

June 2016

NORTHERN DIVISION

Annual Report 2016/2017

to

Mid & East Antrim Borough Council



INVESTOR IN PEOPLE

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The Mayor, Aldermen and Councillors Mid & East Antrim Borough Council

I have pleasure in submitting my second Annual Report on TransportNI work in the Mid & East Antrim Borough Council area.

Northern Division covers the three Council areas shown on page 4 of this report. It is one of four Divisions, each of which manages the road network, commissions new works, and is the contact point for road users and public representatives.

This report deals with works completed in the Mid & East Antrim Borough Council area during the year 2015/2016 and sets out our initial proposals for schemes to be undertaken in the year 2016/2017.

The operation of a preparation pool of major schemes, without a funding commitment, is allowing the Division to take some important major schemes on the strategic route network through the statutory processes and to be in a good position to proceed when funding is confirmed. This report includes details of work we are undertaking on major schemes which affect your council area.

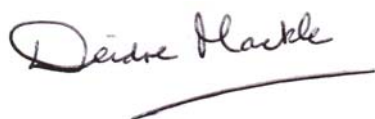
There are pressures on both capital and resource funding going into 2016-17. On the capital side, my staff will continue to develop resurfacing and traffic management schemes to enhance safety, to improve traffic flow and provide measures for pedestrians and cyclists. The Department will also continue to bid in monitoring rounds for further capital funding for structural maintenance to maintain the integrity of the road network.

On the resource side, we start the year only being able to deliver a reduced routine maintenance service. However, if in year bids in monitoring rounds are successful funding will immediately be used to normalise the service.

Our Request / Enquiry forms can be used to raise local issues with TransportNI, or deal with matters that are not directly related to my report. I would also encourage Councillors to continue to contact the relevant members of my staff in relation to operational matters and they will do their best to assist.

Finally, on 9 May of this year TransportNI became part of the new Department for Infrastructure. Whilst this is a significant change it will have no impact on the service provided by TransportNI.

I hope that you find this report informative. TransportNI values constructive comment on all its activities, and Alan Keys, Principal Engineer, along with Clive Robinson, Section Engineer, look forward to meeting the Council.



Deidre Mackle
Divisional Manager

Northern Division is one of four Client Divisions within TransportNI. It spans the local Council areas of Antrim & Newtownabbey, Causeway Coast & Glens and Mid & East Antrim (see map below).



In Northern Division we are responsible for approximately 5,844km (3,631miles) of public road together with 1,328 bridges. We carry out functions under the headings:-

- Strategic Road Improvements – Road Improvement Schemes greater than £1.5Million on the strategic road network
- Network Maintenance – Maintenance of Roads and Structures
- Network Development - Street Lighting and Road Improvement Schemes up to £1.5Million
- Network Planning - Development Control and Area Plans

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Northern Division - Senior Management Structure



Deidre Mackle
Divisional Manager

TransportNI wishes to build upon the good working relationships it has with Council Members and Officers. The Senior Management Team are 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.



Andrew Hitchenor
Colin Hutchinson
Strategic Road Improvements Managers
Major works schemes; Management of consultants;
Large minor works schemes; Lands



Gary Quinn
Network Maintenance Manager
Road maintenance operations; Section Offices; Inspections, Road maintenance standards, Utility street works; Winter service; Structural maintenance planning and programming; Estimates and allocations for all operation & maintenance functional activities

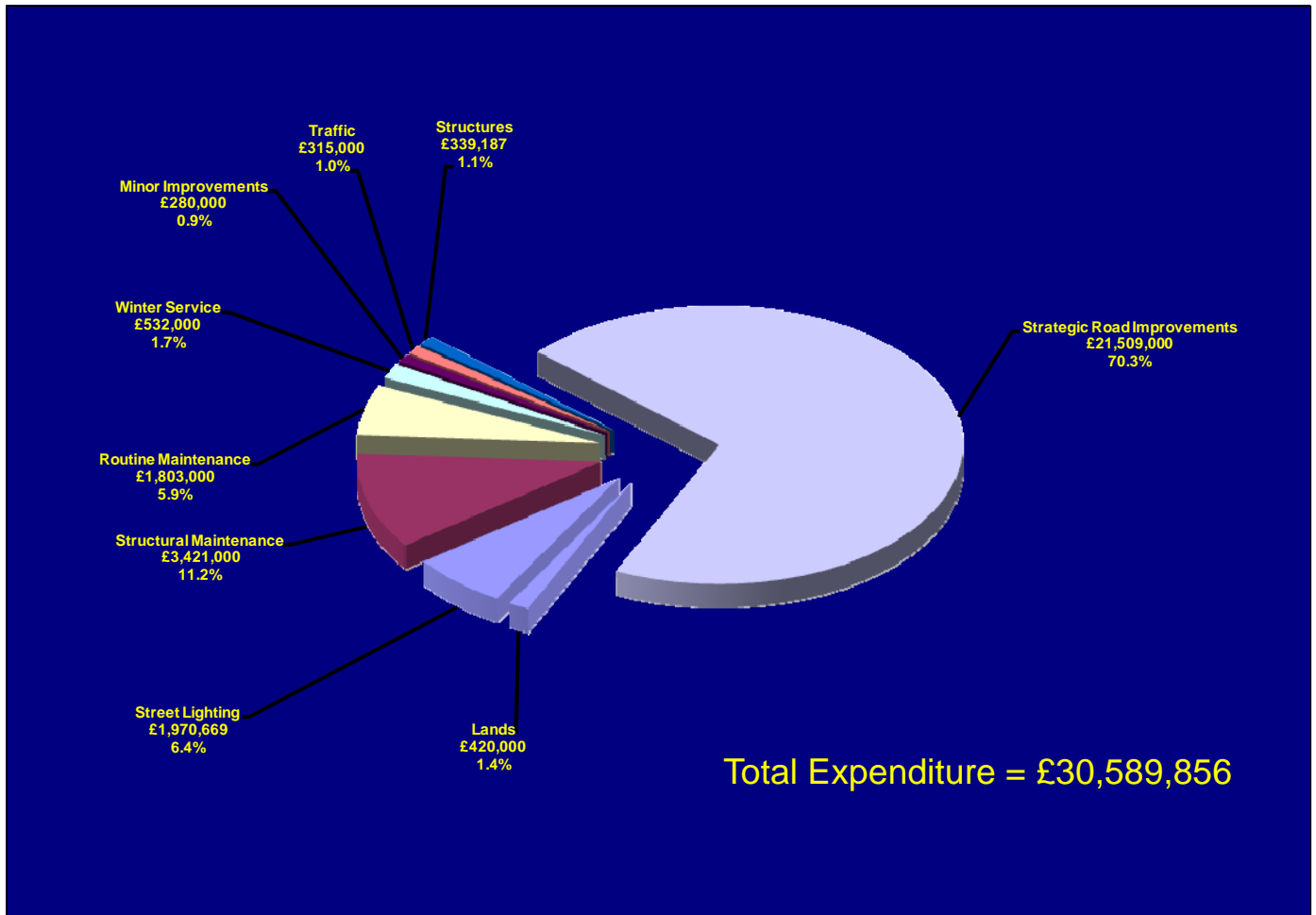


Alan Keys
Network Development Manager
Minor Improvement schemes; Traffic management; Street lighting capital & maintenance; Estimates and allocations for local transport & safety measures; Car parking



Cathal Brown
Network Planning Manager
Development Control; Private Streets; Area Plans; Forward Planning; Highway structures

Mid & East Antrim Council Area 2015/16 Expenditure Profile



- Structural Maintenance - Resurfacing, Surface Dressing, Patching and Drainage
- Routine Maintenance - Grass cutting, Environmental Work, Gully Emptying, Embankment / Verge Maintenance, Fencing and Car Parks
- Winter Service - Gritting, Snow Clearance
- Street Lighting - Lighting Provision, Maintenance and Energy
- Traffic - Collision Remedial, Traffic Management, Traffic Calming and Transportation
- Network Development - Minor Improvements and Safety Barriers
- Structures - Bridge Maintenance and Bridge Strengthening
- Strategic Road Improvements - Major Improvements to Key Transport Links
- Lands - Acquisition of land for road schemes

SECTION 1

STRATEGIC ROAD IMPROVEMENTS

Strategic Road Improvements Managers: Colin Hutchinson & Andrew Hitchenor

They are supported by the following staff



Billy Miller
Strategic Road Improvements
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Coleraine
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1.1 Scheme Development Overview

The current programme of **Strategic Road Improvements (SRIs)** to improve transportation links in Northern Ireland has evolved over the last decade or so. The key documents and strategies guiding this programme are:

- The White Paper “A New Deal for Transport: Better for Everyone” published 1998.
- “Moving Forward”: Northern Ireland Transport Policy Statement published 1998.
- “Regional Development Strategy for Northern Ireland 2025” published 2002.
- “Regional Transportation Strategy for Northern Ireland 2002-2012” published 2002.
- “Regional Strategic Transport Network Transport Plan 2015” published 2005.
- “Investment Delivery Plan (IDP) for Roads” published April 2008.
- “Regional Development Strategy 2035” published 2012.
- “Ensuring a Sustainable Transport Future - A new approach to Regional Transportation” published 2012.
- “Investment Strategy for Northern Ireland 2011-2021” published 2012.

