



DFI ROADS SOUTHERN DIVISION

Report to

ARDS AND NORTH DOWN BOROUGH COUNCIL

Annual Report 2021/22

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Foreword

I have pleasure in submitting the Roads 2021/22 Annual Report on the work of the Department for Infrastructure (DfI) Roads across the Ards and North Down Borough Council area.

This report deals with works completed across the Council area during the year 2020/21 and sets out our initial proposals for schemes to be undertaken in the year 2021/22.

The past year was unprecedented owing to the impact of the COVID-19 pandemic and thankfully our contractors have developed new working practices to enable much needed road maintenance and improvement work to proceed. The impact of COVID has been mitigated as far as possible and productivity has been such that most of our 2020/21 programme was successfully delivered despite the absence of work over the first part of the year.

Since 2013 the Department's baseline Resource budget has been insufficient to meet its needs and we have relied on in-year funding to deliver core services including public transport and winter gritting. This continues to be the case for the 2021/22 year.

I am pleased to advise that this year's initial capital allocation has been increased and this has allowed an increase in funding for structural maintenance across Southern Division in 2021/22 including within the 'road recovery fund'. This level of investment is very welcome as it moves towards the figures required annually to maintain the road network in a reasonable condition. Our main focus now is to seek to ensure that we have sufficient design and contracting resource available to deliver on this significant increase in capital funding.

Capital funding also influences our Local Transport and Safety Measures programmes which includes Safer Routes to Schools and funding this year will allow the introduction of a further tranche of part-time 20mph speed limits at nine schools in the Council area. In 2021/22 significant additional funding is being made available for active travel schemes that will encourage walking, wheeling and cycling, details of which are also included in within the report.

The opening allocation for routine maintenance (Resource funding) is also similar to that for 2020/21 and I am pleased to report that, despite wider pressures, the Minister has allocated sufficient funding to allow a full street lighting repair service for the entire year. While the operation of a limited service continues the funding that is available allows the Department to repair defects greater than 50mm on all roads including low trafficked rural roads. On high trafficked roads, defects greater than 20mm will also be repaired. The Department will aim to cut all roadside verges and sightline grass at least twice between April and October with sightline at bends and junctions being cut more frequently as required to ensure public safety is not compromised.

I would encourage Councillors to avail of the online fault reporting system on NI Direct. Operational staff are of course also available to assist with queries.

I hope that you find this report informative. The Department values constructive comments on all its activities and I, along with Section Engineer Colin Pentland, look forward to meeting the Council.

Mark McPeak
Divisional Roads Manager

Southern Division - Senior Management Structure



Mark McPeak
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)



Alan McMurray
Network Maintenance Manager

Maintenance of existing road network



James Kelly
Network Development Manager

Improvements and minor works



Cyril (Sid) Stevenson
Network Planning Manager (Acting)

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

About Southern Division

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 1275 bridges, 120 signalised junctions, 173 stand alone signalised pedestrian controlled crossings, 82,000 streetlights and over 1000 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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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: Alan McMurray

Alan is supported by a Section Engineer and a Structures Engineer.



Colin Pentland

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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 roadbase. 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.

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.

Drainage Works

The quick and effective drainage of surface water from the carriageway contributes significantly to road safety and helps to prevent damage to the road itself. 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.

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, due to financial constraints, the policy has been amended to allow for two cuts across both rural and urban areas, with the exception of sightlines which are re-cut as necessary.

Gully Emptying

In 2021/22 as in the previous year, the Department currently aims to maintain the level of service and inspect and clean, where necessary, all gullies once annually. Open outlets are also cleaned once per year.

Rural Roads Fund

In 2021/22, Minister Mallon has allocated £17m to a Roads Recovery Fund from the structural maintenance budget specifically designed to address the roads which have been worst affected by recent under investment. £15m of this investment is being targeted towards rural roads which represents a 50% increase when compared to the last financial year. This is the highest level of funding yet specifically directed towards rural roads. 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 reduce the number of potholes across the network and help prevent additional defects from forming.

Dealing with Correspondence / Public Interface

As you will be aware following a restructuring exercise the Department has adopted a new approach in relation to dealing with some queries that come our way. It is perhaps worth refreshing on this process and the background to it.

The Department lost a significant number of staff through the Voluntary Exit Scheme which was implemented across the whole of the Northern Ireland Civil Service. As a result of this Divisions had to develop new staffing structures across all work areas to try to maintain an acceptable level of service.

One area of significant workload is dealing with correspondence. The Department, and in particular DfI Roads, receives a large volume of correspondence from the public and public representatives throughout the year. Indeed, the level of correspondence has been increasing in recent years at a time when staff resources have been reducing.

In a large number of cases the correspondence relates to reports of individual defects on the road, such as potholes, blocked gullies, defective street lights etc. In order to improve efficiency the Department now deals with correspondence which is only reporting routine defects differently from other general correspondence. Therefore if a member of the public, or public representative, writes to the Department by letter or e-mail, reporting a routine defect then our staff will simply log this information onto our work systems and an automated response detailing the query reference number will issue to the correspondent. Staff will then deal with the query received in accordance with our maintenance standards.

If the initial letter relates to a more general roads issue rather than simply reporting a defect, a substantive reply will issue in the normal way.

