

NORTHERN DIVISION

Annual Report 2017/2018

to

**Antrim & Newtownabbey
Borough Council**



**The Randalstown to Toome section of the A6 Dualling scheme
at Aghnaloughan Road**



INVESTOR IN PEOPLE

Contents	Page No.
Foreword	3
Northern Division	4
Senior Management Structure	5
2016/17 Expenditure Profile	6
Dealing with Correspondence	7
Section 1 - Strategic Road Improvements	8
1.1 Scheme Development Overview	9
1.2 Randalstown to Castledawson Dualling	11
Section 2 - Network Maintenance	12
Winter Service	28
Gritting Routes	50
Section 3 - Network Development	29
3.1 Minor Improvements	30
3.2 Traffic	31
3.3 Street Lighting	41
Section 4 - Network Planning	43
4.1 Development Control	44
4.2 Maintenance of Structures	45

The Mayor, Aldermen and Councillors Antrim & Newtownabbey Borough Council

I have pleasure in submitting my third Annual Report on DfI Roads work in the Antrim & Newtownabbey Borough Council area.

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

This report deals with works completed in the Antrim & Newtownabbey Borough Council area during the year 2016/2017 and sets out our initial proposals for schemes to be undertaken in the year 2017/2018.

Funding is allocated to the Division under two categories, Capital funding for new works, or infrastructure renewals, and Resource funding for the day to day maintenance of our assets. On the capital side the Division is taking forward important major schemes. This report includes details of work we are undertaking on these schemes which affect your council area. Other local capital schemes and transport and safety schemes will also be progressed or delivered in the year.

Whilst there are some capital pressures, my staff will continue to develop resurfacing and traffic management schemes to enhance safety, to improve traffic flow and provide measures for pedestrians and cyclists. During the year the Department will also continue to highlight the need for further capital funding for structural maintenance to maintain the integrity of the road network.

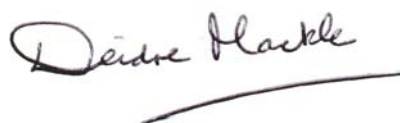
On the resource side, following the budget settlement outlined by the Secretary of State in April, it is likely there will be knock on impacts for services, including routine maintenance of the road network. In this area, the Department is likely to be reliant on additional resources becoming available.

However, the Department's objective is to continue to deliver routine road maintenance services at the current level for as long as possible. While services will be constrained, we are planning to meet all essential public safety requirements.

We understand the implications of the limited service and its long term impacts on the network. But we will do our best to deliver routine maintenance services with the indicative allocated budget. A limited service related to gully cleaning, road marking and street light repairs, road and footway patching, grass cutting and the maintenance of traffic signals will be provided. As is always the case, the budget remains under ongoing review throughout the year.

Our Request/Enquiry forms can be used to raise local issues with the Department, or deal with matters that are not directly related to my report. To improve the efficiency of the services that we deliver, over the last year we have implemented on-line fault reporting for a full range of roads related issues through NI Direct. I would encourage Councillors to avail of this facility on NI Direct. Of course, my operational staff are also available to do their best to assist with queries.

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



Deidre Mackle - Divisional Manager

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



In Northern Division we are responsible for approximately 5,853km (3,635 miles) of public road and 2,636km of footway together with 1,328 bridges and 10 park and ride/share sites. We carry out functions under the headings:-

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

Divisional Headquarters
County Hall
Castlerock Road
Coleraine
Co Londonderry
BT51 3HS

Tel: (028) 7034 1300
Fax: (028) 7034 1442
E-mail: transportni.northern@infrastructure-ni.gov.uk
Emergency Tel No: (028) 7035 3202
Website: www.infrastructure-ni.gov.uk

Northern Division - Senior Management Structure



Deidre Mackle
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.



Dawson Wray
Colin Hutchinson
Strategic Road Improvements Managers
Major works schemes; Management of consultants;
Large minor works schemes; Lands.



