

## **SOUTHERN DIVISION**

# **Annual Report 2019/2020 to Ards and North Down Borough Council**



*Regent Street , Newtownards Resurfacing and Traffic Signal upgrade*

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**Chairperson and Councillors  
Ards and North Down Borough Council**

I have pleasure in submitting my Annual Report on DfI Roads Southern Division work in the Ards and North Down Borough Council area.

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

This report deals with works completed in Ards and North 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 underfunding. 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 are allocated 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**



**Simon Richardson**  
Divisional 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.



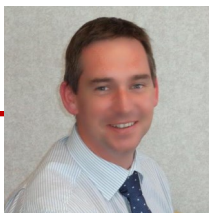
**Liam McEvoy**  
Strategic Road Improvements (SRI) Manager

Major works schemes (>£1.5M)



**Arnold Hamilton**  
Network Maintenance Manager

Maintenance of existing road network



**James Kelly**  
Network Development Manager

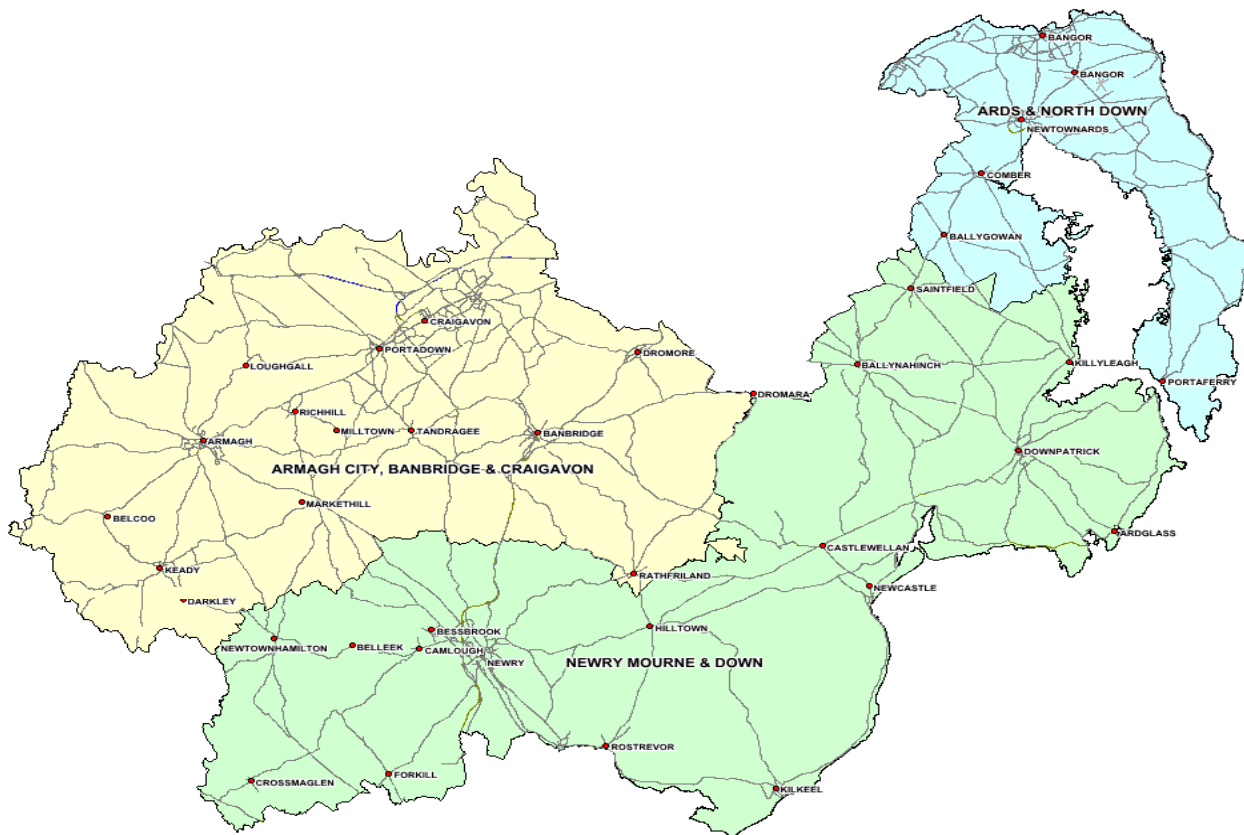
Improvements and minor works



**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 1

# Strategic Road Improvements

Strategic Road Improvements Manager: Liam McEvoy

Liam is supported by the following staff



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There are currently no Strategic Road Improvement schemes programmed within the Ards and North Down Council area.

## SECTION 2

# NETWORK MAINTENANCE

**Network Maintenance Manager: Arnold Hamilton**

Arnold is supported by:-



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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 (continued)**

### **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 (continued)**

### **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 the policy has been amended and two cuts will be carried out across rural and urban areas, with the exception of sightlines which were re-cut as necessary.

### **Gully Emptying**

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 calls outside normal office hours.

DfI Roads personnel can be called upon to deal with emergencies such as flooding , obstructions such as fallen trees, and when requested by Emergency Services, in clearing up after road traffic collisions.