In order to reduce the volume of general correspondence reporting routine defects, we are encouraging the reporting of defects through our on-line "Report a Fault" section on our website. Alternatively a phone call can be made to one of our telephone operatives who will record the details directly onto the "Report a Fault" system. You can report a fault on-line at <https://www.nidirect.gov.uk/> or by telephone to 02890 540540.

It is noted that the vast majority of dealings with the public are by phone or email and the number of visitors to our offices has reduced considerably as communication methods have improved. However Section Offices will be opened to the public from 10am - 12noon with meetings outside of this able to be arranged by appointment also.

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 2020/21

2.1 Completed Carriageway Resurfacing

Across the Council Area a total length of approximately 11.5 kms of road was resurfaced in the 2020/21 financial year. Below are details of the most significant lengths of schemes undertaken.

Route No	Road Name, Location	Length (Kms)
C0271	Kilcarn Road / Station Road, Killinchy	1.52
U0132	Cultra Avenue, Holywood	0.72
C0252	Gransha Road, Bangor	0.52
U0103	Main Street, Conlig	0.90
U0103	Tower Road, Conlig	0.24
A0023	Belfast Road, Ballygowan	0.38
B0172	Moss Road, Millisle	0.93
U8001	Church Drive, Bangor	0.10
C0254	Grangee Road, Carrowdore	1.90
U0112	Ballybuttle Road, Millisle	1.16
U0133	Kylestone Road, Donaghadee	1.26
U8004	Manse Road, Bangor	0.34
U9109	Dewind Drive, Comber	0.36
U9650	Ashmount Drive, Portaferry	0.34
U8101	Croft Park, Holywood	0.27
U8101	Croft Close, Holywood	0.08
U9105	Dalton Rise, Comber	0.09
U9105	Dalton Crescent, Comber	0.15
U0261	The Brae, Ballygowan	0.07
U0253	Ringcreevy Road, Comber	0.13

2.2. Completed Surface Dressing

Surface Dressing is a surface treatment used to seal roads to prevent the ingress of water and restore the surface texture of the carriageway. Last year approximately 19.26 kms of road were surface dressed in the Ards and North Down Council area.

Route No	Road Name, Location	Length (Kms)
U0111	Hawe Road, Bangor	1.42
U0135	Hannays Hill, Bangor	0.52
U0105	Ballygrainey Road, Holwood	0.72
U0102	Creightons Green Road, Holywood	2.44
U0251	Ballyglighorn Road, Comber	1.26
U0257	Ardmillan Road, Comber	2.04
U0252	Castle Espie Road, Comber	1.82
U0249	Castle Espie Road, Comber	0.14
C0267	Craigarusky Road, Killinchy	2.40
C0273	Thornyhill Road, Killinchy	5.30
U0321	Ardview Road, Killinchy	1.20

2.3 Completed Footway Reconstruction

Route No	Road Name, Location
U9109	Dewind Drive, Comber
U9105	Dalton Rise, Comber
U9105	Dalton Crescent, Comber
U8002	Croft Street, Bangor
U8034	South Avenue, Bangor
U8027	Silverbirch Road, Bangor
U8101	Croft Park, Bangor
U8101	Croft Close, Bangor
U8001	Church Drive, Bangor
U0103	Tower Crescent, Bangor
U0132	Cultra Avenue, Holywood

Route No	Road Name, Location
B0172	Moss Road, Millisle
A0023	Belfast Road, Ballygowan

2.4 Completed Drainage Maintenance Works

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

The following are some of the roads we worked on during 2020/21.

Route No	Road Name, Location	Description (New drainage, New gullies etc)
U8003	Drumawhey Gardens, Bangor	Replacement pipe.
U8023	Windmill Road, Bangor	Kerb realignment.
U1103	Church Road, Holywood	Kerb realignment.
U8101	Rannoch Road, Holywood	Additional gully install.
U0105	Tullynagardy Road, Newtownards	New gully plus 5m pipe connected to existing system.
A0020	Main Street / Portaferry Road, Greyabbey	Manhole Construction and Discharge.
A0020	Newtownards Road, Greyabbey	Manhole Construction and Discharge.
U0319	Mountain Road, Portaferry	2 Gullies and reconnection of existing discharge.
A0002	Shore Road, Ballyhalbert	Manhole construction plus gully replacement.
U0112	Windmill Road, Millisle	Reconnection to discharge point from private land.
U0252	Castle Espie Road, Comber	6 new gullies, 30m pipe connected to existing system.
U0214	Ballycloughin Road, Ballygowan	1 new gully plus pipe connection.
U0254	Trench Road, Comber	4 new gullies plus 50m pipe connected to existing system.
U0260	Old Ballygowan Road, Comber	4 new gullies plus 60m pipe connected to existing system.

Route No	Road Name, Location	Description (New drainage, New gullies etc)
U0105	Anderson Hill, Newtownards	Replacement Culvert.
U0251	Ballyglighorn Road, Comber	5 new gullies plus 110m pipe connected to existing system.
U9106	Londonderry Hill, Comber	Replacement pipe in footway.
C0270	Glen Road, Comber	10m footway pipe connected to existing system.
U9600	Prospect Hill, Ballygowan	New gully plus 15m pipe connected to existing system.

2.5 Completed Coastal Defences

Coastal defence work has been carried out during the year to re-stabilise roadside areas at coastlines when funding permits.