TransportNI carries out a **comprehensive appraisal of each SRI proposal**. The appraisal procedure requires a clear understanding of the objectives which are to be met, and appropriate criteria to be used, to decide whether a proposal meets them. The **Government’s five objectives for transport** are pivotal to the appraisal process:

- **Environmental impact** involves reducing the direct and indirect impacts of transport facilities on the environment of both users and non-users. There are 10 sub-objectives including noise, atmospheric pollution of differing kinds, impacts on countryside, wildlife, ancient monuments and historic buildings.
- **Safety** is concerned with reducing the loss of life, injuries and damage to property resulting from transport incidents and crime. There are 2 sub-objectives: reduce accidents and improve security.
- **Economy** is concerned with improving the economic efficiency of transport. There are 5 sub-objectives: improve economic efficiency for consumers and for business users and providers of transport, improve reliability and the wider economic impacts, and get good value for money in relation to impacts on public accounts.
- **Accessibility** is concerned with the ability with which people can reach different locations and facilities by different modes.
- **Integration** aims to ensure that all decisions are taken in the context of the Government’s integrated transport policy.

There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

Appraisals are reported in **Scheme Assessment Reports (SARs)** which describe the advantages and disadvantages of the proposed scheme. Scheme assessment reporting is a three stage procedure: the level of detail and the coverage of the assessment is appropriate to the type of decision that can reasonably be taken at each stage.

- **Stage 1** – identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with broadly defined improvement strategies. This concludes in the selection of a number of potential route corridors or scheme options.
- **Stage 2** – identify the factors to be taken into account in choosing alternative routes or improvement schemes and to identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with those routes or schemes. This concludes in the selection of a preferred route or scheme option.
- **Stage 3** – identify clearly the advantages and disadvantages, environmental, engineering, economic and traffic terms of the preferred route option. A particular requirement at this stage is an assessment of the significant environmental effects of the project in accordance with the requirements of Article 67A(3) of The Roads (Northern Ireland) Order 1993, implementing EC Directive 2011/92/EU.

Where appropriate, each assessment stage includes a proportionate effort land-use assessment examining the effects on agriculture including (i) land-take (ii) type of husbandry (iii) severance and major accommodation works for access, water supply and drainage etc.

Strategic Road Improvement schemes wholly or partly within Northern Division

Located on the Northern Corridor (connecting Belfast to Londonderry via Antrim, Ballymena, Ballymoney, Coleraine and Limavady and on to Donegal):

- a bypass of Ballykelly (an IDP for Roads Preparation Pool scheme).
- dualling of the A26 Frosses Road from Glarryford crossroads at the northern end of the existing Crankill dual carriageway to the Drones Road junction (under construction).
- dualling of the A26 Newbridge Road from the Portrush Road Roundabout at Ballymoney to the Wattstown Roundabout at Coleraine (an IDP for Roads Forward Planning Schedule scheme). No development work has been carried out on this scheme so far.

Located on the Eastern Corridor (connecting Belfast north to Larne, south to Newry and on to Dublin):

- dualling of the A8 between Coleman's Corner and the Ballyrickard Road (completed).

Located on the North Western Corridor (connecting Belfast to Londonderry via Antrim, Toome, Castledawson and Dungiven and on to Donegal):

- a dual carriageway between Randalstown and Castledawson (an IDP for Roads Preparation Pool scheme).
- a dual carriageway between Derry~Londonderry and Dungiven, including a dual carriageway bypass of Dungiven (an IDP for Roads Preparation Pool scheme).

Non Strategic Major Improvements

- dualling of the A2 Shore Road at Greenisland (completed).

1.2 A2 Shore Road Greenisland

(Being dealt with by Eastern Division)

The part on-line/off-line scheme widens 1.9 kilometres of the existing A2 Shore Road between Jordanstown Road and Station Road to an urban dual carriageway and also provides 1.6 kilometres of new off-line dual carriageway between Station Road and Seapark. Four roundabouts connect the new road to the existing road network.

ROADS Service

A2 SHORE ROAD GREENISLAND

Length of Scheme: 3.5km
Work Commences: 5th March 2013
Expected Completion: Summer 2015

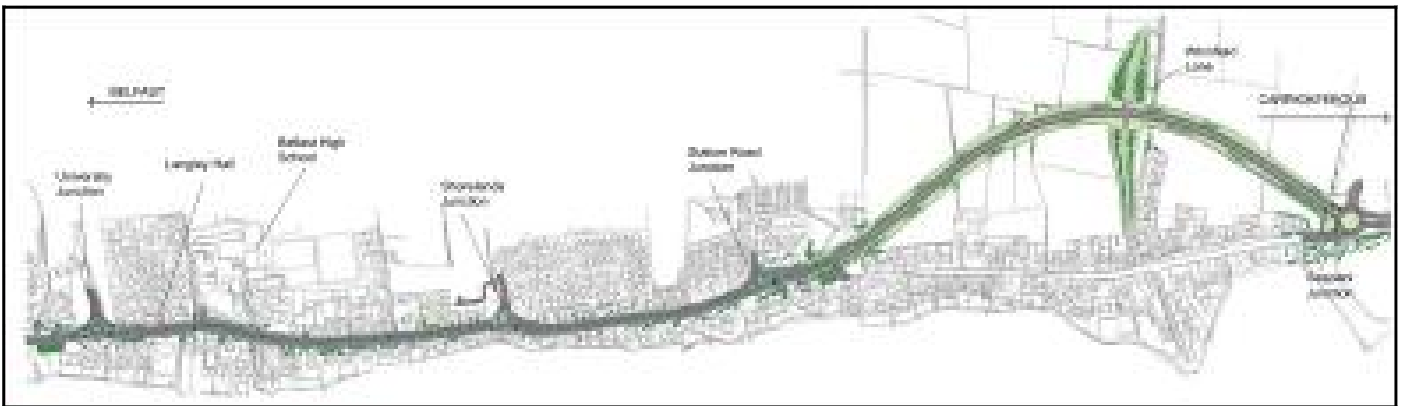
Emergency Telephone No:
08000232320
www.graham.co.uk/a2shoreroad
Email: a2shoreroad@graham.co.uk
Please Drive Carefully

European Union
European Regional Development Fund
Investing in your future

This project is part funded under the EU European Regional Development Fund Competitiveness and Employment Programme

GRAHAM

Roads Service Apologise For Any Inconvenience



Progress

Graham Construction began work on the 3.5 kilometre dual carriageway in March 2013. The £50million scheme was fully opened to traffic on 28 September 2015.

Some off-road ancillary works remain to be completed and the Contractor retains a reduced site presence to enable these to be expedited.



1.3 A26 Frosses Dualling

(Being dealt with by Billy Miller)

Joint Venture contractor BAM McCann began construction of the 8 kilometre dual carriageway along the A26 Frosses Road between Glarryford Crossroads and Drones Road, in January 2015.

Progress Report

- Construction of this scheme has been progressing well, with approximately 55% of the works complete;
- the earthworks activity has been ongoing at several locations along the scheme with approximately 385,000 cubic meters of material moved to date;
- work is also well advanced on all the major structures along the route;
- the realignment of a section of the River Clogh and the demolition of the Crankhill Bridge have been completed; and
- work is continuing on the drainage networks and road pavement construction.

transportni

A26 DUALLING: GLARRYFORD TO A44 DRONES ROAD

Contractor: BAM McCann joint Venture
Length of Scheme: 7.8 km
Cost: £55 million
Work Commences: Spring 2015
Completion: Summer 2017

TransportNI apologises for any inconvenience

Regional Development
ARUP
bam McCann JV

Emergency Tel. No.
Please drive carefully

For more information visit: www.drni.gov.uk/A26Frosses



Earthworks activity adjacent to the Frosses trees on the A26 Dualling Scheme.