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

The Emergency Out Of Hours telephone number is 0300 200 7899

## Network Maintenance Schemes Completed 18/19

### 2.1 Completed Asphalt Resurfacing

Route No	Road name/location	Area (m2)
A0021	Cherryvalley Line, Comber (TRN Scheme)	10000
U8037	Ashbury Avenue, Bangor	7400
C0367	Churchill, Ballygowan	2300
C0367	Moss Road, Ballygowan	650
C0272	Carrickmannon Road, Ballygowan	4100
B0172	Movilla Roafd, Newtownards	7200
C0252	Ballyblack Road East, Carrowdore	11500
C0251	Crawfordsburn Road, Newtownards	7500
A0029	Killinchy Street, Comber	3800
A0020	Rowreagh Road, Kircubbin	4000
B0178	Hillsborough Roafd, Comber	8200
U9010	Glenburn Road, Newtownards	1300
U8007	Old Belfast Road, Bangor	1425

### 2.2 Completed Bitumen Macadam Resurfacing

Route No	Road name/location	Area (m2)
U0207	Kilmood Church Road, Kilmood	4000

**Network Maintenance Schemes Completed 18/19 (continued)**

**2.3 Completed Surface Dressing**

<b>Route No</b>	<b>Road name/location</b>	<b>Area (m2)</b>
C0266	Ballyrainey Road, Newtownards	3744
C0266	Ballyrainey Road, Comber	12120
C0269	Hillhead Road, Comber	5170
C0274	Drumreagh Road, Ballygowan	2385
U0205	Drumreagh Road, Ballygowan	6600
U0214	Springmount Road, Ballygowan	5000
U0216	Tullyhubbert Road, Ballygowan	6800
U0310	Blackstaff Road, Kircubbin	13064
U0312	Upper Ballygelagh Road, Cloughey	4503
U0313	Dunevely Road, Cloughey	8914
U0319	Mountain Road, Portaferry	8577
U0317	Loughshore Road, Portaferry	10062
U0302	Barhall Road, Portaferry (1)	12907
U0302	Barhall Road, Portaferry (2)	7652
U0133	Kylestone Road, Bangor	8094
U0133	Lower Balloo Road, Bangor	5621

**Network Maintenance Schemes Completed 18/19 (continued)**

**2.4 Completed Footway Reconstruction**

<b>Route No</b>	<b>Road name/location</b>
U0291	Victoria Crescent, Newtownards
U0291	Victoria Park, Newtownards
U9010	Glenburn Road, Newtownards
C0367	Churchill, Ballygowan
C0367	Moss Road, Ballygowan
C0272	Carrickmannon Road, Ballygowan
U9109	Park Crescent/Park Way, Comber
U9108	Copeland Crescent/Road, Comber
U9108	Dermott Avenue/Drive/Park, Comber
U9108	Gortin Avenue, Comber
U8014	Elsinore Avenue, Bangor
U8016	Primrose Avenue, Bangor
U8021	Alandale, Bangor
U8023	Fruithill Park, Bangor
U8026	Chippendale Avenue, Bangor
U8026	Ambleside Road, Bangor
U8026	Dorothy Avenue, Bangor
U8026	Charles Mount, Bangor
U8026	Thornleigh Gardens, Bangor
U9016	Queens Street, Newtownards
C0270	Glen Road, Comber



**Network Maintenance Schemes Completed 18/19 (continued)**

**2.5 Completed Drainage Maintenance Works**

<b>Route No</b>	<b>Road name/location</b>
A0021	Ballygowan Road, Comber
U0209	Ballykiegle Road, Comber
U0200	Manor Road, Comber
U0243	Scrabo Road, Newtownards
U9004	High Street, Newtownards
U0223	Tullygarvan Road, Ballygowan
C0263	Belfast Road, Newtownards
U0105	Tullynagardy Road, Newtownards
A0021	Cherryvalley Line, Comber
U0303	Ballyquinton Road, Portaferry ( 2 locations)
U0302	Barhall Road, Portaferry
C0257	Kircubbin Road, Ballywalter
B0172	Movilla Road, Newtownards
A0002	Cloughey Road, Portavogie
A0020	The Square/Church Street, Portaferry
U0146	Killyvolgan Road, Ballywalter
U0105	Ballygrainey Road, Holywood
U8023	Fruithill Park, Bangor
U8023	Brooklyn Avenue, Bangor
U8015	Maxwell Road, Bangor
U8015	Princetown Road, Bangor
C0303	Old Holywood Road, Holywood
U8101	Invergourie Road, Holywood
U8024	Moir Park, Bangor
A0002	Bangor Road, Holywood

**Network Maintenance Schemes Completed 18/19 (continued)**

**2.6 Completed Coastal Defences**

<b>Route No</b>	<b>Road name/location</b>
A0020	Portaferry Road, Newtownards to Greyabbey
	Repairs to sea wall and carriageway sub-structure
A0002	Shore Road, Ballyhalbert
	Repairs to sea wall and protection of lay-by