Route No	Road Name, Location
A0020	Shore Road, Kircubbin
U0301	Loughshore Road, Portaferry
U0303	Kearney Road, Portaferry
A0020	Portaferry Road, Newtownards
A0002	Ballywalter Road, Millisle

NETWORK MAINTENANCE SCHEMES PROPOSED 2021/22

2.6 Proposed Carriageway Resurfacing

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

Route No	Road Name, Location	Length (Kms)
A0020	Kempe Stone Road Roundabout, Newtownards	0.34
A0020	Portaferry Road, Newtownards	0.31
A0002	Belfast Road Westbound, Holywood	1.10
A0020	Rowreagh Road, Kircubbin	1.30
B0005	Greyabbey Road, Ballywalter	1.50
U8002	Elmwood Drive, Bangor	0.37
A0021	Comber Road, Ballygowan	1.10
A0002	Bloomfield Road Roundabout, Bangor	0.57
A0002	Donaghadee Road Roundabout, Bangor	0.50
U8002	Hawthorne Drive, Bangor	0.13
U8002	Beechwood Avenue, Bangor	0.26
U8002	Beechwood Gardens, Bangor	0.20
U8002	Silverstream Drive, Bangor	0.26
U8109	Kinnegar Drive, Holywood	0.15
B0198	High Street , Holywood	0.28
U8109	Tillysburn Bridge Slip Road, Holywood	0.35
U9600	Dickson Park, Ballygowan	0.89
U6037	Bexley Road, Bangor	0.55
U9010	Glenard Road, Newtownards	0.48
C0368	Green Road, Bangor	0.10

2.7 Proposed Surface Dressing

Roads which were patched, regulated or resurfaced over the past few years require sealing. Surface Dressing of the following roads has taken place during the summer months.

Route No	Road Name, Location	Length (Kms)
U0005	Kearney Road, Portaferry	0.37
U0303	Ballyquintin Road, Portaferry	0.71
U0315	Ballyrusley Road, Portaferry	1.37
U0314	Tullycross Road, Kirkubbin	1.12
U0124	Ballycastle Road, Carrowdore	1.71
U0154	Loughries Road, Newtownards	1.55
U0284	Drumawhey Road, Millisle	1.53
U0129	Crossnamuckley Road, Millisle	2.26
U0132	Stockbridge Road, Donaghadee	1.11
U0263	Ballynichol Road, Comber	1.69
C0268	Magherascouse Road, Ballygowan	4.39
U0264	Magherascouse Road, Comber	0.96
U0228	Gransha Close, Comber	0.65
U0211	Manse Road, Ballygowan	3.57
U0212	Vestry Road, Ballygowan	2.83
U0264	Loughview Road, Ballygowan	0.41
U0223	Tullygarvan Road, Ballygowan	1.10

2.8 Proposed Footway Reconstruction

Route No	Road Name, Location
U8109	Kinnegar Drive, Holywood
U8002	Elmwood Drive, Bangor
U8002	Hawthorne Drive, Bangor
U8002	Beechwood Avenue, Bangor
U8002	Beechwood Gardens, Bangor
U8002	Silverstream Drive, Bangor

Route No	Road Name, Location
U9600	Dickson Park, Ballygowan
U6037	Bexley Road, Bangor
U0536	Cuan Gardens, Greyabbey
U0536	Cuan Avenue, Greyabbey
U8001	Inglewood Park, Bangor
U8007	Henderson Drive, Bangor
U9014	Beechcroft Park, Newtownards
U9014	Woodcroft Crescent, Newtownards
U8003	Clandeboyne Way, Bangor
U8003	Clandeboyne Close, Bangor

2.9 Proposed Drainage Maintenance Works

This year it is proposed to carry out drainage improvements at the following locations and attend to emergencies as they arise.

Route No	Road Name, Location
B0020	Bryansburn Road, Bangor
U8015	Farnham Road, Bangor
C0252	Castle Street, Bangor
A0048	Newtownards Road, Donaghadee
U8019	Sandhurst Park, Bangor
B0511	Groomsport Road, Bangor
B0021	Donaghadee Road, Bangor
U0350	Island Road, Millisle
A0020	Portaferry Road, Newtownards
A0020	Newtownards Road, Greyabbey
U0105	Ballygrainey Road, Holywood
U0132	Cultra Avenue, Holywood
U0206	Lusky Road, Ballygowan
U0263	Ballynichol Road, Comber
U0252	Castle Espie Road (culvert), Comber

2.10 Proposed Coastal Defences

Coastal defence work proposed this year are listed below.

Route No	Road Name, Location
A0020	Anne's Point, Greyabbey
A0020	Portaferry Road at The Maltings, Newtownards
U0301	Loughshore Road, Portaferry
A0002	The Parade, Donaghadee
U0303	Quinton Bay Road, Portaferry
U0302	Barhall Road, Portaferry
A0020	Portaferry Road, Newtownards (at 2 locations)

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 1,275 bridges and culverts with a span of 1.8m and greater within the Division, 134 of which are in the Ards & North Down Borough Council Area. Smaller structures are managed by the local Section Office.

2.11 Structures Maintenance Schemes Completed 2020/21

Structures strengthening and maintenance work completed within Ards and North Down Borough Council in 2020/21.