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

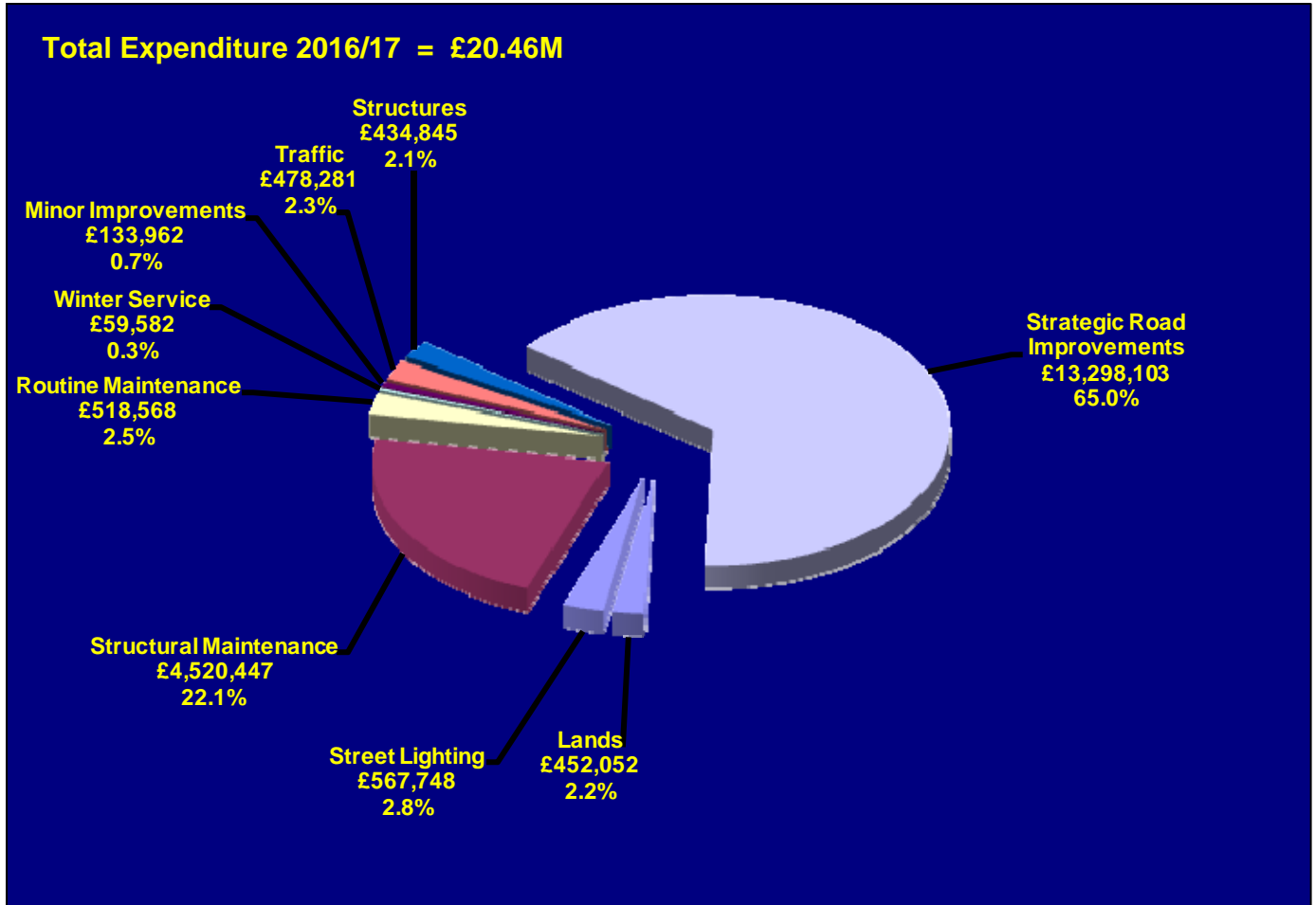


Alan Keys
Network Development Manager
Minor improvements; Traffic management; Street lighting capital & maintenance; Estimates and allocations for local transport & safety measures; Park and Ride/Share parking.



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

Antrim & Newtownabbey Borough Council 2016/17 Expenditure Profile



Structural Maintenance - Resurfacing, Surface Dressing, Patching and Drainage

Routine Maintenance - Grass cutting, Environmental Work, Gully Emptying, Embankment/Verge Maintenance, Fencing and Car Parks

Winter Service - Gritting, Snow Clearance

Street Lighting - Lighting Provision, Maintenance and Energy

Traffic - Collision Remedial, Traffic Management, Traffic Calming and Transportation

Network Development - Minor Improvements and Safety Barriers Structures - Bridge Maintenance and Bridge Strengthening

Strategic Road Improvements - Major Improvements to Key Transport Links Lands -Acquisition of land for road schemes

Dealing with Correspondence

As you will be aware DfI lost a significant number of staff through the Voluntary Exit Scheme which was implemented across the whole of the Northern Ireland Civil Service. As a result of this we in Northern Division had to develop new staffing structures across all work areas to try to maintain our 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. As well as investigating each defect report and completing any necessary work on the ground, our staff have adopted the time consuming practice of drafting a substantive response and then issuing a final response to the correspondent. We no longer have the resources to operate in this way - we need to get the information onto our systems as quickly as possible and free up staff to attend to the necessary work rather than writing letters.