## Network Maintenance Schemes Proposed 19/20

### 2.7 Proposed Asphalt & Bitmac Resurfacing

#### Asphalt

Route No	Road name/location	Area (m2)
A0021	Comber Road roundabout, Newtownards (TRN Scheme)	1800
B0020	Crawfordsburn Road, Bangor	1650
A0021	Comber Road, Newtownards	3640
B0020	Grays Hill, Bangor	1800
C0251	Crawfordsburn Road, Newtownards	650
B0173	Rubane Road, Kircubbin	8118

#### Bitumen Macadam

Route No	Road name/location	Area (m2)
U8016	Primrose Avenue, Bangor	196
U9105	Dalton Park, Comber	800
U8007	Lynne Road, Bangor	2100
C0271	Kilcarn Road, Killinchy	3700
U8106	Trevor Street, Holywood	830

**Network Maintenance Schemes Proposed 19/20 (continued)**

## 2.8 Proposed Surface Dressing

Route No	Road name/location	Area (m2)
U0210	The Burn Road, Ballygowan (1)	6040
U0210	The Burn Road, Ballygowan (2)	14246
U0250	Ballygraffan Road, Comber	3884
U0228	Ballymaleddy Road, Ballygowan	5387
U0227	Ballyalloy Road, Ballygowan (1)	4244
U0227	Ballyalloy Road, Ballygowan (2)	2428
U0226	Ballybeen Road, Ballygowan (1)	3210
U0227	Ballybeen Road, Ballygowan (2)	4385
U0381	Ballymorran Road, Killinchy	6909
U0368	Bayvie Road, Killinchy	4918
U0368	Upper Ballymorran Road, Killinchy	1719
U0368	Islandview Road, Killinchy	2775
U0271	Killnakin Road, Killinchy	5610
U0169	Islandhill Road, Millisle	4710
U0113	Killaughey Road South, Millisle	3705
U0112	Ballyhay Road, Donaghadee	8544
U0165	Kilbright Road North, Ballywalter	2535
U0162	Craigboye Road, Millisle	8580
U0105	Ballygrainey Road, Holywood	10534

**Network Maintenance Schemes Proposed 19/20 (continued)**

## **2.9 Proposed Footway Reconstruction**

<b>Route</b>	<b>Road name/location</b>
U8023	Alanwood Park, Bangor
U8026	James Mount, Bangor
U8001	Church Drive, Bangor
U8004	Greenmount Avenue, Bangor
U8001	Shrewsbury Drive, Bangor
U8001	Chester Avenue, Bangor
U8101	Croft Close/Park, Holywood
U8007	Lynne Road, Bangor
U8106	Trevor Street, Holywood
B0020	Crawfordsburn Road, Newtownards
U9105	Dalton Park, Comber

**Network Maintenance Schemes Proposed 19/20 (continued)**

**2.10 Proposed Drainage Maintenance Works**

<b>Route No</b>	<b>Road name/location</b>
B0178	Hillsborough Road, Ballygowan
U0326	Ballymacashen Road, Killinchy
U0232	Ballystockart Road, Comber
U0169	Islandhill Road, Millisle
A0002	Ballywalter Road, Millisle
U0119	Cardy Road, Greyabbey
A0048	Newtownards Road, Donaghadee
B0021	High Bangor Road, Donaghadee
U8101	Kintyre Avenue, Holywood
U8019	Lyle Road, Bangor
U8020	Springwell Drive, Groomsport

**2.11 Proposed Coastal Defences**

<b>Route No</b>	<b>Road name/location</b>
A0002	Springvale Road, south of Roddens Road
	Rock armour repairs
U0005	Kearney Road, Portaferry
	Rock armour repairs



## Network Maintenance Schemes Proposed 18/19 (continued)

### Maintenance of Structures

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

Structures Section manages the 1,278 bridges and culverts with a span of 1.8m and greater within the Division, 133 of which are in the Ards & North Down Borough Council Area. Smaller structures are managed by the local DfI Section Offices.

### 2.12 Structures Maintenance Schemes Completed in 18/19

Structures Maintenance work completed within Ards & North Down Borough Council;

Bridge Name	Bridge Number
A20 Culvert at Loughdoo	
Killinchy Bridge, Balloo	50178
Moss Road, Millisle	50336

### 2.13 Structures Maintenance Schemes Proposed 19/20

Structures maintenance work proposed within Ards & North Down Borough Council in 2018/19;

Bridge Name	Bridge Number
Carleton Bridge A21 South Street Newtownards	50421

Other maintenance schemes within the Ards & North Down Borough Council Area will be dependent on the available budget within the year. All other bridges are inspected routinely. This generates an ongoing programme of maintenance/repairs to bridges and other structures.

**Network Maintenance Schemes Completed 18/19 (continued)**

## **2.14 Network Maintenance - Winter Service 18/19**

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 2,084 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 11,900 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 Roads maintained weather stations across Northern Ireland with an additional 4 stations maintained by the DBFO 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.