Bridge Name	Bridge Number
A0002 Portaferry Road, Newtownards	50530
U0152 New Road, Carrowdore	50212
C0256 Cardy Road East, Ballywalter	50215
U0117 Ballyhaskin Road, Millisle	50610
A0002 Ganaway Bridge, Ballywalter Road, Millisle	50611

2.12 Structures Maintenance Schemes Proposed 2021/22

Structures maintenance work proposed within Ards and North Down Borough Council in 2021/22.

Bridge Name	Bridge Number
A0021 Liddys Bridge, Saintfield Road, Ballygowan	50166
A0002 Springvale Road, Ballywalter	50617

Other maintenance schemes within the Ards and 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.

LANDS SECTION

The DfI Lands Team manage the Divisions lands assets and are responsible for the acquisition of land required for road improvement schemes. The work also involves processing abandonments of land, disposal of land assets that are no longer required and dealing with a range of land queries.

Abandonments

Abandonments of public rights-of-way such as sections of adopted roads and footways are procedures separate from the planning process. These involve a public consultation exercise which informs DfI Roads' decision.

There are no Abandonments to report within Ards and North Down Borough Council area in 2020/21.

2.13 Network Maintenance - Winter Service 2020/21

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 2020 to mid-April 2021, to salt approximately 1708 km of main roads. We aim to complete a salting action in just over 3 hours, which is an immense logistical exercise. There was an average of 90 equivalent full salting actions this year over the 26 gritting routes, at an approximate cost of £27,500 per action with just over 15,284 tonnes of salt used. These figures do not include work carried out on the M1 and the A1 which are maintained by DBFO companies.

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

Information on our salting activities continues to be relayed electronically to the broadcast media to ensure that the latest news on road conditions is available to motorists across the North. 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

James is supported in Ards and North Down by:



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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 the North 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.

Types of LTSM projects include:

- 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

3.1 Network Development Schemes Completed 2020/21

Pedestrian Measures – Footways and Islands

Road Name, Location	Description
A20 Portaferry Road, Newtownards	This scheme was delivered during our 2020/21 works programme and involved two traffic islands, two pedestrian islands and central hatching road markings 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 have also been installed to address the current parking issues which occurred at weekends close to the proposed island beside Ards Football Grounds.

A20 Portaferry Road, Newtownards



Before scheme



After scheme

Upgraded Crossings

Road Name, Location	Description
Hardford Link, Blair Mayne Road North, Church Street and Belfast Road, Newtownards	This scheme has upgraded the existing equipment, (signals, poles etc) and introduced MOVA traffic technology to improve traffic progression along with Puffin crossing facilities. This scheme was carried out in conjunction with resurfacing works at the junction.

Hardford Link Blair Mayne Road North, Church Street and Belfast Road, Newtownards



Before Scheme



After scheme

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

Pedestrian Measures - Dropped Kerbs

Road Name, Location	Description
15 Copeland Road, Comber (Opposite)	Dropped kerbs have been provided at the following locations to assist pedestrian movement.

Traffic Management

Accessible Parking Bays Provided

Road Name, Location
53 Beatrice Road, Bangor
40 Craigboy Park, Bangor
19 Primrose Street, Bangor
90 Blenheim Drive, Newtownards
48 Blenheim Drive, Newtownards
15 James Street, Newtownards
5 Union Street, Donaghadee
29 Trevor Street, Holywood
56 Shore Road, Millisle

Accessible Parking Bays Removed

Road Name, Location
23 Primrose Street, Bangor
34 Trevor Street, Holywood
31 Spencer Street, Holywood
28 Trasnagh Drive, Newtownards
56 John Street, Newtownards
9 Broadway, Ballywalter
27 Bow Street, Donaghadee
35 Main Street, Greyabbey
28 Shore Road, Portaferry

Waiting Restrictions Provided

Road Name, Location	Description
A20 Portaferry Road, Newtownards	24 Hour restriction at proposed uncontrolled crossing points.
U9600 Comber Road, Ballygowan	24 Hour restriction in turning head adjacent to Alexander Dickson Primary School.
Ballyholme Primary, Bangor	Legislation to cover existing Yellow zig zag plus School Keep clear markings.

Road Markings Provided

Road Name, Location	Description
Ballycrochan Road Bangor	Slow marking.
Craigdarragh Road, Bangor	40mph roundels.
East Street, Newtownards	T- Bar marking.
Frederick Street, Newtownards	T- Bar marking.
Mark Street, Newtownards	T- Bar marking.
Manse Road, Newtownards	T- Bar marking.
Manor Park, Newtownards	Corner restrictions.
Movilla Road, Newtownards	Slow markings.
Portaferry Road, Newtownards	Slow markings.
Belfast Road, Newtownards	Centreline plus right turn pocket markings.
Scrabo Road, Newtownards	T- Bar marking.
Gregstown Park, Newtownards	T- Bar marking.
High Bangor Road, Donaghadee	Slow markings.
Stockbridge Road, Donaghadee	Junction markings.
Six Road Ends Roundabout, Donaghadee	Junction and centreline markings.
Belfast Road, Comber	T-Bar marking.
Saintfield Road, Ballygowan	Slow markings.
Main Street, Greyabbey	T- Bar marking.
Main Street, Killinchy	School Ahead markings.
Lisbarnett Road, Lisbane	Slow markings.
Strangford College, Carrowdore	Yellow zig zag and Keep Clear marking.
Main Road, Cloughey	Yellow zig zag and Keep Clear markings.
Ballygalget Hamlet, Portaferry	School Ahead markings.
Ballygalget Hamlet, Portaferry	Slow markings.