The Department is therefore proposing to deal with correspondence which is only reporting routine defects differently from other general correspondence. So, if a member of the public, or public representative, writes to us, by letter or e-mail, reporting a routine defect we will log this information onto our work systems and an automated response detailing the query reference number will issue to the correspondent, however, a further detailed reply will not issue. Technical staff will then deal with the query received in accordance with our maintenance standards. The reference number will allow the progress of the query to be monitored on-line.

If, however, 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" service.

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 Managers: Dawson Wray & Colin Hutchinson

They are supported by the following staff



Billy Miller
Strategic Road Improvements
County Hall
Castlerock Road
Coleraine
BT51 3HS
Tel: 028 7035 9974 Fax: 028 7034 1442
E-mail: Billy.Miller@infrastructure-ni.gov.uk



Cathal McKenna
Strategic Road Improvements
County Hall
Castlerock Road
Coleraine
BT51 3HS
Tel: 028 7034 1531 Fax: 028 7034 1442
E-mail: Cathal.McKenna@infrastructure-ni.gov.uk



Colin Cochrane
Strategic Road Improvements
County Hall
Castlerock Road
Coleraine
BT51 3HS
Tel: 028 7034 1438 Fax: 028 7034 1442
E-mail: Colin.Cochrane@infrastructure-ni.gov.uk



Kieran Mullan
Strategic Road Improvements
County Hall
Castlerock Road
Coleraine
BT51 3HS
Tel: 028 7034 0842 Fax: 028 7034 1442
E-mail: Kieran.Mullan@infrastructure-ni.gov.uk

1.1 Scheme Development Overview

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

- The White Paper “A New Deal for Transport: Better for Everyone” published 1998.
- “Moving Forward”: Northern Ireland Transport Policy Statement published 1998.
- “Regional Development Strategy for Northern Ireland 2025” published 2002.
- “Regional Transportation Strategy for Northern Ireland 2002-2012” published 2002.
- “Regional Strategic Transport Network Transport Plan 2015” published 2005.
- “Expanding the Strategic Road Improvement Programme” - published in 2006.
- “Sub-Regional Transport Plan” – published 2007.
- “Investment Delivery Plan (IDP) for Roads” - published April 2008.
- “Regional Development Strategy 2035” published 2012.
- “Ensuring a Sustainable Transport Future - A new approach to Regional Transportation” - published 2012.
- “Investment Strategy for Northern Ireland 2011-2021” - published 2012.
- “RDS 2035 - Ensuring a sustainable future – New approach to Regional Transportation”.
- “Northern Ireland Change Gear – A Bicycle Strategy for Northern Ireland” – published August 2015.
- “A Fresh Start – The Stormont Agreement and Implementation Plan” - published in 2015.
- “Exercise Explore Enjoy – A Strategic Plan for Greenways – published November 2016.

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

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

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

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

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

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

Strategic Road Improvement schemes wholly or partly within Northern Division

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

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

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

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

1.2 A6 Randalstown to Castledawson

(Being dealt with by Cathal McKenna)

The Regional Strategic Transport Network Transport Plan (RSTN TP) 2015 endorsed the provision of a continuous dual carriageway from the western end of the M22 at Randalstown to the Castledawson Roundabout.

Progress Report

On the 2 May 2017 the Department for Infrastructure announced its decision to advance main construction of the A6 Randalstown to Castledawson Dualling Scheme, representing an investment of £160 million. This decision followed the court's ruling in March to dismiss an environmental challenge. The court concluded that the Department had developed the scheme in a manner that was both lawful and rational. The Randalstown to Toome and Moyola to Castledawson sections are currently being progressed, with the remaining sections to advance following the outcome of an appeal specific to the Deerpark to Toome section which has been lodged and will be concluded in due course.