This scheme, which is expected to be completed by summer 2017, will improve both journey times and journey time reliability for this stretch of the A26, thus reducing driver frustration and improving the safety performance of the route for all road users.

Visit <https://www.infrastructure-ni.gov.uk/articles/a26-dualling-glarryford-a44-drones-road-junction-overview> to find out more about the scheme.

1.5 A8 Belfast to Larne

(Being dealt with by Billy Miller)

Joint Venture contractor Lagan Ferroviai Costain began construction of the 14.4 kilometre dual carriageway, between Coleman's Corner and Ballyrickard Road, in August 2012. The project was part funded by the European Commission under its Trans European Network (TEN-T).

Progress Report

- The £133million dualling scheme was officially opened on 16 December 2015.
- This scheme has improved journey times for this stretch of the A8 by removing the issues of surges in flow and queuing of vehicles, especially at times coinciding with ferry arrivals and departures at the port of Larne. The scheme has also reduced driver frustration and improved the safety performance of this route for all road users.



Photograph shows aerial view of the junction connecting the A57 Templepatrick Road to the A8 dual carriageway.

SECTION 2

NETWORK MAINTENANCE

Network Maintenance Manager: Gary Quinn

He is supported by



Clive Robinson
Network Maintenance
Section Engineer
Mid & East Antrim Section Office
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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.
- Road pavements 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 course of bituminous material known as the “wearing course” or to provide additional depth to preserve the structure of the pavement and extend its life.
- Resurfacing is the application of a layer of this mixed material of 40mm (1.5") minimum thickness. It strengthens the road, seals it against the ingress of water, and improves skidding resistance and riding quality. The thicker the layer, the more strength imparted.
- Wearing course Bitmac has an expected life of 7-12 years (which can be extended by subsequent surface dressing) whereas Asphalt has an expected life of 15-20 years but costs more.
- Resurfacing of existing roads can usually be carried out on top of the existing surface (overlay) but where kerb levels or bridge heights are restricted the existing surface may need to be removed by planing.

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. It has three main purposes:-

- to improve skidding resistance of the surface
- to seal the road surface against ingress of water
- to prevent deterioration.

Slurry Sealing

This process provides similar benefits to traditional 'surface dressing'. However, it has some superior characteristics e.g. has a fast setting time and generally has no loose chippings resulting from the process. It is more expensive than surface dressing and is normally confined to urban areas.

Micro Surfacing

This material is a cold applied bituminous material similar to slurry sealing with a relatively fast setting time. However it is designed for more demanding locations, uses larger aggregates with a high quality binder, and can be laid in two courses up to a total thickness of 20mm to allow limited

surface re-shaping. Its main benefits, as with slurry sealing, 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.

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.

Grass Cutting

Grass cutting is carried out for road safety reasons rather than for amenity purposes. Grass cutting policy allows for routine cutting of 1 swathe width (approximately 1.2m) twice a year in rural areas and in urban areas, five times a year across the full verge width. Areas of verge for sight lines are cut more frequently as required. In some designated urban areas local Councils carry out grass cutting to amenity standards and TransportNI make an appropriate contribution to the cost.

Gully Emptying

Drainage gullies in urban areas are cleaned twice per year and in rural areas once per year. Open outlets are also cleaned once per year. At times, the accumulation of leaves and litter can reduce the effectiveness of gullies and outlets causing local flooding. In such occurrences additional responsive cleaning is carried out.

Emergency Assistance

We have a call centre to deal with emergency calls outside normal office hours. Appropriate personnel can be called upon to deal with emergencies such as flooding on roads, obstructions such as fallen trees, and clearing up after road traffic accidents. The emergency telephone number is (028) 703 53202.

Resurfacing Completed 2015/2016

Route No.	Road Name / Location	Length (m)
A2	Larne Road, Victoria Road to Eden Village	928
A2	Old Shore Road, Jordanstown	665
A26	Crankill Road, Fenagh Road to Teeshan Interchange*	1,260
B93	Glebe Road, Ahoghill*	550
C45	Liminary Road, Kells*	360
UR35	Lower Ballyboley Road, Moss Road to Deerpark Rd	2,000
U3107	Prospect Downs, Prospect Road to Prospect Link	310
U3107	Berkley Drive, Berkley Road to Dead-end	136
U3107	Berkley Road, Middle Road to Windslow Gardens	414
U3120	Carrickfern Gardens & Glassililan Court, Greenisland	1,200
U3120	Knockleigh Drive & Rossmore Green, Greenisland	430
U3140	Victoria Avenue, Cable Road to Prince of Wales Avenue	220
UR150	Dunbought Road, Clough	1,330

* See photographs on next page

Resurfacing Completed 9.8 km
At a cost of £1,200,000



B93 Glebe Road Ahoghill
£71,000

A26 Crankill Road, Teeshan
£250,000



C45 Liminary Road, Kells
£45,000



Resurfacing Proposed 2016/2017

Route No.	Road Name / Location	Length (m)
A42	Main Street , Portglenone (Bann Bridge to Townhill Road)	430
A42	Galgorm Road (Galgorm Roundabout to Sourhill Road)	790
A43	Glenravel Road, Cargan (Glensbrae Road to Gortnageeragh Road)	2,220
B52	Largy Road Portglenone, Aughnahoy Road to Carneaney Road	1,550
B96	Hiltonstown Road, Crawfordstown Road to Lisnahunshin Road	1,990
C111	Woodburn Road, Carrickfergus (Knockagh Road to new surface)	1,300
U3105	Coronation Crescent, Coronation Road South to North	200
U3111	Carrickburn Road, A2 Larne Road to CH 300	300
U3111	Dromore Road, Regent Avenue to Downshire Gardens	250
U3113	Edenvale Avenue, A2 Larne Road to CH 200	200

Resurfacing Proposed	9.23 km
At a cost of	£1,300,000

Footway Resurfacing Completed 2015/2016

Route No.	Road Name/Location	Length (m)
A2	Shore Road, Carrickfergus	220
A8	Harbour Highway Larne	1,005
F3103	Northlands, Carrickfergus	76
F3104	Beech Drive, Carrickfergus	31
F3105	Macroom Gardens, Carrickfergus	30
F3120	Knockleigh Drive, Carrickfergus	70
F3120	Carrickfern Gardens \ Glasslillan Court	1,200
F3129	Old Shore Road, Carrickfergus	1,030
F3144	Magill's Avenue. Carrickfergus	145

Footway resurfacing completed	3.8 km
At a cost of	£100,000

Footway Resurfacing Proposed 2016/2017

Route No.	Road Name/Location	Length (m)
F2205	Murob Park, Ballymena	1,090
F2230	Glenaan Park, Kells	480
F2260	Oaklands, Cullybackey	410
F2260	Fendale Park, Cullybackey	733
F2285	Coronation Park, Clough	177
F3015	Queen's Square, Coronation Road to Dead-end	90
F3111	Lennox Avenue, Dromore Rd to Regent Avenue	268
F3120	Moyard Gardens, Greenisland	260
F3107	Berkley Drive, Berkley Road to Dead-end	392
F3107	Berkley Road, Middle Road to Windslow Gardens	848
F3111	Carrickburn Road, A2 Larne Road to No.13 Carrickburn Road	555
F3120	Knockleigh Drive & Rossmore Green	352
F3121	Longfield Gardens, Greenisland	415
F3140	Cable Road, York Avenue to Victoria Avenue	94
F3140	York Avenue, Whitehead	50
F3140	Prince of Wales Avenue, Whitehead	159
F3140	Balfour Avenue, Whitehead	382
F3140	Victoria Avenue, Whitehead	52
F3140	Balmoral Avenue, Whitehead	66
F3140	Edward Avenue, Whitehead	37
F3140	Adelaide Avenue, Whitehead	105
F4155	West Street, Carrickfergus	201