Traffic Signs Provided

Road Name, Location	Description
Ballybarnes Road, Bangor	Junction Ahead warning sign.
Seafourth Road, Bangor	Waiting Restriction signage.
Ballyholme Road, Bangor	Waiting Restriction signage.
Ballymoney Road, Bangor	New 50mph speed limit signage.
Ballymoney Road, Bangor	Give Way sign.
Greenmount Avenue, Bangor	No Through Road sign.
Bryansburn Road, Bangor	Roundabout Ahead warning sign.
Bryansburn Road, Bangor	Chevron sign.
Rathgael Road, Bangor	Youth Justice Centre direction signage.
Springhill Road, Bangor	Chevron signs on yellow backing.
Shore Road, Holywood	Waiting Restriction signage.
Bangor Road, Holywood	30 / 40mph speed limit gateway signage.
Messines Road, Newtownards	Pedestrian crossing warning signs.
Killynether Wood, Newtownards	Direction signs.
Ballydrain Road, Comber	Cow warning signs.
The Barn Road, Ballygowan	Bend warning sign.
Tullygarvan Road, Ballygowan	No Through Road sign.
Moss Road, Ballygowan	Junction Ahead warning signs.
Comber Road, Ballygowan	30mph gateway signs.
Cardy Road East, Greyabbey	Chevron signs.
Ballywalter Road, Greyabbey	Horse warning signs.
Blackstaff Road, Kircubbin	Junction Ahead warning sign.
Steel Dickson Avenue, Portaferry	Car Park sign.
Woburn Road, Millisle	Chevron signs.
Whiterock, Killinchy	30mph repeater signs.
Lisbarnett Road, Lisbane	Chevron signs.

Part Time 20 mph Speed Limits at Schools 2020/21

Improving road safety around schools for pupils, parents and staff is a priority for Minister Mallon. In line with this commitment the Minister set up the new 20mph Safer Routes to School initiative. One of the main aspects of this scheme is the provision of flashing school warning signs and enhanced road markings on the approach to schools. In 2020/21 the Department took forward the programming of part-time 20mph speed limits at schools with work now completed at the 6 schools below, which were operational from the start of the new school year.

Location
Abbey PS, Newtownards
Andrews Memorial PS, Comber
Carrowdore PS, Newtownards
Kirkistown PS, Newtownards
Loughries Integrated PS, Newtownards
St Patricks PS, Portaferry

3.2 Network Development Schemes Proposed 2021/22

Pedestrian Measures

Road Name, Location	Description
Clandeboyne Road, Bangor	The programmed works will provide central pedestrian islands on the B109 Clandeboyne Road in Bangor was postponed from 2019/20 and will now take place with resurfacing of Clandeboyne Road from West Circular Road to south of Avonlea Park. The works will include the provision of dropped kerbs, tactile paving and central hatching road markings to assist pedestrians crossing this busy road and prevent overtaking.
Abbey Road, Millisle	It is proposed to provide approximately 400m of new footway along the southern side of Abbey Road, Millisle, between numbers 89 and 147. This will improve accessibility and road safety for pedestrians who regularly walk along this section of Abbey Road. Delivery of the scheme will be dependent on the satisfactory acquisition of land and availability of funding.

Clandeboyne Road, Bangor



Abbey Road, Millisle



Pedestrian Measures - Dropped Kerbs

Road Name, Location	Description
Glenford Road / Saratoga Avenue, Newtownards	Five sets of dropped kerbs to be installed between Hardford Link and Crawfordsburn Road junctions to assist pedestrian movement.
Moray Crescent / Rugby Avenue, Newtownards	Two sets of dropped kerbs to be installed between Moray Crescent and Circular Road junctions to assist pedestrian movement.
Balloo Avenue Industrial Estate, Bangor	One set of dropped kerbs to be installed at the pedestrian entrance of the Woodland nature reserve.
Dixon Park at junction with Dixon Road, Bangor	Dropped kerbs have been identified for provision at this location to assist pedestrian movement.
Ashford Park at junction with Ashford Drive, Bangor	Dropped kerbs have been identified for provision at this location to assist pedestrian movement.
Ashford Avenue at junction with Ashford Drive, Bangor	Dropped kerbs have been identified for provision at this location to assist pedestrian movement
Greenland Drive at junction with Greenland drive at A2, Bangor	Dropped kerbs have been identified for provision at this location to assist pedestrian movement.
Ivyhill Drive at junction with Ballymacormack Avenue, Bangor	Dropped kerbs have been identified for provision at this location to assist pedestrian movement.
Sherwood Park at junction with Sherwood Road, Bangor	Dropped kerbs have been identified for provision at this location to assist pedestrian movement.

Removed from the programme

Road Name, Location	Description
A2 Belfast Road, Bangor (central islands)	Due to objections from residents over the potential loss of parking opportunities, the proposed scheme to provide central pedestrian islands with central hatching on Belfast Road from Springhill Flyover towards the town centre has been removed from the programme. The scheme will be dependent on the satisfactory acquisition of land and availability of funding.