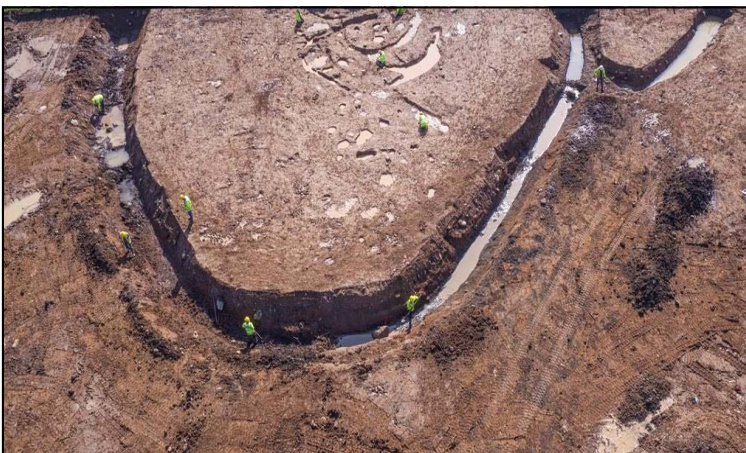


Earthworks commenced on the Randalstown to Toome section of the scheme.

Construction

The Department awarded the A6 Randalstown to Castledawson Scheme to Graham/Farrans Joint Venture on 1 May 2015. In August 2016 the Department confirmed the making of the Vesting Orders and its intention to progress major works. Following a legal challenge the Department advanced only preliminary works which included site clearance and ground investigation. These works now substantially complete.

The Department, in consultation with NIEA Historical Environment Division, has implemented a significant Archaeological Investigation Strategy to determine the sterility of the site prior to the commencement of any major earthworks. The investigation has recovered a number of important artefacts which will form the basis of a further NIEA publication. The investigations supplement the understanding of the cultural heritage and history of this area. Works on the Randalstown to Toome section of the scheme are progressing, with fencing to secure the site perimeter substantially complete. A significant number of culverts and watercourse diversions have also been completed in readiness for earthworks starting this summer. On the Toome to Castledawson Section of the scheme, some culvert works and site enabling works are now complete, with the earthworks on the Castledawson to Moyola section to advance through this summer.



Archaeology Site — Enclosure in Artresnahan townland

Visit <https://www.infrastructure-ni.gov.uk/topics/road-improvements/a6-randalstown-castledawson-dualling-scheme> to find out more about the scheme.

SECTION 2

NETWORK MAINTENANCE

Network Maintenance Manager: Gary Quinn

He is supported by:



Stephen Gardiner

Section Engineer

Antrim & Newtownabbey Section Office

148-158 Corporation Street,

Belfast,

BT1 3DH

Tel: 028 9025 4046 Fax: 028 9025 4147

E-mail: TNI.Antrim&Newtownabbey@infrastructure-ni.gov.uk

Explanation of Maintenance Operations

Resurfacing and Strengthening

- Roads deteriorate due to the impact of traffic, age and weathering. Traffic causes rutting in the wheel tracts or polishes and wears the stone reducing the skid resistance. With age the bitumen becomes brittle and the surface becomes less flexible and cracking occurs allows ingress of water which along with frost action causes potholes to form. This deterioration is exacerbated if the road sub base is inadequate.
- Road pavements are normally designed for an operational life of 20 years. During this period and beyond, there is a need for the highway authority to intervene at times to either treat or replace the top course of bituminous material known as the “wearing course” or to provide additional depth to maintain the strength of the pavement and extend its life.
- Resurfacing is the application of one or two layers of mixed material which has an expected life of 7-12 years (which can be extended by subsequent surface dressing) whereas Asphalt has an expected life of 15-20 years but costs more. Wearing course Bitmac is usually laid in a minimum 40 mm thick layer to seal it against the ingress of water, and improves skidding resistance and riding quality. When strengthening of the pavement is required a further layer of courser mixed material is laid usually minimum 60mm thick below the wearing course. The thicker this layer, the more strength provided.
- Resurfacing of existing roads can usually be carried out by overlaying on top of the existing wearing course but where kerb levels or bridge heights are restricted the existing surface may need to be removed by planing.

Surface Dressing

This process involves spraying a bitumen emulsion binder onto the existing road surface, followed by a layer of stone chippings, which is then rolled. It has three main purposes:-

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

Slurry Sealing

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

Micro Surfacing

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

Explanation of Maintenance Operations (cont.)

Drainage Works

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

Grass Cutting

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

Gully Emptying

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

Emergency Assistance

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

The emergency telephone number is (028) 7035 3202.