## SECTION 3

# NETWORK DEVELOPMENT

**Network Development Manager: James Kelly**

The Network Development Section deals with all matters pertaining to;

Minor Works and Micro Schemes

Traffic Management

Pedestrian Measures

Traffic Calming

Collision Remedial

Safer Routes to School

Bus Priority Measures

Cycling Measures

Road and Lane Closures

Legislation



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## LOCAL TRANSPORT AND SAFETY MEASURES

The Regional Transportation Strategy (RTS) identified the importance of Local Transport and Safety Measures (LTSM) and highlighted some of the principal initiatives to be addressed, including:

- 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 traffic calming schemes; and
- Network Development schemes (minor works).

LTSM expenditure tends 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 18/19

### PEDESTRIAN MEASURES

#### A48, NEWTOWNARDS ROAD at Cotton, DONAGHADEE – Infill Footway

This scheme was identified to improve accessibility and safety for pedestrians in Cotton and was split into 2 sections with the infill footway along the A48 Newtownards Road at the new development at Avonmore Court being delivered by the Department under Private Streets funding.



Original verge at Avonmore Court

This section of the footway has now been successfully completed.



Footway provision completed Nov 2018

However, due to difficulties with land acquisition the proposed footway link at the junction with Bailie Terrace has been removed from the programme.



## 3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19

### PEDESTRIAN MEASURES - CONTROLLED CROSSINGS

Two new controlled Puffin Crossings were installed in Summer 2018 at the following locations:



- **CASTLE STREET, COMBER**  
at Post Office



- **CIRCULAR RD, NEWTOWNARDS**  
at Regent House School

The crossings will help improve safety for pedestrians and encourage more walking in the area.

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



## 3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19

### PEDESTRIAN MEASURES - CONTROLLED CROSSINGS

The following signalised junctions were upgraded during autumn 2018 with new equipment, (signals, poles etc) including PUFFIN crossing facilities and MOVA traffic technology to improve traffic progression.

- **HARDFORD LINK, TALBOT STREET, WILLIAM STREET, CRAWFORDSBURN ROAD  
NEWTOWNARDS**



- **REGENT STREET, CHURCH STREET, FREDERICK STREET, WILLIAM STREET  
NEWTOWNARDS**



## 3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19

### TRAFFIC CALMING

#### A2 MILLISLE ROAD DONAGHADEE—CENTRAL ISLANDS

Two central pedestrian islands were provided in May 2019 on the A2 Millisle Road, close to No 99 Millisle Road and approximately 15m north of Sunnydale Avenue.

Dropped kerbs, tactile paving and central hatching road markings will prevent overtaking, reduce speeds and assist pedestrians crossing this busy road.



## 3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19

### COLLISION REMEDIAL

The Department receives data from the PSNI on all personal injury collisions for engineering purposes. This information is assessed and areas where clusters of incidents have occurred are identified for further examination to determine the nature of the collisions, contributory factors and possible patterns. When engineering methods can be applied to address or improve the situation design proposals are then drawn up and implemented on a priority basis.

While we regret and are concerned about all road traffic collisions, and give a high priority to accident reduction and prevention measures, you can appreciate that traffic collisions can be caused by a wide range of contributory factors, not all of which can be influenced or controlled by the provision of engineering measures.

A review of collision data provided by PSNI has identified common issues at the following locations which can be improved by the provision of engineering measures.

### CARRICKMANNON ROAD / STATION ROAD / KILCARN ROAD, ARDS

High friction surfacing and enhanced warning signage has been provided on Carrickmannon Road, Station Road and Kilcarn Road . The provision of high friction surfacing is the preferred treatment to address rear end shunts to raise driver awareness and improve safety on the approach to the junction.



## 3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19

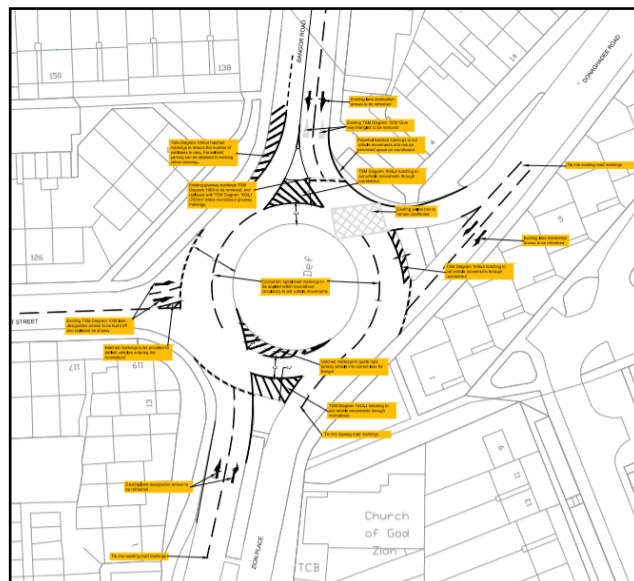
### COLLISION REMEDIAL

#### ZION PLACE ROUNDABOUT, NEWTOWNARDS

Spiral road markings and lane delineation with associated signs have been introduced on the roundabout at Zion Place to help to reduce conflicts between vehicles as they exit the roundabout.



Spiral road markings involve a series of lane-gains and lane-drops around the circulatory carriageway of the roundabout so that drivers enter in the lane appropriate for their desired exit and follow that lane around the roundabout to be led off at the exit.