Pedestrian Measures – Pedestrian Guardrail

Road Name, Location	Description
Dixon Avenue, Bangor	To install a pedestrian guardrail at the footway adjacent to A2 East Circular Road junction in Bangor.

Pedestrian Measures - Controlled Crossings

Road Name, Location	Description
Bloomfield Road, Bangor	A new Puffin Crossing has been identified for provision this financial year at this location.
Bangor Road, Newtownards (adjacent to Zion Place)	The Pedestrian Crossing at this location remains on the programme for upgrading to a Puffin Crossing. This will improve pedestrian safety and introduce the latest Puffin technology and software.
Donaghadee Road, Newtownards (adjacent to Movilla High School)	The Pedestrian Crossing at this location remains on the programme for upgrading to a Puffin Crossing. This will improve pedestrian safety and introduce the latest Puffin technology and software.
Donaghadee Road, Newtownards (adjacent to Cronstown Road)	The Pedestrian Crossing at this location remains on the programme for upgrading to a Puffin Crossing. This will improve pedestrian safety and introduce the latest Puffin technology and software.
Movilla Road, Newtownards (in close proximity to junction of Abbott Drive, Stratheden Heights, Newtownards)	The Pedestrian Crossing at this location remains on the programme for upgrading to a Puffin Crossing. This will improve pedestrian safety and introduce the latest Puffin technology and software.

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 which can be improved by the provision of engineering measures at the following location;

Road Name, Location	Description
Kempestones Road Roundabout, Newtownards	A review of the collision data provided by the PSNI has identified vehicles colliding within the roundabout circulatory as they prepare to exit the roundabout onto Nursery Road. The scheme will introduce circulatory road markings which will ensure lane discipline and improve safety for all road users on approach to 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.
Movilla Road / Upper Gransha Road / Killaughey Road / Ballyblack Road, Newtownards	This scheme will include the provision of red textured banding on Movilla Road and Killaughey Road on approach to Gransha Road due to causation of collisions and new enhanced warning signage along with revised directional signage which will reduce the likelihood and severity at this busy location.
Bloomfield Road, Bangor	The scheme will introduce circulatory road markings to ensure lane discipline and improve safety for all road users on approach to the roundabout and get in lane signage on Bloomfield Road South
South Circular Road / Bloomfield Road, Bangor	Application of High Friction Surfacing (HFS) on all approaches to the roundabout to enhance the existing HFS measures already in place.

Cycling Measures

Road Name, Location	Description
Comber Greenway, Comber	This scheme will involve widening the existing greenway to 4 metres from Billy Neill Playing fields to the start of the Comber Greenway.

Part Time 20 mph Speed Limits at Schools 2021/22

Given the success of this initiative Minister Mallon was pleased to announce the roll out of the Phase 2 of the part-time 20mph speed limit at schools across the North. As a result, it is proposed to provide part-time 20mph speed limits at the following schools in the Ards and North Down Council area:

Location
Priory Integrated College, Holywood
St Patricks PS, Holywood
St Malachy's PS, Bangor
Donaghadee PS - Donaghadee
Rathmore PS, Bangor
Greyabbey PS, Greyabbey
Millisle PS, Millisle
Clandeboyne PS, Bangor
Sullivan Upper Preparatory, Holywood

Traffic Calming

Road Name, Location	Description
Prospect Road / Meadow Way / Oakdale, Ballygowan	This scheme involves the construction of traffic calming features such as road humps and speed cushions, road markings and associated signage to reduce vehicular speeds through this development.

Prospect Road / Meadow Way / Oakdale, Ballygowan



Accessible Parking Bays – Proposed

Road Name, Location
7 Catalina Gardens, Newtownards
32 Talbot Street, Newtownards

Accessible Parking Bays – Removed

Road Name, Location
36 Downshire Road, Holywood

Accessible Parking Bays – General

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

Due to COVID-19 and the restrictions put in place, the assessments were postponed until the situation normalised. Following the lifting of the restrictions and the return to normal traffic movements these assessments resumed from September 2020 onwards to take into account schools returning and the impact on parking.

Traffic Management —Traffic Signs

Throughout the year, as assessments are completed, requirement for signs will be identified. To date the following signage has been identified:

Road Name, Location	Description
Hamilton Road, Bangor	Advance pedestrian warning sign.
A2 Belfast Road, Holywood	Lane merging distance signage.
Whinney Hill, Holywood	Upgrade of 40mph gateway signage.
Donaghadee Road, Newtownards	Waiting restriction signs.
Ballynichol Road, Newtownards	Give Way sign.
Belfast Road, Newtownards	Pedestrian warning signs.
Portaferry Road, Newtownards	Hidden dip warning signs.

Road Name, Location	Description
Bowtown Road, Newtownards	Bends for 1 mile warning signs.
Ballyhay Road, Donaghadee	Chevron signs.
Mill Street, Comber	Waiting restriction signs.
Ravara Road, Ballygowan	40mph repeater signs.
Saintfield Road, Ballygowan	30/40 mph gateway signs.
Main Road, Cloughey	No footway for 115yds warning signs.
Quarter Road, Cloughey	30mph repeater signs.
Finlay's Road, Loughries	40mph repeater signs.
Ballyblack Road East / Moss Road junction, Millisle	Direction and Warning signs.
Kirkistown Hamlet, Cloughey	Junction ahead warning signs.
Kirkistown Hamlet, Cloughey	Junction warning signs.
Whiterock, Killinchy	Pedestrian warning signs.