Completed Resurfacing 2016/2017

Route No.	Road Name / Location	Length (m)
A8	From Corrs Corner Roundabout to Houstons, Glengormley.	1349
A2	Station Road Roundabout, Newtownabbey.	202
A57	Killmakee Cross Roads, Ballyclare.	160
A57	Templepatrick Road, Ballyclare (pictured below left).	1133
B518	Ballycraigy Road, Antrim.	1136
C31	Carnmoney Road, Newtownabbey (pictured below right).	1107



B93	Ahoghill Road, Randalstown.	1274
B154	Carnaghlyss Road, Crumlin.	1856
B95	Doagh Road, Ballyclare.	610
U419	Fairhill Gardens, Newtownabbey.	81
U1136	Ballydonaghy Road, Crumlin.	500
U18	Ballyduff / Ballyfore Area, Newtownabbey.	1100
U30	Ballypalady Road, Newtownabbey.	1382
U422	Bramble Road, Newtownabbey.	218

Total Resurfacing Programmed **12.108km**
At a cost of **£2,680,715**

Resurfacing Proposed 2017/2018

Route No.	Road Name / Location	Length (m)
A6	Brecart Roundabout, Toomebridge.	220
C19	Ballyhill Road, Ligoniel.	1643
B94	Rashee Road, Ballyclare.	211
B152	Oriel Road, Antrim.	550
U409	Old Irish Highway, Newtownabbey.	791

Total Resurfacing Proposed 3.415km

At a cost of £756,000

Completed Rural Roads Initiative Resurfacing 2016/2017

Rural Roads Initiative

Over recent years funding pressures have required the Department to significantly reduce its road maintenance activities. Resources, by necessity, were concentrated on more heavily trafficked urban and rural roads. That meant that more roads did not receive the same level of maintenance that they would have been given in previous years.

In June last year the Department announced a Rural Road Initiative to invest £10m in the rural road network. The objective of the initiative was to target short sections of the lower trafficked rural road network in greatest need of repair - sections that would otherwise not have attracted maintenance funding.

Section Engineers developed a programme of highest priority locations and deployed contractors to carry out the work. The list below details the locations in Antrim & Newtownabbey that benefited from this initiative:

Route No.	Road Name / Location	Length (m)
U0038	Rushfield Road	172
U0015	Ballyearl Road	130
C0031	Carntall Road	194
C0031	Irish Hill Road	159
C0037	Church Road	159
U0053	Orpinsmill Road	189
U0027	Ballymartin Road (2 sites)	694
U0040	Logwood Road	224
C0049	Barnish Road	150
U1040	Blackrock Road (2 sites)	322
U1102	Lylehill Road East (2 sites)	395
C0052	Carlane Road	180
U1043	Connaught Road (2 sites)	456
U1066	Carnearney Road	228
U1018	Mucklerammer Road (2 sites)	520
U1070	Ballynoe Lane	426
U1034	Greenan Road	270
U1115	Kirby's Lane	60

Completed Rural Roads Initiative Resurfacing 2016/2017 (cont.)

Route No.	Road Name / Location	Length (m)
U1061	Kilgavanagh Road (2 sites)	214
U1011	Clonkeen Hill	452
U1025	Annaghmore Road	482
U1039	Aughaloughan Road	166
U1027	Cargin Road (3 sites)	960
U1088	Browndod Road (2 sites)	298
C0041	Ballybracken Road	266
U1108	Rickamore Road	165
U1107	Rickamore Road Upper	337
U1105	Cherryburn Road	251
U1103	Ballynabarnish Road	316
B0039	Ballyutoag Hill (2 sites)	529
U1130	Boltnaconnell Road	160
U1135	Farmhill Road	190
U1145	Ardmore Road (2 sites)	202
C0027	Lylehill Road (4 sites, one pictured, below left)	698
U1037	Creeve Road (pictured below right)	374



Completed Rural Roads Initiative Resurfacing 2016/2017 (cont.)

Route No.	Road Name / Location	Length (m)
U1050	Ballylurgan Rd (2 sites)	600
C0026	Printshop Road	240
U1021	Gloverstown Road	180
U1112	Oldstone Hill	100
U1026	Gallagh Road	170
U1040	Blackrock Road	121
U1044	Ballylurgan Road (2 sites)	650
U1136	Ballydonaghy Road	345
U1131	Straidhavern Road	200
U1130	Lisnataylor Road	340
U1051	Junction Road	250
U1058	Chapelton Road (3 sites)	909
U1048	Drumkerran Road (2 sites)	596
U1065	Ladyhill Road	380
U1118	Ballyarnot Road	492
U1081	Islandreagh Road	521
U1014	Branch Road	140
C0051	Church Road, Duneane	85
U1022	Artlone Road	431
U1006	Gloverstown Road (McAuley Trailers)	184

