of 22,176 scheduled sailings, 169 were cancelled because of weather and tide conditions. A further 30 sailings were cancelled due to mechanical breakdowns, staffing difficulties and a member of the public needing urgent medical attention. This represents an overall reliability of 99.6%.

Disposal of MV Rachlyn

Negotiations relating to the disposal of MV Rachlyn (passenger only vessel) are ongoing and are being managed by DFI Roads & Rivers Transport Project Team.

Revised Timetable

Investigations into extending working hours to enable the provision of an additional early morning weekday sailing from Portaferry are ongoing.