Deillumination of signs

The Department is continuing to develop a programme of replacing internally illuminated bollards with retroreflective boards, as resources permit, thus helping to reduce energy costs.

Traffic Management - Waiting Restrictions to be provided

Road Name, Location	Description
Portaferry Road, Newtownards	24 Hour restriction at proposed uncontrolled crossing points.
Comber Road, Ballygowan	24 Hour restriction in turning head adjacent to Alexander Dickson Primary School.
Ballyholme Primary, Bangor	Legislation to cover existing Yellow zig zag plus School Keep clear markings.
Model Primary School, Scrabo Road, Newtownards	Prohibition of waiting Legislation to cover existing Yellow zig zag plus School Keep clear markings.

Traffic Management—Waiting Restrictions being reconsidered due to objections

Road Name, Location	Description
Brompton Road, Bangor	Prohibition of waiting legislation.

Traffic Management - Carriageway Markings

Throughout the year, as assessments are completed, requirement for carriageway markings will be identified. To date the following markings have been identified.

Road Name, Location	Description
Balloo Walk, Bangor	T-Bar marking.
Seahill Drive, Holywood	Junction marking.
Ballyrainey Road, Newtownards	Centre line markings.
Portaferry Road, Newtownards	Slow markings.
Aldergrange Park, Newtownards	Junction markings.
Brooklands Park, Newtownards	Junction markings.
Mount Stewart Road, Newtownards	Slow markings.
Glenbrook Road, Newtownards	Yellow zig zag and keep clear plus T bar markings.
Newtownards Road Roundabout, Comber	4 no bands of red textured surfacing.
Carnesure Terrace, Comber	No Entry and white box markings.
Bridge Street, Comber	Waiting restriction markings.
Killinchy Street, Comber	T bar marking.
Millisle Road, Donaghadee	Yellow box marking.
Manor Farm Crescent, Donaghadee	Give Way marking.
Ballyhay Road, Donaghadee	Slow markings.
Abbey Road, Millisle	School Ahead markings.
Ballyblack Road East / Moss Road junction, Millisle	Junction and centreline markings.
Main Street, Greyabbey	T-Bar marking.
Kircubbin Road, Cloughey	Slow and junction markings.
Church Street, Portaferry	T-Bar marking.

Road Name, Location	Description
High Street, Portaferry	T-Bar marking.
Glastry College, Ballyhalbert	3 no bands of red textured surfacing.
Glastry College, Ballyhalbert	School Ahead markings.
Glastry College, Ballyhalbert	Yellow zig zag and keep clear markings.

Red Textured Banding

Road Name, Location	Description
Glastry College, Ballyhalbert	3 no 10m x 3m bands, School Ahead marking.
Belfast Road Roundabout, Comber	4 no 10m x 3.5m bands, School Ahead marking.
Newtownards Road, Donaghadee	1 no 20m x 7m band, 30mph roundel marking.
Ballygowan Village, Ballygowan	3no 20m x 7m bands, 30mph roundel markings.

Traffic Studies

Study	Description
Newtownards Traffic Study	To collate traffic data and assess current traffic movements and to identify the opportunities to encourage more walking and cycling journeys and improve traffic movements in Newtownards Town Centre. This will also involve redirecting through traffic and providing linkages to proposed greenways, new Park and Ride facilities and other localised active travels projects.

Traffic Regulation Orders - Speed Limits

Road Name, Location	Description
A49 Donaghadee Road, Newtownards	An extension to existing 40mph speed limit to cover proposed new roundabout associated with private development of adjacent land.

Legislation

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

SECTION 4 - NETWORK PLANNING & STREETLIGHTING

Network Planning Manager (Acting): Cyril (Sid) Stevenson

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



Jason Killen

Senior Engineer
Development Control
Rathkeltair House
Downpatrick

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Senior Engineer (Acting)
Street Lighting Depot
Carn Industrial Estate
Portadown

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4.1 Development Control

Planning Applications

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

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

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

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

During the reporting period from 1 April 2020 to 31 March 2021 within the Ards and North Down Borough Council Area, our Development Control Team dealt with:

Planning Applications: 444

Pre-Planning Discussions: 21

Of the above applications 7 were housing developments involving the Private Streets (NI) Order 1980. Creating approximately 1.1km of new road.

Examples of major applications being dealt with include:

- **LA06/2020/0097/F**
Queen's Parade Bangor; erection of a mixed use development comprising culture and leisure facilities.
- **LA06/2019/0766/RM**
Mixed used development at former MARM factory site 20 Comber Road Newtownards.

Other applications of significance were:

- **LA06/2020/0823/F**
Construction of 29 No. dwellings at 160 High Street Holywood.
- **LA06/2019/0603/F**
Proposed residential development of 108 no. dwellings. The scheme also includes the retention and restoration of Bawn Wall and a linear park with all roads, parking and infrastructure. Main access to the site will be from the A20 Southern Distributor Road with provision for a pedestrian link to Court Street.

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 Ad hoc matters such as placing of planters and signage.