Total RRI Resurfacing Completed 18.047km

At a cost of £914,556

Completed Footway Resurfacing 2016/2017

Route No.	Road Name / Location	Length (m)
F419	Knockane Way, Newtownabbey.	1052

Total Footway Resurfacing Completed **1.052km**

At a cost of **£96,000**

Footway Resurfacing Proposed 2017/2018

Route No.	Road Name / Location	Length (m)
F419	Tulleevin, Newtownabbey.	750

Total Footway Resurfacing Proposed **0.750km**

At a cost of **£50,000**

Completed Surface Dressing 2016/2017

Route No.	Road Name	Length (m)
C49	Barnish Road	4600
UR54	Milltown Road	1900
UR23	Moneyrod Road	1630
UR34	Greenan Road	3861
UR36	Cranfield Road	1760
UR46	Magherabeg Road	2904
UR45	Pipe Road	2541
B95	Burn Road	1495
C44	Crosskennan Road	6000
UR96	Bryantang Road	1061
UR86	Tardree Road	2302
UR89	Hollybank Road	2308
UR95	Whinknowe Road	745
UR99	Ballymartin Road	1099
UR81	Islandreagh Drive	1020
C29	Tirgracey Road	2670
UR11	Loughview Road	6445
C18	Garlandstown Road	1030
U13	Sealstown Road	2461
U21	Fort Road	274
U16	Roughfort Road	762
U16	Ballyvessey Road	235
B95	Burn Road	2033

Completed Surface Dressing 2016/2017 (cont.)

Route No.	Road Name	Length (m)
U22	Millbank Road	1176
U21	Millbank Road East	940
U23	Lowtown Road	1123
U25	Carnanee Road	2267
U25	Knowhead Road	1002
U27	Ballymartin Road	2141
U30	Ballypalady Road	1371
U38	Rushfield Road	1031
U37	Lisnalinchy Road West	726
Total Surface Dressing Completed		65.816km
At a cost of		£386,928

Surface Dressing Proposed 2017/2018

Route No.	Road Name / Location	Length (m)
U1051	Drumslough Road : Craigstown Road to Barnish Road	2004
U1053	Farranflugh Road : Barnish Road to End	1224
U1052	Lenagh Road : Barnish Road to End	2122
C0048	Magheralane Road : Ballylurgan Road to Connaught Road	3384
C0048	Magheralane Road : Magherbeg Road to Ballylurgan Road	750
U1047	Oldwood Road : Craigstown Road to Lisnevenagh Road	1114
U1047	Oldwood Road : Magherbeg Road to Craigstown Road	2231
U1014	Branch Road : Portglenone Road to Ahoghill Road	377
C0050	Caddy Road : Tamlough Road to Ahoghill Road	2655
U1011	Clonkeen Hill: Ballymatoskerty Road to Ballydonnelly Road	1512
U1011	Clonkeen Hill: Ballydonnelly Road to Clonkeen Road	828
U1013	Clonkeen Road : Ballydunmal Road to Church Road	1294
U1013	Clonkeen Road : Groggan Road to Ballydunmaul Road	2285
U1016	Groggan Road : Roguery Road to Clonkeen Road	455
U1017	Hillstown Road : Portglenone Road to Groggan Road	703
U1008	Cloughogue Road : Roguery Road to Duneane Road	1328
U1009	Duneane Road : Ballymatoskerty Road to Gloverstown Road	2062
U1006	Gloverstown Road : Toome Bypass to Lismaeoskey Road	1845
C0051	Gloverstown Road : Lismaeoskey Road to Church Road	803
C0051	Lismaeoskey Road : Moneynick Road to Gloverstown Road	618
U1002	Loup Road : Loughbeg Road to Roguery Road	2429
U1010	Tamnaghmore Road : Duneane Road to Church Road	1312
U1025	Annaghmore Road : Shore Road to End	598

Surface Dressing Proposed 2017/2018 (cont.)