## 3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19

### COLLISION REMEDIAL

#### B178 HILLSBOROUGH ROAD, COMBER

Approximately 380 metres of high friction surfacing was provided in Summer 2018 on Hillsborough Road to address a series of single vehicle collisions on the bends.



## **3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19**

### **CYCLING MEASURES**

#### **A2 BANGOR TO BELFAST DUAL CARRIAGEWAY from BALLYROBERT ROAD TO COOTEHALL ROAD — CYCLE LANES**

Following the completion of the necessary legislation, a shared cycle / footway was completed over the summer months on the north side of the Bangor to Belfast dual carriageway to provide cycle facilities from Ballyrobert Road junction to Cootehall Road.

#### **A2 GRANSHA ROAD BANGOR TO B21 DONAGHADEE ROAD BANGOR — CYCLE LANES**

Following the increase in cycling activity in the Gransha Road area, a route from Gransha Road Roundabout to Donaghadee Road through Broadway has been provided to encourage cyclists to use quiet streets to gain access to the town centre.



## **3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19**

### **TRAFFIC MANAGEMENT**

#### **ACCESSIBLE PARKING BAYS**

- 71 Blenheim Drive, Newtownards
- 55 Blenheim Drive, Newtownards
- 67 Mill Street, Comber
- Mill Street, Newtownards, adjacent to Public Toilets
- 21 Ardmillan Crescent, Newtownards
- 31 High Street, Donaghadee
- 26 Ann Street, Portaferry

#### **ACCESSIBLE PARKING BAYS REMOVED**

- 10 Auster Park, Newtownards
- 164 Mill Street, Newtownards
- 12 Lower Crescent, Comber
- 13 Park Crescent, Comber
- 21 High Street, Portaferry
- To the rear of 21 Anne Street, Portaferry
- 15 Warren Road, Donaghadee

## 3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19

### TRAFFIC MANAGEMENT - SPEED LIMITS

#### PART TIME 20MPH SPEED LIMIT AT SCHOOLS

The Department has introduced part-time speed limits of 20mph outside two rural primary schools in the Ards and North Down area. The part time 20mph speed limits are targeted at rural locations where the national speed limit (60mph) applies.

The 20mph part time speed limit is now effective at the following schools;

- Ballyvester Primary School – Killaughey Road, Donaghadee
- Carrickmannon Primary School – Carrickmannon Road, Ballygowan



New legislation reduces the National Speed Limit to 20mph for a short time at the start and end of the school day when pupils are arriving in the morning and leaving school in the afternoon. This is for a distance of 400 - 500 metres along adjacent roads in the vicinity of each school and is enforceable by the PSNI.

Motorists should be aware of, and adhere to, the new arrangements in the vicinity of these schools.

Lighting on the signs (Wig Wag lights) will advise motorists when the speed limit is in effect. These signs remain off for most of the time but light up at the start and end of the school day.

Post scheme speed surveys have indicated a significant decrease in average speed at these sites, when the Wig Wag lights are active. Analysis of the pre scheme and post scheme speed surveys have shown an average drop of up to 16 mph at Ballyvester Primary School and an average drop of up to 9 mph at Carrickmannon Primary School. The PSNI will continue targeting the sites to help ensure the part time speed limits are being adhered to.

## 3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19

### TRAFFIC MANAGEMENT

#### ROAD MARKINGS provided

- Belfast Road, Newtownards - 4 SLOW markings.
- Frances Street, Newtownards—T Bar marking
- Glenford Road, Newtownards—T Bar marking
- Millisle Road, Donaghadee – Lay by and zig zag markings
- Belfast Road, Comber—T Bar marking
- Killinchy Street, Comber—T Bar markings
- Carrickmannon Road, Ballygowan - 2 SLOW markings.
- Balloo Hamlet—15m corner restrictions plus T bar marking
- Junction of Crawfordsburn Road/Glenview Court, Bangor -15m corner restriction
- Bryansburn Road, Bangor - 2 T bar markings
- High Street, Holywood—31m extension to double yellow lines
- Holywood, Junction of My Lady's Mile and Ardlee Avenue—15m corner restriction
- Whinney Hill, Holywood– SLOW marking'
- Castle Street , Bangor –Terminal marking and T Bar marking
- Springhill Avenue, Crawfordsburn Park, Bangor –15m corner restriction
- Springhill Road, Innisfayle Avenue, Bangor—15m corner restriction

#### WAITING RESTRICTIONS provided

- Grange Road, Bangor - Legislation to cover existing School Keep Clear markings
- Portavogie Primary School, Harbour Road, Portavogie – Legislation covering existing school keep clear markings
- Millisle Primary School, Abbey Road, Millisle – Legislation covering existing school keep clear markings
- Frances Street, Newtownards – On Street Parking Restrictions