Roads (NI) Order 1993, Article 80

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

During the reporting period DfI Roads dealt with 65 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

Adoptions

During the reporting period Private Streets Section has been successful in adopting a total of 10 private developments comprising 1837 metres of carriageway and 80 metres of footway into the publicly maintained road network.

These private developments include:

- High Street, Portaferry
- Whiteways Mews, Newtownards
- Rathgill Parade, Bangor
- Falcon Park / Drive, Newtownards Stage 1
- Falcon Park / Drive, Newtownards Stage 2
- Falcon Park / Drive, Newtownards Stage 3
- Falcon Park / Drive, Newtownards Stage 4
- Falcon Park / Drive, Newtownards Stage 5
- St Anne's Wood, Newtownards
- The forge, Moss Road, Newtownards

There were no private developments brought to adoption standard through enforcement action during the reporting period.

Enforcement

Private Streets Section continues to invoke enforcement proceedings against developers who fail in their responsibility to provide road bonds before commencement of work on site. This takes the form of a series of warning letters followed if necessary by enforcement action.

Private Streets Section continues to work with developers on backlog housing sites with the objective of having work completed to an adoptable standard. Where it becomes evident that a developer is either no longer trading or is incapable or unwilling to complete the work, DfI Roads will consider initiating enforcement action. This may result in the need for DfI Roads to complete the works and recover the costs from the road bond under Articles 13 and 15 of the Private Streets Order 1980.

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

- Manor Lane, Kilmood
- Rockfield, Quarry Road, Lisbane

Property Certificates

Private Streets Section coordinates the DfI Roads response to Property Certificate Enquiries. A total of 8781 Property Certificate Enquiries were processed during the reporting period in Southern Division

4.3 Local Development Plans

Advice

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

4.4 Street Lighting

The total number of lights in Southern Division is approximately 89,000 of which approximately 27,000 (30%) 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
A2 Holywood (Belfast Bound)	Holywood	26
Marlo Park	Bangor	28
East Circular Road	Bangor	30
West Circular Road	Bangor	30
Silverbirch Road	Bangor	30
Hillside	Portavogie	7
Alanwood	Bangor	4

Upgrading of existing street lighting to LED Lanterns

The LED retro fit programme is continuing across the Division. The intention is to reduce energy and maintenance costs by replacing old SOX and SON Lanterns. These are expensive to maintain and the ability to replace parts is diminishing as the production of these parts are being run down. Our target of replacing 2000 SOX and SON lanterns with modern LED lanterns in the council area has been met.

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 NI Direct 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 a Road Traffic Collision within an hour and a half to site (1.5hrs) where a streetlighting 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 anytime, subject to budget being available.

Proposed Upgrading Schemes:

Location	Town / Townland	Type of Scheme
John Street / Pound Street	Newtownards	Replacement
Seymor Park	Bangor	Replacement
Rosepark	Donaghadee	Replacement
Moyne Road Area	Conlig	Replacement

Location	Town / Townland	Type of Scheme
Marlborough Area	Bangor	Replacement
A21 Phase 1	Bangor	Replacement
Chippendale Vale	Bangor	Replacement
Silverbirch Park / Avenue	Bangor	Replacement
Cedar Mount / Grove	Bangor	Replacement
Old Bangor Road	Bangor	Replacement
Pinehill Road Area	Bangor	Replacement
Ballymacormick Road	Bangor	Replacement
Ashdale	Bangor	Replacement
Vernon Park	Bangor	Replacement
Church Road	Bangor	Replacement
Roseville Park	Bangor	Replacement

4.5 Strangford Lough Ferry Service

General Level of Service

The ferry service has operated throughout the period April 2020 to March 2021. During the initial phase of the pandemic there was a reduced number of daily sailing however the full scheduled service was restored in August 2020. Of a total of 18,874 scheduled sailings, 29 were cancelled because of weather and tide conditions. A further 76 sailings were cancelled due to mechanical and technical issues and 192 sailings were missed due to COVID-19. This represented an overall reliability of 98.6% for the year.

Following a review of harbour safety the Department is currently considering the introduction of additional safety control measures in Strangford and Portaferry.

Revised Timetable

Investigations into extending working hours to enable the provision of an additional early morning weekday sailing from Portaferry have been put on hold due to the COVID-19 pandemic, however the ferry is currently operating an off schedule service during the morning peak to provide additional capacity for vehicles boarding in Portaferry.



SECTION 5 - DFI ROADS CONTACT DETAILS

Ards & North Down Borough Council Area

Report a fault - (eg, street lights, pot holes, blocked gullies, etc)

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

Maintenance

Section Engineer: Colin Pentland

ArdsandNorthDown@infrastructure-ni.gov.uk

Traffic -- All areas

Senior Engineer: Heather Bradley

tninddownpatrick@infrastructure-ni.gov.uk

General – All other queries

dfiroads.southern@infrastructure-ni.gov.uk

Street Lighting – All areas

streetlightingsouthern@infrastructure-ni.gov.uk

Telephone

Office Hours and Out-of-Hours Emergencies - Tel: 0300 200 7899

Dfi Roads website

<https://www.infrastructure-ni.gov.uk/>

TRAFFICWATCH website

www.trafficwatchni.com

Floodline Incident Line

The Flooding Incident Line is available 24 hours a day, every day. You can report flooding problems on roads or burst water mains and blocked drains.

Telephone: 0300 2000 100