Route No.	Road Name / Location	Length (m)
U1027	Cargin Road : Carlane Road to Shore Road	722
U1027	Cargin Road : Staffordstown Road to Carlane Road	1906
U1027	Cargin Road : Shore Road to Ens	1477
U1030	Carlane Road : Ballynamullan Road to Killyfad Road	1873
U1030	Carlane Road : Carlane Road to End	291
U1028	Carlane Road : Shore Rd to Carlane Rd	997
C0052	Carlane Road : Doss Bay Road to Carlane Road	2398
U1029	Carmorn Road : Cargin Road to Ballynamullan Road	1765
U1007	Gallagh Road : Moneynick Road to Staffordstown Road	616
U1026	Gallagh Road : Carlane Road to Shore Road	532
C0052	Gallagh Road : Staffordstown Road to Doss Bay Road	1597
U1031	Portlee Road : Ballynamullan Road to Killyfad Road	1142
U0017	Ballycraig Road : A8M Bridge to Ballycraig Road Sth	2991
U0019	Ballycraig Road : Ballycraig Road Sth to Knowhead Road	2723
U0053	Orpinsmill Road : Springvale Road to Brookfield Road	1089
U0033	Poseyhill Road : Ballymena Road to Bryantang Brea	1097
U0043	Kilbride Road : Mill Road to 112m RHS No.28	573
C0037	Springvale Road : Colin Road to Orpinsmill Road	836
C0037	Springvale Road : Orpinsmill Road to Brookfield Road	927
Total Surface Dressing Proposed		59.485km
At a cost of		£310,000

Completed Drainage Work 2016/2017

Route No.	Road Name / Location	Length (m), No. of gullies, manhole.
A6	Toome By-pass	Maintenance of SUDS system.
B59	Old Coach Road, Mallusk	260m pipe, 4 manholes, 2 gullies installed.
C42	Tildarg Road	2 Culverts Replaced.
U23	Lowtown Road	Drainage investigation and culvert repair.
U31	Kings Moss Road	Culvert upgraded.
U421	7 Lynda Avenue	New gully and connection installed.
B95	165 Doagh Road	New gully and connection.
B93	Glebe Road	Drainage installed.

Drainage Works completed at a cost of £232,259

Proposed Drainage Work 2017/2018

Route No.	Road Name / Location	Length (m) / No. of gullies / manholes
U0031_01	Kingsmoss Rd	Culvert upgrade to 600 dia. and two new gullies installed.
C0042_03	Tildarg Rd Culvert	Culvert upgrade to 675 dia.
C0042_01	Tindarg Rd Drainage	Install 40m of 150 dia. pipe, 1 new inspection chamber and lid and two new gullies.
U0052_01	Breckenhill Rd	Install 150m of 225 dia. pipe, backfilled to surface level with clean stone, 2 new open inspection chambers and lids, 2 new gullies.

Drainage Works proposed at an estimated cost of £38,500

Completed Major Utility Works 2016/2017

Utility	Road Name / Location	Scheme Details
NIW	Manse Road, Carnmoney.	Watermain Renewal
NIW	Woodford Area, Carnmoney.	Watermain Renewal
NIW	Ballynure Road, Ballyclare.	Storm Sewer
NIW	Shore Road, Greencastle.	Watermain Renewal
NIE	Doagh Village.	Renewal works
Light source	From Lough Road to Belfast Road through Nutts Corner.	New cable for renewable energy

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

Major Utility Works Proposed 2017/2018

Utility	Road Name / Location	Scheme Details	Progress
NIW	Fountain Street	Watermain Renewal	At planning Stage
NIW	Radox Road	Watermain Renewal	Planned
NIW	Templepatrick Rd	New Storm Sewer	No start date confirmed
NIW	Ballycorr Road	Watermain Renewal	No start date confirmed
NIW	Parkgate Village	Mains Renewal	Planned
NIW	Brookfield Road, Burnside	Mains Renewal	Planned
NIW	Ballyclare (North End, Rashee Rd and Ballyeaston Rd)	Mains Renewal	Planned
Virgin Media	Ballyclare town Centre	New Infrastructure	At planning stages

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

Winter Service 2016/2017

The aim of winter service is to ensure, as far as possible, that main road traffic can move safely and freely in wintry conditions by spreading salt at the most effective times. Criteria have been devised to identify the most trafficked roads that carry approximately 80% of traffic and would provide the best cost benefits with the available budget.

A route optimisation was carried out last year to ensure routes were gritted as efficiently as possible. Importantly there has been no change to the roads included on the gritting schedule, it is simply that the operation is being delivered more efficiently.

Antrim's Rathmore Depot grit 270km of roads during a scheduled action using 4 gritters and 16 staff on rota. Some of this gritting is carried out on routes outside of the Council area and some routes within the Council area are gritted by other depots with the aim to achieve optimum operational efficiency and complete a salting action in just over 3 hours, which is a difficult logistical exercise. Due to the mild weather there were only 64.5 equivalent full salting actions during the 2016-17 Winter Season; the first action being on 5th November 2016 and the last on 23rd March 2017. Approximately 1914 tonnes of salt was used by Rathmore Depot.