## 3.1 NETWORK DEVELOPMENT SCHEMES COMPLETED 18/19

### TRAFFIC MANAGEMENT

#### TRAFFIC SIGNS provided

- Mount Stewart Road, Newtownards – 2 HORSE warning signs
- Belfast Road, Newtownards—40mph repeater signs
- Belfast Road, Newtownards—Double bend for 1 mile warning sign on yellow backing
- High Street, Comber– Directional sign
- Comber Bypass— Reduce Speed Now sign
- Canneyreagh Road, Donaghadee—School signage on yellow backing
- A20 Rowreagh Road, Kircubbin—install chevron signs plus reflector posts
- Deerpark Road / Loughdoo Road junction, Kircubbin—existing direction sign raised
- Loughdoo Road, Kircubbin—Give way ahead 175yds sign
- A2 Cloughey Road, Portaferry—install chevron signs plus reflector posts
- Lough Shore, Portaferry – Directional sign
- Steel Dickson Park, Portaferry—2 Playground Signs
- Lisbarnett Road, Lisbane at Ballybunden Road - 750 give way sign on yellow backing
- Ballyhaft Road, Loughries- 30mph gateway and repeater signs
- A2 Newtownards Road, Bangor – Available headroom at arch bridge sign on yellow backing
- A2 Bangor Road/Bangor Road Hollywood - 30mph on yellow back and 40mph sign
- Crawfordsburn Village—30mph and National speed limit sign
- Hamilton Road Bangor- 3 directional arrows on grey backing

We hope to continue our programme of replacing internally illuminated bollards with reflective bollards, as resources permit, thus helping to reduce energy costs

## 3.2 NETWORK DEVELOPMENT SCHEMES PROPOSED 19/20

### MINOR WORKS

#### A2 BANGOR / BELFAST ROAD at BALLYMONEY ROAD junction - Installation of traffic signals

A scheme has been identified to provide traffic signals at the junction of Ballymoney Road to aid road safety and traffic progression.

The provision of traffic signals will reduce the risk of collisions caused by right turn manoeuvres as motorists will be less likely to take risks when they know they will be given the opportunity to do so as part of the traffic signal sequence.



A2 / Ballymoney Road junction



A2 / Craigdarragh Road junction

The new traffic signals will be co-ordinated with the existing signals at Craigdarragh Road to aid traffic progression along this busy route.

The A2 Belfast to Bangor road is part of our strategic road network and is one of the key routes on our Trunk Road Network.

The road carries in excess of 45,000 vehicles per day and upwards of 5000 vehicles per hour at peak times. At this location the annual average daily traffic flow is 35,000 vehicles.

## **3.2 NETWORK DEVELOPMENT SCHEMES PROPOSED 19/20**

### **PEDESTRIAN MEASURES**

#### **A2 DONAGHADEE ROAD, GROOMSPORT — HARDSTANDING AND INFILL FOOTWAY**

A hardstanding and a section of new footway was identified for provision in 2018/19 however due to issues this is now scheduled to be completed in 2019/20. The aim of the scheme is to improve accessibility and road safety for pedestrians who regularly walk along the A2 Donaghadee Road from the junction with Lower Balloo Road to the bus stop 110m west of the junction.

**Uncontrolled pedestrian crossings** will be provided as part of the proposed Traffic Calming measures at the following locations:-

- A20 Portaferry Road, Newtownards
- A2 Belfast Road, Bangor
- B109 Clondeboye Road, Bangor

## **3.2 NETWORK DEVELOPMENT SCHEMES PROPOSED 19/20**

### **PEDESTRIAN MEASURES - CONTROLLED CROSSINGS**

New **PUFFIN CROSSINGS** have been identified for provision this financial year at the following locations;

- **B21, Donaghadee Road adjacent to Windmill Road / Chippendale Avenue, Bangor.**
- **A21, Bangor Road adjacent to Victoria Road, Newtownards**

A number of **EXISTING PEDESTRIAN CROSSINGS** are due to be upgraded to **PUFFIN CROSSINGS** at the following locations;

- **A21 Bangor Road, Newtownards adjacent to Zion Place.**
- **A48, Donaghadee Road, Newtownards adjacent to Movilla High School**
- **A48, Donaghadee Road, Newtownards adjacent to Cronstown Road.**
- **B172, Movilla Road, Newtownards in close proximity to junction of Abbott Drive, Stratheden Heights, Newtownards.**
- **The triple pelican at High Street / Bingham Street junction, Bangor**

These upgrades will improve pedestrian safety and introduce the latest PUFFIN technology and software.

A **TRAFFIC SIGNAL JUNCTION UPGRADE** incorporating PUFFIN facilities will be undertaken at ;

- **Hardford Link, Blair Mayne Rd North, Church Street and Belfast Rd, Newtownards**

This scheme is proposed to upgrade the existing equipment, (signals, poles etc) and introduce MOVA traffic technology to improve traffic progression along with PUFFIN crossing facilities.

## **3.2 NETWORK DEVELOPMENT SCHEMES PROPOSED 19/20**

### **TRAFFIC CALMING**

#### **A20 PORTAFERRY ROAD NEWTOWNARDS— CENTRAL ISLANDS**

Two traffic islands, two pedestrian islands and central hatching road markings are planned for delivery to assist pedestrians, reduce speeds and prevent overtaking along this busy route. The pedestrian islands, with associated dropped kerbs and tactile paving will provide a safe crossing area on the pedestrian desire lines close to Londonderry Park to the Texaco garage and close to Old Shore Road. Waiting restrictions are currently being processed through legislation to address the current parking pattern at weekends close to the proposed island beside the Ards Football Grounds.