Footway resurfacing proposed

7.2 km

At a cost of

£200,000

Surface Dressing Completed 2015/2016

Route No.	Road Name / Location	Length (m)
B90	Ballylumford Road, Ferris Bay Road to Hollow Road	2,847
B90	Millbay Road, Ballytober Road to Low Road	1,986
B90	Browns Bay Road, Quarterlands Rd to Portmuck Road	700
B99	Waterfall Road, Ballyrickard Road to Ballyvally Road	698
B99	Watch Hill Road, Ballyvally Road to New Line	2,200
B150	Middle Road, Gobbins Brae to Gobbins Road	3,535
C54	Carneaney Road, Largy Road to Ballylummin Road	2,187
C54	Carneaney Road, Ballylummin Road to Glebe Road	2,222
C56	Corbally Road, Mount Davy Road to Russelstown Road	800
C58	Duneoin Road, Craigs Road to Dunminning Road	3,306
C59	Lisnahunshin Road, Blackstone Road to Skerdan Road	2,206
C59	Lisnahunshin Road, Skerdan Road to Hiltonstown Road	2,373
C66	Lisnamurrican Road, Rathkeel Road to Roughan Road	1,334
C67	Buckna Road, Carnalbanagh Road to Aghanure Road	3,456
C78	Gobbins Road, Middle Road to Gobbins Brae	3,476
C78	Gobbins Road, Middle Road to Mullaghboy Road	1,246
C85	Tullykittagh Road, Lislaban Road to Moneyduff Road	1,089
U14	Carclinty Road, Duneoin Road to Dunminning Road	2,494
U29	Woodtown Road, Ballymoney Road to Old B'money Rd	395
U37	Craignageeragh Rd, Old Portglenone Rd to Glenhugh Rd	2,059
U44	Parkfield Road, Old Portglenone Road to Ballynafie Road	1,690
U169	Tullykittagh Road, Moneyduff Road to Omerbane Road	2,189

Route No.	Road Name / Location	Length (m)
U50	Casheltown Road, Carmagrim Road to Largy Road	1,329
U51	Kilcurry Road, Largy Road to Loughbeg Road	1,223
U55	Crosskeys Road, Ballyscullion Road to Grange Road	1,077
U66	Bentra Road, Main Street to Acreback Road	738
U70	Gobbins Brae, Gobbins Road to Middle Road	923
U70	Straid Road, Ballymena CH400 to Nursery Road	2,821
U72	Middle Road, Middle Road to Gobbins Road	577
U73	Timothy Brae, Browns Bay Road to Middle Road	378
U75	Hollow Road, Ballylumford Road to Browns Bay Road	1,317
U76	Lunnon Road, Browns Bay Road to Mullaghboy Road	562
U77	Quarterlands Road, Ballylumford Road to Dead-End	812
U86	Oldtown Road, Shankbridge Rd to Ballymacvea Road	257
U86	Oldtown Road, Ballymacvea Road to Ferniskey Road	1,050
U92	Wardlow Road CH50 to Kennelbridge Road	935
U95	Doctors Road CH50 to Kennelbridge Road	1,200
U98	Scottstown Road, Kilgad Road to Moorfields Road	1,109
U110	Roughan Road, Lisnamurrican Road to Lisnahilt Road	1,882
U115	Creevamoy Road, Rathkeel Road to Cashel Road	3,001
U117	Rosehill Road, Buckna Road to Carnalbanagh Road	966

Surface Dressing Completed 66.65km

At a cost of £310,000

Surface Dressing Proposed 2016/2017

Route No.	Road Name / Location	Length (m)
B97	Munie Road Glenarm (Lislehill Road to Tully Road)	2,286
B53	Kilgad Road Kells (Liminary Road to Tully Road)	1,690
B94	Rathkeel Road, Broughshane (Ballynulto Road to Deerfin Road)	2,230
C48	Slaght Road Ballymena (Toome Road to Maine Road)	1,419
C48	Maine Road Ballymena (Slaght Road to CH1419)	3,356
C53	Ballybollen Road Ahoghill (Largy Road CH25 to Glebe Road)	2,627
C54	Loughbeg Road Ballymena (Culnafay Road to Largy Road)	2,142
C55	Finlaystown Road Portglenone (Ballymena Rd to Garvaghy Road)	1,678
C71	Ballycoose Road Larne (Sallagh Close to Drumnagreagh Road)	1,612
C71	Feystown Road Larne(Ballycoose Road to Loughdoo Road)	2,946
C71	Sallagh Road Larne (Ballymullock Road to Ballycoose Road)	3,172
UR9	Gortfad Rd Portglenone (Hiltonstown Road to Lisnahunshin Road)	3,341
UR17	Aughaboy Road Larne (Drumcrow Road to Mullaghsandall Toad)	3,176
UR18	Loughdoo Road Larne (Feystown Road to Mullaghsandall Road)	3,173
UR24	Killyglen Road Larne (Ballymullock Road to 30mph signs)	1,594
UR38	Garvaghy Rd Portglenone (Old P'glenone Rd to Ballyconnelly Rd)	3,327
UR93	Ballylesson Road, Ballymena Lisnevenagh Road to Liminary Road)	1,788
UR94	Ballycreggy Road Ballymena (Liminary Road to CH1000)	1,000
UR113	Bog Road Ballymena (Crebilly Road to Woodside Road)	1,850
UR136	Carncoagh Road Ballymena (Cushendall Road to Knockan Road)	1,330
UR145	Dernaveagh Rd Ballymena (Loughmagarry Rd to Cloughwater Rd)	2,595
UR149	Ballyreagh Road Ballymena (Doury Road to Cloughwater Road)	1,790
UR171	Lislaban Road Ballymena (Ballycregagh Road to Tullykittagh Road)	3,146

Surface Dressing Proposed 53.27 km

At a cost of £300,000

Surface Treatment Completed 2015/2016

Route No.	Road Name / Location	Length (m)
Carriageways		
U3107	Prospect Downs, Carrickfergus	650
U3107	Prospect Gardens, Carrickfergus	170
U3107	Prospect Crescent, Carrickfergus	300
U3107	Prospect Grove, Carrickfergus	385
U3107	Prospect Avenue, Carrickfergus	215
U3107	Prospect Link, Carrickfergus	350
U3107	Prospect Green, Carrickfergus	100
U3140	Prince of Wales Avenue, Whitehead	216
U3140	York Avenue, Whitehead	276
U3140	Balfour Avenue, Whitehead	575
U3140	Victoria Avenue, Whitehead	119
U3140	Balmoral Avenue, Whitehead	112
Footways		
U3107	Prospect Downs, Carrickfergus	1,896
U3107	Prospect Gardens, Carrickfergus	338
U3107	Prospect Crescent, Carrickfergus	600
U3107	Prospect Grove, Carrickfergus	748
U3107	Prospect Avenue, Carrickfergus	392
U3107	Prospect Link, Carrickfergus	730
U3107	Prospect Green, Carrickfergus	100

Surface Treatment Completed 8.27 km

At a cost of £180,000

Surface Treatment Proposed 2016/2017

Route No.	Road Name/Location	Length (m)
Carriageways		
U2223	Rona Gardens / Stroma Drive, Ballymena	740
U3105	Brook Avenue, Carrickfergus (Barn Road to dead end)	285
U3105	Macroom Gardens, Carrickfergus (Entire Estate)	400
U3107	Collin Heights, Carrickfergus (Prospect Heights to dead end)	255
U3107	Tardree Heights, Carrickfergus (Collin Heights to dead end)	103
U3107	Sandringham Pk, Carrickfergus (Sandringham Heights to dead end)	200
U3125	Farm Lodge Grove, Greenisland (Farm Lodge Park to dead end)	86
U3126	Silverstream Banks (Shore Road to dead end)	40
U4102	Churchill Road, Larne (Linn Road to Upper Cairncastle Road)	490
Footways		
C72	Old Glenarm Road, Larne (Branch Rd to Ballycraig Road LHS)	940
F2223	Rona Gardens / Stroma Drive Ballymena	890
F3105	Brook Avenue. Carrickfergus (Barn Road to dead end)	560
F3107	Collin Heights. Carrickfergus (Prospect Heights to dead end)	505
F3107	Tardree Heights. Carrickfergus (Collin Heights to dead end)	206
F3107	Sandringham Pk. Carrickfergus (Sandringham Heights to dead end)	110
F3111	Dromore Rd. Carrickfergus (Regent Avenue to Downshire Gardens)	500
F3113	Edenvale Avenue. Carrickfergus (Larne Road for 210 metres)	210
F3126	Silverstream Banks. Greenisland (A2 Shore Road to dead end)	90
F4090	Greenland Cres. Larne (Greenland Cres. to dead Old Glenarm Rd)	814
F4090	Greenland Gardens. Larne (Greenland Road to dead end)	106
F4090	Greenland Grove. Larne (Greenland Crescent to dead end)	146
F4090	Greenland Crescent (Greenland Crescent 23 to dead end)	234
F4091	Blackcave Crescent. Larne (Branch Road to dead end)	191
F4092	Wyncairn Road. Larne (Upper Cairncastle Road to dead end)	1184

Surface Treatment Proposed 9.28 km

At a cost of £130,000

Drainage Work Completed 2015/2016

Route No.	Road Name / Location	Length (lin m) / No. of gullies / manholes
A2	Shore Road, Greenisland	40 metres of pipe + 2 gullies
A36	Moorfields Road, Ballymena	18 metres of pipe + 4 gullies
B53	Kilgad Road, Ballymena	488 metres of pipe + 25 gullies
B96	Townhill Road, Portglenone	216 metres of pipe + 5 gullies
B96	Hiltonstown Road, Portglenone	15 metres of pipe + 3 gullies
B100	Ballyrickard Road, Larne	680 metres of pipe + 58 gullies
C37	Lower Ballyboley Road, Larne	190 metres of pipe + 41 gullies
C55	Garvaghy Road, Portglenone	Culvert Replacement
C58	Duneoin Road, Cullybackey	114 metres of pipe + 2 gullies +1 manhole
C66	Lisnamurrigan Road, Ballymena	127 metres of pipe + 4 gullies
C70	Deerpark Road, Larne	40 metres of pipe + 10 gullies
C71	Cairncastle Road, Larne	330 metres of pipe + 13 gullies
UR2	Largy Road, Carnlough	3 metres of pipe + 1 gully
UR10	Tullynahinnion Road, Ballymena	33 metres of pipe + 1 gully + 1 culvert
UR28	Old Cullybackey Road, Ballymena	54 metres of pipe + 2 gullies
UR48	Owenstown Road, Larne	130 metres of pipe + 8 gullies
UR79	Browns Bay Road, Larne	112 metres of pipe + 6 gullies
UR98	Scottstown Road, Ballymena	253 metres of pipe + 12 gullies
U2231	Rockfield Heights, Ballymena	26 metres of pipe + 1 gully

At a cost of £120,000

Drainage Work Proposed 2016/2017

Route No.	Road Name / Location	Length (metres) / No. of gullies / manholes
A2	Belfast Road, Whitehead	30 metres of pipe + 2 gullies
B58	New Line, Carrickfergus	30 metres of pipe + 2 gullies
C75	Loughmourne Road, Carrickfergus	30 metres of pipe + 2 gullies
C75	Carneal Road, Glenoe	180 metres of pipe + 18 gullies
UR5	Cairn Road, Carrickfergus	54 metres of pipe + 6 gullies
UR8	Castlemara Drive, Carrickfergus	6 metres of pipe + 1 gully
U13	Acreback Road, Ballycarry	12 metres of pipe + 1 gully
UR26	Hannas Road, Larne	200 metres of pipe + 9 gullies
U3005	Coates Avenue, Carrickfergus	4 metres of pipe + 1 gully
F3141	Chichester Gardens, Whitehead	60 metres of pipe + 4 gullies

At a cost of £200,000

These details represent schemes completed or planned this year by TransportNI further drainage schemes will be delivered up to funding limits as the year progresses.

Major Utility Works Completed 2015/2016

Utility	Road Name / Location	Scheme Details
NI Water	B52 Largy Road, Ballymena	New Watermain
NI Water	Coast Road, Ballygally	New Sewer
NI Water	Bentra Road, Ballycarry	New Watermain
NI Water	Carrickfergus Road, Larne	Replace Watermain
NI Water	Craigyhill, Larne	Lead pipe replacement
NI Water	West Street, Ballycarry	Replacement Watermain
NI Water	Raloo Road, Larne	New Watermain
NI Water	Browndod Road, Larne	New Watermain
NI Water	Glenvale Park, Larne	New Watermain
NI Water	Quay Street, Larne	New Watermain
NI Water	Main Street, Larne	New Watermain
NI Water	Broadway, Larne	New Watermain
NI Water	Curran Road, Larne	New Watermain
NI Water	Glenwood, Ahoghill	New Watermain
NI Water	Loan Road, Ballymena	New Watermain
NI Water	Main Street, Portglenone	New Watermain
NI Water	Crosskeys Road, Ballymena	New Watermain
NI Water	Brook Street, Ahoghill	New Watermain
NI Water	Larne Road, Eden	New Watermain
NI Water	Victoria Road, Carrickfergus	New Watermain
NI Water	Ballybollen Road, Ahoghill	New Watermain
NI Water	High Street, Ballymena	New Watermain
NI Water	John Street, Ballymena	New Watermain

Utility	Road Name / Location	Scheme Details
NI Water	Colonsay Park, Ballymena	New Watermain
NI Water	Rona Gardens, Ballymena	New Watermain
NI Water	Skye Park, Ballymena	New Watermain
NI Water	Staffa Drive, Ballymena	New Watermain
NI Water	Stroma Drive, Ballymena	New Watermain
NI Water	Orkney Drive, Ballymena	New Watermain
NI Water	Beechvale, Ballymena	New Watermain
NI Water	Beech Drive , Ballymena	New Watermain
NI Water	Woodside Road, Ballymena	New Watermain
NI Water	Woodside Road Ind Estate	New Watermain
NI Water	Hannas Road, Larne	New Watermain
NIE	Broadway, Larne	Upgrade Works
NIE	High Street, Larne	Upgrade Works
NIE	Upper Cross Street, Larne	Upgrade Works
NIE	Upper Main Street, Larne	Upgrade Works
NIE	Agnew Street, Larne	Upgrade Works
NIE	Quay Street, Larne	Upgrade Works
NIE	Antrim Road, Ballymena	Upgrade Works
NIE	Ballee Road West, Ballymena	Upgrade Works
NIE	Old Antrim Road, Ballymena	Upgrade Works
NIE	Rawbrae Road, Carrickfergus	Upgrade Works
NIE	Larne Road, Eden	Upgrade Works

Major Utility Works Proposed 2016/2017

Utility	Road Name / Location	Scheme Details
N I Water	North Road, Carrickfergus	Rehab Works
N I Water	Station Road, Greenisland	Rehab Worrks
NI Water	C54 Carnearney Road, Ballymena	New Watermain
NI Water	Bentra Road, Ballycarry	Replacement watermain
NI Water	Ballyhampton Road, Larne	New Watermain
NI Water	Drumahoe Road, Larne	New Watermain
NI Water	Old Portglenone Road, Ahoghill	New Watermain
NI Water	Gortgole Road, Portglenone	New Watermain
NI Water	Bannview Terrace, Portglenone	New Watermain
NI Water	Carnearney Road, Ahoghill	New Watermain
NI Water	Ballynafie Road, Portglenone	New Watermain
NI Water	Grange Road, Portglenone	New Watermain
NI Water	Lewis Park, Ballymena	New Watermain
NI Water	Frys Road, Ballymena	New Watermain
NI Water	Shetland Gardens, Ballymena	New Watermain

The details above represent the best information available to TransportNI at this time. Service connections for new customers, Emergency & Urgent Works, and Minor Works may also occur.

A2 Coast Road Programme Completed 2015/2016

Type of Work	No. of Sites
New Sea Parapet Wall, Ballygalley	1
Sea Defence Repairs, Drumnagreagh	4
Sea Defence Repairs, Garron Road South	6
Sea Defence Repairs, Garron Road North	5
Sea Defence Rock Armour, Drumnagreagh	1
Sea Defence Repairs, Ballygalley	1
Slope Retaining Structure, Glenarm	1

At a cost of **£200,000**



A2 Coast Road, Drumnagreagh
New Sea Defence - £25,000

A2 Coast Road, Ballygalley
New Parapet Walls - £100,000



A2 Coast Road Programme Proposed 2016/2017

Type of Work	No. of Sites
Slope Stabilisation Works, Whitehead	1
Sea Defence Repairs, Branch Road to Largy Road, Carnlough	1
Sea Defence Repairs, Munie Road to Ballyvaddy Road, Carnlough	1
Sea Defence Repairs, Drumnagreagh Road to Dickeystown Road, Glenarm	1
Sea Defence Repairs, Milltown Bridge to Drumnagreagh, Ballygally	1
Sea Defence Repairs, Branch Road to Cairncastle Road, Ballygally	5
Slope Stabilisation Works, Glenarm	1

At a cost of **£800,000**



A2 Coast Road, Glenarm - Slope Stabilisation
 Proposed Scheme - £200,000

A2 Garron Road - Sea Defence
 Proposed Scheme - £15,000



Winter Service 2015/2016

During the winter of 2015/16 the equivalent of 82 full salting actions were carried out on the 614 km of road on the 9 gritting routes for the Mid and East Antrim Council area. A total of 7,112 tonnes of salt was used over this period compared to a total usage of 8,628 tons for the 2014/15 season.

The official Winter Maintenance period commenced on 1st October 2015 and ended on 30th April 2016. The first salting action took place on 20th November 2015 and the final application on 28th April 2016.