#### **A2 BELFAST ROAD, BANGOR— CENTRAL ISLANDS**

It is proposed to provide central pedestrian islands with associated dropped kerbs and tactile paving on Belfast Road from Springhill Flyover towards the town centre, to assist pedestrians cross this busy road and prevent overtaking. We will also provide central hatching road marking to improve driver awareness and reduce vehicular speeds.

#### **B109 CLANDEBOYE ROAD, BANGOR—CENTRAL ISLANDS**

It is proposed to provide central pedestrian islands on the B109 Clondeboye Road in Bangor with associated dropped kerbs, tactile paving and central hatching road markings to assist pedestrians crossing this busy road and prevent overtaking. These works will be carried out in conjunction with the resurfacing works from along Clondeboye Road from West Circular Road to south of Avonlea Park.



## **3.2 NETWORK DEVELOPMENT SCHEMES PROPOSED 19/20**

### **COLLISION REMEDIAL**

#### **A21 COMBER ROAD / CAMBOURNE ROAD, NEWTOWNARDS**

A review of collision data provided by PSNI has identified rear end shunts as a common factor on collisions at this location. The provision of high friction surfacing is the preferred treatment for such incidents to raise driver awareness and improve safety on the approach to the junction.

In association with resurfacing of A21 scheduled for June 2019, high friction surfacing will be provided to aid reduction in collisions on the Newtownards bound carriageway on the approach to the junction with Cambourne Road

#### **COMBER ROAD ROUNDABOUT AT MESSINES ROAD, NEWTOWNARDS**

In association with resurfacing of A21 scheduled for June 2019, spiral road markings, alterations to existing road markings with associated signs and a dedicated left turn lane for Portaferry from Newtownards will be introduced on the roundabout at Comber Road to help reduce conflicts between vehicles on and around the roundabout.

Spiral road markings involve a series of lane-gains and lane-drops around the circulatory carriageway of the roundabout so that drivers enter in the lane appropriate for their desired exit and follow that lane around the roundabout to be led off at the exit.

#### **A21 NEWTOWNARDS ROAD AT GREENS ROAD**

The provision of right turn signals on the existing traffic signal system is scheduled to be completed in 2019/20. The right turn signals will control traffic travelling from Newtownards into Greens Road and from Bangor to Haldane Fishers and address a collision history from vehicles failing to give way to oncoming traffic.

## **3.2 NETWORK DEVELOPMENT SCHEMES PROPOSED 19/20**

### **TRAFFIC MANAGEMENT - ACCESSIBLE PARKING BAYS to be provided**

- 49 Victoria Avenue, Newtownards
- 56 John Street, Newtownards
- 15 Shore Street, Donaghadee
- 12 Manor Street, Donaghadee
- 5 Lime Grove, Comber
- 19 Castle Street, Comber ( 2 hour max stay)
- 24 Main Street, Kircubbin
  
- 18 Windsor Gardens, Bangor
- 19 Primrose Street, Bangor
- 40 Beatrice Road, Bangor
- 53 Beatrice Road, Bangor
- 1 Lisadell Place, Bangor

### **ACCESSIBLE PARKING BAYS to be REMOVED**

- 15 Primrose Avenue, Bangor

Accessible Parking bay applications will be 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.

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

## 3.2 NETWORK DEVELOPMENT SCHEMES PROPOSED 19/20

### 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, a speed limit will be processed through legislation at the following location;

- **A49 Donaghadee Road, Newtownards**—extension to existing 40mph speed limit to cover proposed new roundabout

#### WAITING RESTRICTIONS to be provided

- **Manse Road Newtownards** – Waiting Restriction, Monday to Friday, 8am to 6:30pm
- **U9600 Comber Road, Ballygowan** adjacent to Alexander Dickson Primary School  
— 24 Hour restriction in turning head
- **A20 Portaferry Road, Newtownards** at proposed uncontrolled crossing point -  
24 Hour restriction

## 3.2 NETWORK DEVELOPMENT SCHEMES PROPOSED 19/20

### TRAFFIC MANAGEMENT

#### TRAFFIC SIGNS to be provided

- Cunningburn Road, Newtownards (11a) – chevron signage on yellow backing
- High Bangor Road, Newtownards— junction right warning sign
- High Bangor Road, Newtownards— bend left warning sign
- Miller Park Drive North, Newtownards—No through Road sign
- Stockbridge Road, Donaghadee— 2no horse warning signs
- Canneyreagh Road, Donaghadee—School signage on yellow backing
- Glen Road / Ballystockart Road junction, Comber — upgraded junction and advanced junction ahead signage
- A2 Newtownards Road, Bangor – Available headroom at arch bridge sign on yellow backing
- A2 Bangor Road/Bangor Road Hollywood - 30mph on yellow back and 40mph sign
- Crawfordsburn Village—30mph and National speed limit sign
- Hamilton Road Bangor- 3 directional arrows on grey backing