The weather from early November to Mid January was dominated by nine named storms. During storm Desmond on 5 December, 341.4mm of rain fell in 24-hours, a new UK rainfall record. The West and South of Northern Ireland experienced the worst of the severe flooding which led to extended emergency response from all Drainage organisations. Storm Frank followed at the end of the year, bringing storms and severe gales to Northern Ireland. At one point over 250 roads were closed due to fallen trees.

Winter 2015/16 was the third-warmest for the UK in a series from 1910, behind the winters of 1989 and 2007.



SECTION 3

NETWORK DEVELOPMENT

Network Development Manager: Alan Keys

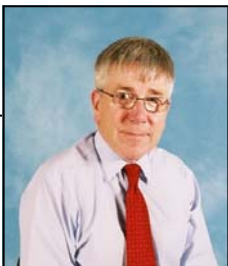
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3.1 Minor Improvements

Minor Improvement Schemes Completed 2015/2016

B52 Largy Road / Taylorstown Road / Ballybollen Road - Junction Improvement - £200,000

This scheme was completed in November 2015 and involved local carriageway widening to facilitate ghost island markings enabling the provision of right turning lanes for vehicles travelling in both directions on the main line B52 Largy Road. The scheme also incorporated 150m of footway in the vicinity of the junction. The improvement provides for safer traffic movements through the junction and its approaches and increases safety for all road users. See before and after photographs below.



Before Construction



After Construction

B62 Cullybackey Road / Woodtown Road - Junction Upgrade - £540,000

The upgrade of this junction commenced in January 2016 and carried over into the 2016/17 financial year. Work is currently progressing on site and completion is expected by the end of June. The scheme involves realignment of a section of the Woodtown Road between the B62 Cullybackey Road and the Old Cullybackey Road with the new north eastern leg moving approximately 80m south east of the existing junction to create a more satisfactory and safer right-left stagger. This will remove much of the uncertainty that existed for traffic negotiating the junction due to the two side roads being in close proximity to each other. Further junction improvements were gained with the introduction of a ghost island on the Cullybackey Road to assist right turning traffic movements and reduce vehicle conflicts with mainline traffic. The works also included a new section of footway to tie in with the current provision that ends near the junction of the Old Cullybackey Road. The improvement introduces safer traffic movements through the junction and its approaches and increases safety for all road users.



Construction work progressing on site

Minor Improvement Schemes Proposed 2016/2017

C77 Manse Road Mutton Burn, Ballycarry - Road Restraint System - £32,000

It is planned to delivery a scheme to provide vehicle containment at Mutton Burn Bridge this financial year. The scheme includes provision of a new parapet on the up stream side of Mutton Burn combined with a raised parapet on the downstream side and extension of containment using a Road Restraint System along the adjacent verges on either side.

Network Development currently has a very limited budget to carry out Minor Improvement schemes in 2016/17. However, the following schemes have been designed in detail and are ready to be taken forward to construction subject to the availability of finance.

Sand Road / Woodtown Road, Galgorm - Junction Upgrade - £460,000

It is proposed to upgrade the Sand Road / Woodtown Road junction just north of Galgorm on the outskirts of Ballymena. The primary aim of the scheme is to change the junction priority from Woodtown Road to Sand Road to suit the predominant traffic movements. Work will involve redesigning the junction layout and alignment of Sand Road to improve stopping sight distances throughout the approaches and increase driver safety.

Rathkeel Road, Broughshane - Footway Provision - £210,000

It is proposed to provide a footway from Buckna Road for approximately 450m to the south east towards the 30mph speed limit on Rathkeel Road. The scheme also incorporates improvements to the sight visibility for traffic emerging from Buchna Road onto Rathkeel Road and involves carriageway realignment to create space along the front of residential properties to facilitate the footway. Delivery of the scheme however, will be subject to availability of finance. Maintenance Section intend to resurface this stretch of the Rathkeel Road this year and it is planned to co-ordination the two schemes to minimise disruption for local residents.

Browndod Road / Carnduff Road Larne - Visibility Improvement - £36,000

It is proposed to improve sightlines on both sides of the junction for traffic emerging from Carnduff Road onto Browndod Road.

3.2 Traffic

Traffic Schemes Completed 2015/2016

Traffic Management Schemes

Ballymena Public Realm

Legislation is currently being processed to facilitate the Council's public realm scheme. This includes new one-way traffic orders for Alexander Street, Broadway Avenue and Thomas Street. Amendments to existing parking and loading restrictions are also being processed. Legislation for the new one-way traffic system has been processed and is ready to be implemented when the contractor has the necessary civil works complete.

Clough Primary School - £25,000

Work is now complete in the school lay-by giving an additional 13 parking spaces and improved footway linkage to the school entrance. The Board of Governors and the school have given their full support to the scheme.

Millbay Road, Islandmagee - £8,000

Work is now complete to realign the junction layout at Millbay Road / Browns Bay Road in Islandmagee. The scheme entailed realignment of the junction forcing drivers to exit more perpendicular to Browns Bay Road thus giving better visibility and improving road safety. This scheme will improve driver behaviour through the junction and provide a formal lay-by to improve parking.

Ballycarry village, Road Safety Measures - £15,000

A Traffic Management scheme for Ballycarry village is now complete, the works includes red high friction patches and associated markings along with enhanced signage. This will address a history of speeding through the village and highlight the existing speed limit.

Cairncastle, Larne. Road Safety Measures - £5,000

A Traffic Management scheme for Cairncastle village is now complete, this scheme includes red high friction patches and associated markings along with enhanced signage. This is to address a history of speeding through the village and highlight the existing speed limit.

The Ramp / A8 - Larne - £5,000

The experimental Traffic Management measures, to ban the right turn movement from the ramp onto the A8, have now been formalised and are in full time operation. The Traffic Regulation Order prohibits the right turn out of the ramp and forces traffic, wishing to travel towards Belfast, to turn left and negotiate the roundabout at Redlands Roundabout before returning West on the A8. This is considered a much safer manoeuvre and in free flow conditions only adds an additional 65 seconds to the journey time. This low cost scheme was monitored throughout the experimental phase and has proved to be extremely successful in reducing the road traffic collisions at the site and has the full support of both PSNI and the Council.



The Ramp at A8, Larne

Traffic Calming Schemes

Old Islandmagee Road, Whitehead - £35,000

Following local representation a traffic calming scheme has now been implemented on the Old Islandmagee Road in Whitehead between Ransevyn Drive and Whitehead Primary School. This scheme provides improved pedestrian facilities, in the form of traffic islands and table top crossing points, as well as vertical measures in the form of ramps and speed cushions. Careful consideration was also given to maintaining the existing levels of residential parking.

Upper Cairncastle Road, Larne - £5,000

The extension of the existing traffic calming scheme on Upper Cairncastle Road is planned to be introduced in conjunction with the proposed resurfacing scheme and consists of a number of speed cushions. The scheme was delayed until the programmed resurfacing scheme is complete.

The Rosses, Ballymena - 20mph scheme

A small number of developments throughout the province have been selected as pilot sites for 20mph speed limits where physical measures such as road humps are not being used. The Rosses in Ballymena is one of the selected developments and legislation has been processed for this area and the scheme is now operational.

TransportNI will monitor the scheme for effectiveness.

Killyglen Road, Larne - £6,500

Following representation from Translink a scheme to provide minor alterations to a number of existing ramps to improve facilities for the local bus services has been implemented on Killyglen Road. The existing full width ramps have been replaced with traffic 'cushions' to allow a more comfortable bus journey. This scheme is currently being monitored for effectiveness.

Transportation - Pedestrian Measures

Ballycarry Halt, Islandmagee - £120,000



Ballycarry Halt footway Link, Islandmagee

Work is now complete on the new footway link over the railway bridge at Ballycarry Halt train station towards Islandmagee, linking the existing footway's on Island Road Lower and the

causeway. This work involved reducing the carriageway width to one lane and controlling vehicular traffic using traffic signals and tidal flow operation.

Considerable support was given for this scheme from members of the community and elected representatives following a consultation exercise undertaken by TransportNI and Larne Line Passenger Group.

The scheme provides a safer environment for the vulnerable road users travelling to Islandmagee. It also encourages growth of sustainable travel and provides improved access to Islandmagee and the new Gobbins Centre.

In order to reduce further disruption, TransportNI consulted with other agencies, to utilise the road closure and have completed additional infrastructure works over the bridge, such as the provision of a new water main over the bridge by NI Water and an upgrade of the bridge parapets and resurfacing the carriageway by TransportNI.

Raceview Road, Broughshane - £8,000



Raceview Road Puffin, Broughshane

The existing zebra crossing on Raceview Road, Broughshane has been upgraded to a Puffin crossing. This formalises the existing pedestrian facility giving pedestrians a positive signal to cross and improve pedestrian safety.

Parkway, Ballymena - £5,000

A new zebra crossing has been provided on Parkway at Thomas Street roundabout. This crossing helps pedestrian traffic from Greenmount area of the town to safely access the town centre.

The Diamond Primary School, Cullybackey - £10,000

The proposed scheme to widen the existing 1.0m hard standing on Dreen road to a 2.0m footpath over a distance of approx' 100m towards Cullybackey has been deferred as it was not possible to acquire the necessary lands.

Transportation - Cycling Measures

The continuation of the existing cycle route on the A2 Belfast Road between Troopers Lane and Seapark has been deferred until completion of the on-going dualling works on the A2. Subject to funding it is hoped the scheme will proceed in the next financial year.

Transportation - Bus Measures

Bus Measures - £5,000

Improvements to existing and proposed bus stops will be considered as identified by Translink and elected representatives.

Traffic Signs and Carriageway Markings

The following improvements and additional traffic signs and carriageway markings have been provided as identified.

Carriageway Markings

Victoria Road, Carrickfergus – provision of a Keep Clear marking.
Elizabeth Avenue, Carrickfergus – Introduction of double yellow lines.
Rawbrae Road, Whitehead – provision of 'SLOW' marking.
A2 Belfast Road, Whitehead – provision of 2No 'SLOW' markings.
A2 Larne Road, Eden – Provision of Keep Clear marking.
West Link, Larne – Provision of Keep Clear marking.
Killyglen Road – Provision of Keep Clear markings.
Mill Brae, Larne – Enhance centre line, hatching and double yellow lines.
Paisley Road, Carrickfergus – Provision of bend warning signs and 'SLOW' markings.
North Road / Oakland Park, Carrickfergus – Double yellow lines at junction.
North Road / Oakfield Drive, Carrickfergus – Double yellow lines at junction.
Sunnylands Avenue, Carrickfergus – Provision of parking bay and 'Keep Clear' markings.
Taylor's Avenue, Carrickfergus – Provision of 'Keep Clear' marking.
McKeen's Avenue, Carrickfergus – Provision of 'Keep Clear' marking.
Low Road, Islandmagee – Provision of edge of carriageway markings.
Millbay Road / Low Road, Islandmagee – Enhance junction markings.

Pound Street / High Street, Larne – Provision of a yellow box at traffic signals and enhance junction markings.
Curran Road, Larne – Provision of ‘PATROL’ markings at Olderfleet Primary School.
Killyglen Road, Larne – Provision of ‘KEEP CLEAR’ marking.
Ballycraigy Ring, Larne - Provision of ‘KEEP CLEAR’ marking.
A2 Coast Road, Glenarm – Provision of ‘SCHOOL’ markings at Seaview Primary School.
A2 The Clooney, Carnlough – Provision of ‘SLOW’ marking.
Toome Road, Ballymena – ‘I’ marking at entrance.
Bog Road, Ballymena – provision of SLOWs.
Straid Road, Ahoghill – provision of SLOWs.
Largy Road, Grange – provision of SLOWs.
Loan Road, Cullybackey - provision of SLOWs.
Cullybackey Main Street – provision of 2 bollards.
Coast Road, Larne – Provision of carriageway edge line.
Edward Avenue, Larne – Provision of ‘Keep Clear’ marking.
Linn Road, Larne - Provision of ‘Keep Clear’ marking.
Cranfield Park, Larne - Provision of ‘Keep Clear’ marking.
Killyglen Link, Larne – Provision of ‘Slow’ and junction markings.
Moss Road, Larne – Provision of junction markings.
Lower Ballyboley Road, Larne – Provision of ‘SLOW’ markings.
Lower Cairncastle Road, Larne – Upgrade ‘SCHOOL’ signage with high visibility backing boards.
Greenwood Park, Carrickfergus – Provision of double yellow lines at junction with Prince Andrew Way.
Emerald Drive, Carrickfergus - Provision of double yellow lines at junction with Edenvale Avenue.
Bluefield Way, Carrickfergus – Provision of ‘Keep Clear’ marking.
Maritime Drive, Carrickfergus – Refresh school zig-zag lines.
Carnview Park, Ballymena – Provision of ‘Keep Clear’ marking and double yellow lines at junction with Carniny Road.
Exchange Road, Larne – Provision of ‘Keep Clear’ markings and refresh existing double yellow lines and parking bays.
Agnew Street, Larne – Refresh existing road markings.

Traffic Signs

Oakfield Drive, Carrickfergus – Enhanced priority signage.
Braepark Road, Kilwaughter – Provision of directional signage for Upper Ballyboley Primary School.
Low Road, Islandmagee – Provision of directional signage for Millbay.
Straid Road, Ahoghill – provision of chevrons.
Loan Road, Cullybackey – provision of chevrons.
Main Street Broughshane – provision of “Frail pedestrians” crossing signs.
Carniny Primary School – new school signs.
Knockan Road and Raceview Road, Broughshane – Provision of ‘Waterfowl Park’ signs.

Dropped Kerbs

Sunnylands, Carrickfergus – Provision of dropped kerbs.
Taylor’s Avenue, Carrickfergus - Provision of dropped kerbs.
Ellis Street, Carrickfergus - Provision of dropped kerbs.
Moyard Gardens, Greenisland - Provision of dropped kerbs.
Old Castle Road, Whitehead - Provision of dropped kerbs.

Disabled Parking Bays

Applications for “disabled” parking bays have been assessed on an individual basis, as they are received. The following bays have been provided;

Linn Road, Larne – Refresh disabled parking bay.
St John’s Place, Larne – Provision of two disabled parking bays.
Gloucester Avenue, Larne – Provision of disabled parking bay and ‘keep clear’ marking.
Ardclinis Gardens, Larne – Provision of disabled parking bay.
Princes Way, Carrickfergus – provision of a disabled parking bay.
Chester Avenue, Whitehead – Removal of disabled parking bay.

Traffic Schemes Proposed 2016/2017

Traffic Management Schemes.

A2 Model Primary School, Carrickfergus - £30,000

Plans are currently being progressed to implement a part time 20mph speed limit on the A2 at the Model Primary School in Carrickfergus during school entrance and leaving times.

This scheme consists of near-side electronic 20mph signs that will illuminate on a part time basis and are enforceable by PSNI, they have been proven as an effective method of speed reduction at other locations and this scheme will reduce traffic speeds in the vicinity of the school where vulnerable road users, such as children, regularly cross the road.

The scheme has the full support of Council and PSNI

A2 / Rogers Quay (McDonalds Junction), Carrickfergus - £15,000

Legislation is now being progressed to ban the right turn into Rogers Quay Carrickfergus from the A2 and from Rogers Quay onto the A2 towards Larne. This scheme will improve road safety by eliminating the conflict associated with the crossing manoeuvre and traffic progression towards Larne by removing stationary vehicles waiting to turn right from lane two. A viable alternative route using the Castle roundabout is available.

Collision Remedial Schemes

A26 Lisnevenagh Road at Woodgreen and Cromkill - £45,000

A recent safety review of the A26 between Dunsilly and Ballee highlighted 2 sites in the Mid and East Antrim section of the route where, after analysis of the collisions history, a common causation factor was identified that could be treated with remedial measures.

The report was presented to local MLA's and Mid and East Antrim Council members in April 2016 who gave their support to the recommendations.

The two sites identified for treatment are the junctions at Woodgreen / Maine Road with A26 and Cromkill Road with A26 where the targeted action is at vehicles turning right from the minor road and failing to Give Way to on-coming traffic.

Plans have now been developed to eliminate or reduce this conflict by banning the right turn out of Woodgreen Road and Maine Road, with drivers wishing to make this manoeuvre required to turn left and travel along the A26 to the next opening in the central reservation and make a 'U' turn. At the Cromkill Road / A26 junction the central reservation will be closed completely with traffic wishing to travel towards Antrim required to use the viable alternative route of Ballee Road East and Ballee roundabout.

Traffic Calming Schemes

Rogers Quay, Carrickfergus - £40,000

Plans have now been developed for a traffic calming scheme on Rogers Quay in Carrickfergus. The scheme will provide improved pedestrian facilities in the form of pedestrian refuge islands as well as speed reducing vertical measures in the form 4 sets of speed cushions on the approach to the pedestrian refuge islands. This will improve pedestrian linkage from the marina to the shopping area and town centre.