We hope to continue our programme of replacing internally illuminated bollards with reflective bollards, as resources permit, thus helping to reduce energy costs

## 3.2 NETWORK DEVELOPMENT SCHEMES PROPOSED 19/20

### ROAD MARKINGS to be provided

- Talbot Street, Newtownards—T Bar marking
- Mark Street, Newtownards—T Bar marking
- John Street Lane Newtownards—T Bar marking
- East Street, Newtownards—T Bar marking
- Mill Street Court, Newtownards - 15m Corner Restriction markings.
- Manor Court, Newtownards - 15m Corner Restriction markings.
- Ballystockart Road, Comber junction and slow markings
- Glen Road, Comber junction and slow markings
- Bow Street, Donaghadee—on street parking markings.
- Well Road Ballywalter—T Bar marking
- Ballywalter Gardens, Bangor- T Bar marking
- Junction of Crawfordsburn Road/Glenview Court, Bangor -15m corner restriction
- Bryansburn Road, Bangor - 2 T bar markings
- High Street, Holywood—31m extension to double yellow lines
- Holywood, Junction of My Lady's Mile and Ardlee Avenue—15m corner restriction
- Whinney Hill, Holywood— SLOW marking'
- Castle Street , Bangor –Terminal marking and T Bar marking
- Springhill Avenue, Crawfordsburn Park, Bangor –15m corner restriction
- Millisle Road, Donaghadee – Lay by and zig zag markings
- Belfast Road, Comber—T Bar marking
- Frances Street, Newtownards—T Bar marking
- Killinchy Street, Comber—T Bar marking
- Glenford Road, Newtownards—T Bar marking
- Balloo Hamlet—15m corner restrictions plus T bar marking

## SECTION 4 NETWORK PLANNING & STREETLIGHTING

Network Planning Manager: Reynold Nicholson

Reynold is supported in Ards and North Down by the following staff :-



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## 4.1 Development Control

### Planning Applications

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

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

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

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

During the reporting period from 1 April 2018 to 31 March 2019 within the Ards and North Down Borough Council Area, our Development Control Team dealt with:

- **Planning Applications: 777**
- **Pre-Planning Enquiries: 28**

Of the above applications 46 were housing developments involving the Private Streets (NI) Order 1980.

Examples of major applications being dealt with include:

Housing lands zoned under the Ards & Down Area Plan 2015

Housing Development, Little Enler, Comber

Housing Development, Rathgael Road, Bangor

Housing Developments, Movilla Road, Donaghadee Road, Newtownards

Housing Developments, Brooklands, Newtownards

Cannyreagh Road, Housing Donaghadee

Marm / Lidl site Comber Road Newtownards

Mount Pleasant Housing Scrabo Road Newtownards

and other applications of significance were:

Redevelopment of Priory Inn, Holywood

Redburn Square /Hibernia Street mixed use Holywood

The Maltings housing Portaferry Road Newtownards

In February 2019 Development Control officers participated in a training day for Council planning and administrative staff to explain the statutory consultation and assessment process associated with the role of DfI Roads.

### **Licensing of Pavement Cafes Act (NI) 2014**

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 Dfl Roads dealt with 63 Article 80 applications.

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

## 4.2 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

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

- Lakeview, Newtownards
- Ardnavey Park, Newtownards
- Orchard Drive, Killinchy
- Cranfield Grange, Kircubbin
- Castlemeadows Cloughey
- Drumfad Bay, Millisle

It is anticipated that in the next 12 months enforcement action will be initiated in respect of:

- Orchard Drive Whiterocks
- The Stables Carrowdore
- Warren Villas, Donaghadee
- Ballybarnes Meadow, Newtownards

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.

### Property Certificates

Private Streets Section coordinates the DfI Roads response to Property Certificate Enquiries. A total of 8984 Property Certificate Enquiries were processed during the reporting period in Southern Division

## 4.3 Street Lighting

The total number of lights in Southern Division is approximately 82,000 of which approximately 26,000 (26%) are within the Ards and North Down Borough Council area.

### Minor Works/Upgrading Schemes

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

Location	Town/Townland	No of Lights
Perry Park	Bangor	5
Newtownards Road Roundabout	Bangor	9
Robinson Road/Marlo Park	Bangor	37
Fruithill Park	Bangor	6
Wallace Street/Place	Newtownards	13
Steel Dickson Gardens	Portaferry	6
Carnesure Park	Comber	9
Ann Street	Portaferry	25
Beverly Road/ Park	Newtownards	19

### Upgrading of existing street lighting to LED Lanterns

In 2018/2019 Southern Division Street lighting upgraded 1667 existing lanterns to new LED lanterns. The up-grade of these lanterns to LED will contribute towards the reduction in maintenance and energy bills.

### 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.

## Repair of faults to streetlights

Our response times are:-

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

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

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

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

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

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

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

## 4.4 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 requiring urgent medical attention. This represents an overall reliability of 99.59%.

### Disposal of MV Rachlyn

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

### Revised Timetable

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