Transportation - Cycle Measures

A2 Belfast Road at Trooperslane, Carrickfergus - £80,000

Plans are now being developed to continue the existing cycle route on the A2 Belfast Road between Trooperslane Road and Seapark. This scheme was previously on hold until the Major Works scheme was complete.

Transportation - Pedestrian Measures

Rogers Quay, Carrickfergus - £15,000

A recent pedestrian survey has identified a requirement for a formal crossing point on Rogers Quay from the Castle Car Park to the shopping precinct. Plans are now in place to improve pedestrian facilities in this vicinity with the alteration of existing footways and provision of a zebra crossing.

Transportation - Bus Measures

Bus Measures - £5,000

Improvements to existing and proposed bus stops will be considered as identified.

Minor Traffic Management Measures

Improvements and additional traffic signs and carriageway markings will be will be provided as identified.

Disabled Parking Bays

Applications for "disabled" parking bays will be assessed on an individual basis, as they are received.

3.3 Street Lighting

The total number of lights in the council area is now 22,446.

Expenditure on street lighting during 2015/2016, amounted to £467,504 for maintenance and £864,674 for energy. The total capital spend amounted to £638,491.

Budget constraints have resulted in a much reduced maintenance regime during the last two years and at times this has severely affected response times to notified outages. The maintenance budget continues to be challenging and may mean having to rely more on TransportNI's in-house maintenance resource which will affect service.. The initial capital budget for 2016/17 has also been severely cut in comparison with recent years and will severely limit planned upgrading work.

Schemes Completed 2015/2016

Area	Location	No. of Lanterns complete	Scheme type
Ballymena	Ballyloughan Heights	8	Upgrade
Ballymena	Carniny Road	46	Upgrade
Ballymena	Teeshan Junction	8	Upgrade
Ballymena	Frys Road	10	Upgrade
Ballymena	Antrim Road	8	Upgrade
Ballymena	Glendun Drive	14	Upgrade
Ballymena	Carnview Park	7	Upgrade
Ballymena	Waveney Playing Fields (in conjunction with DSD)	24	Upgrade
Ballymena	Blacks Grove	9	Lantern upgrade LED
Ballymena	The Crescent, Grove Road	9	Lantern upgrade LED
Ballymena	Carniny Court	4	Lantern upgrade LED
Ballymena	Carnvale Close	5	Lantern upgrade LED
Ballymena	Carn Grove	8	Lantern upgrade LED
Ballymena	Brookleigh Heights	8	Lantern upgrade LED

Area	Location	No. of Lanterns complete	Scheme type
Ballymena	Orchard Hill, Gracehill	4	Lantern upgrade LED
Broughshane	Beechvale	20	Upgrade
Broughshane	Fir Park	14	Upgrade
Cullybackey	Oaklands	7	Upgrade
Cullybackey	Fendale Park	29	Upgrade
Carrickfergus	Rogers Quay	7	Upgrade
Carrickfergus	Prince Andrew Way	-	Upgrade: re-cable
Larne	Upper Cairncastle Road	14	Upgrade
Larne	Harbour Highway	7	Upgrade

Total number of lights working 270

Schemes Proposed 2016/2017

Area	Location	Scheme type
Ballymena	Bryan Street	Upgrade
Carrickfergus	Davy Street	Upgrade
Larne	Ballycraigy Ring Road Estate Phase 11	Upgrade
Kells	Glenaan Park	Upgrade
Clough	Coronation Park	Upgrade
Clough	Coronation Crescent	Upgrade

SECTION 4

NETWORK PLANNING

Network Planning Manager: Cathal Brown

He is supported in Mid & East Antrim by the following staff



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4.1 Development Control

Planning Applications

Planning Service forward planning applications to the Development Control Section of TransportNI for scrutiny of the road issues, including access arrangements, parking standards and provision, and road layout and geometry. The road widths, radii, gradients, drainage and other construction data are checked against departmental standards. Development Control also checks the visibility splays and forward sight distances at the vehicle access points.

The Private Streets Order 1980 is applied if the street is to become public and maintained by the Department. The Development Control Section determines the area to be adopted, calculates the bond amount, arranges the supervision of the construction of the private street and, following satisfactory completion of the street(s) by the developer, arranges for adoption into the public road network. If necessary, the Department can take appropriate enforcement action to ensure completion of the street.

Other work includes Property Enquiries, Planning Appeals and the approval of road access works via the Roads (NI) Order 1993.

During the period 01 April 2015 to 31 March 2016 Development Control Section dealt with:-

Planning Applications	916
Pre-Planning Enquiries	860
Planning Applications involving Private Streets Order	31

Adoptions

The Department adopted a total of 2,813m of carriageway and 415m of footway. Developments adopted are listed below:-

Adoptions	Carriageway (m)	Footway (m)	Date
Rhanbuoy Mews, Carrickfergus	51	0	27/04/15
North Road, Carrickfergus	0	34	30/04/15
Plot 4, Maritime Area, Carrickfergus	0	51	30/04/15
Irish Quarter West, Carrickfergus	0	9	30/04/15
Westbourne Avenue, Ballymena	89	0	11/06/15
Lindara, Larne	290	0	22/07/15

Development	Carriageway (m)	Footway (m)	Date
Old Shore Road, Carrickfergus	0	22	31/07/15
Prince Andrew Way, Carrickfergus	10	90	21/08/15
Tobar Grove, Cullybackey	66	0	03/09/15
Bridewell Drive, Carrickfergus	0	105	15/09/15
Millwater Court, Ahoghill	63	7	15/09/15
Jackson Dr. / Emerald Dr, Carrick	245	40	13/11/15
The Hamptons, Larne	1,100	0	22/01/16
Blackthorn Hollow, Larne	377	25	09/02/16
Carndale Meadows, Ballymena	304	32	10/02/16
Rosganna Drive, Carrickfergus	140	0	10/02/16
Brookfield Gardens, Ahoghill	78	0	08/03/16

4.2 Maintenance of Structures

The Structures Section manages the 1,327 bridges and culverts with a span of 1.8m and greater within the Division , there are 386 of these structures in the Mid and East Antrim area. Smaller structures are managed by the local Section Office.

Structural Maintenance Work Completed 2015/2016

Route No.	Name	Description	Cost
A2	Fisherman's Quay	Replaced vehicular and pedestrian railings (see photograph below)	£92,799



Route No.	Name	Description	Cost
U105	Taylor Ave	Repaired rusted reinforcement.	£7,260
C48	McCartney's	Repaired damaged parapet.	£1,819
U89	Ross	Removed vegetation, re-pointed bridge and sealed verges .	£4,911
U100	Adamstown	Removed vegetation and sealed verges.	£514

Structural maintenance work completed at a total cost of £107,303

Structural Maintenance Work Proposed 2016/2017

Route No.	Name	Description	Estimate
U156	Wee Mill	Repair scoured invert and replaced missing masonry on deck soffit	£15,000
C71	Thistle Dhu	Repair scoured apron and damaged wingwall.	£19,000
U85	Bridge Street	Replace existing parapet railings.	£14,000
B93	Dreen	Repair damaged parapets.	£10,000
C59	Brookside	Seal deck soffit and repair damaged invert.	£5,000
U16	Port	Repair pier face and invert.	£3,000
U89	Jenny - Orrs	Repair parapet and undermined wingwall.	£15,000
C60	Fortown	Repair undermined and displaced wingwalls.	£3,000
U14	Owencloghy	Repair wingwall and invert.	£10,000
U41	Mackeystown	Repair deck soffit.	£13,000
U46	Ballyrickard	Repair undermined pier and scoured invert.	£21,000

Structural maintenance work proposed at a total cost of £128,000

Road Restraint Systems Upgraded 2015/2016

Route No.	Name	Description	Cost
A2	Harbour Highway	1,036m of Road Restraint System upgraded to meet current policy and specification, (see photograph below).	£124,099



Road Restraint Systems Upgraded 2015/2016

Route No.	Name	Description	Estimate
A26	Crankhill Road	380m of Vehicle Restraint System upgraded to meet current policy and specification.	£65,239
A26	Ballee Road	191m of Vehicle Restraint System upgraded to meet current policy and specification.	£17,364
A2	Harbour Highway Slip Road	73m of Vehicle Restraint System upgraded to meet current policy and specification.	£7,543

At a total cost of £214,245

Proposed Road Restraint Systems Upgrade 2016/2017

Route No.	Name	Description	Cost
A8	Harbour Highway	Upgrade Vehicle Restraint System to meet current policy and specification.	£242,000

At a total cost of £242,000