Due to the high costs involved to ensure gritting is carried out when necessary and at the appropriate time, Northern Division have 10 Duty Controllers on rota who take the decision when to grit using information provided by the Met Office and the 21 DfI Roads maintained weather stations across Northern Ireland. An additional 4 stations maintained by the DBFO companies 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: Alan Keys

He is supported in Antrim & Newtownabbey by the following staff



Kevin Mullan

Minor Improvements
County Hall
Castlerock Road
Coleraine
BT51 3HS
Tel: 028 7034 1321 Fax: 028 7034 1442
E-mail: Kevin.Mullan@infrastructure-ni.gov.uk



Noel Fenning

Traffic Management
County Hall
182 Galgorm Road
Ballymena
BT42 1QG
Tel: 028 2566 2517 Fax: 028 2566 2510
E-mail: Noel.Fenning@infrastructure-ni.gov.uk



Gary Ross

Street Lighting
County Hall
Castlerock Road
Coleraine
BT51 3HS
Tel: 028 7034 1392 Fax: 028 7034 1442
E-mail: Gary.Ross@infrastructure-ni.gov.uk

3.1 Minor Improvements

Minor Improvement Schemes Programme 2017/2018

Network Development currently has a very limited budget to carry out Minor Improvement schemes in 2017/18. However, subject to the availability of finance the following schemes will be considered for inclusion in the delivery programme later this financial year.

Staffordstown Road/Gallagh Road, Randalstown - junction improvement—£35,000

It is proposed to improve the sight visibility splays at the southern junction of Staffordstown Road/Gallagh Road.

The following proposals are currently being developed:

Manse Road / Waverley Gardens, Newtownabbey

A number of options have been considered to address a history of collisions involving pedestrians crossing Manse Road. This scheme is now being developed to widen Manse Road and provide footways/cycle ways along with upgraded pedestrian crossing facilities.

Nutts Corner Roundabout

A peak hour traffic survey of Nutts Corner roundabout was carried out earlier this year to determine the extent of delays being experienced. It is now proposed to carry out further work to consider short, medium and long term options for this busy junction to ensure it operates as efficiently as possible.

Cloughfern junction at Doagh Road

Options to improve the efficiency of the Cloughfern junction and reduce delays on the Doagh Road corridor from Monkstown Road are currently being developed. Cloughfern junction has a poor pedestrian safety record which will also be addressed.

3.2 Traffic

Completed Traffic Schemes 2016/17

Traffic Management Schemes.

A6 Ballygrooby Roundabout , Randalstown - £8,500.

High Friction Surfacing and an amended white line arrangement has been provided on the exit of Ballygrooby roundabout for traffic travelling towards Antrim. This will address a history of vehicles losing control on the exit of the roundabout.

A52 Nutts Corner Road, Crumlin - £5,000.

Works to improve the safety of the A52 Nutts Corner Road between Nutts Corner Road and Crumlin is now complete with an enhancement of signs and lines through the junctions and bends on the route.

Dunloy Gardens, Rathcoole - £3,000.

Work is now complete on minor kerb realignment in Dunloy Gardens, Rathcoole to allow improved access for residents and service vehicles..

Collision Remedial Schemes.

Doagh Road/Fenagh Drive, Newtownabbey - £10,000.

Work is now complete to provide High Friction Surfacing (HFS) on the Doagh Road on the approach to Fenagh Drive, along with a 2.5m wide right-turning pocket into the junction that aims to address a history of 'shunt' type collisions on Doagh Road. Early indications are that these measures have shown a reduction in the target collisions.



Doagh Road / Fenagh Drive, Newtownabbey.

Dungonnell Road near British Road, Antrim - £40,000

Work is now complete to address 'loss of control' type collisions on a left hand bend prior to British Road. The work included the removal of existing NIE and BT service poles along with road realignment and high friction surfacing.

Completed Traffic Schemes 2016/2017 (cont.)

Road Safety Measures.

A57 Kilmakee Level crossing, Templepatrick - £15,000

Following a series of level crossing violations at the Kilmakee level crossing in Templepatrick, Northern Ireland Railways and DfI Roads completed a series of measures to help highlight the crossing and mitigate the risk of traffic overshooting the barrier and entering the live railway line. A scheme was designed to enhance the signs and lines to reinforce the existing 40mph speed limit and resurface the approach's to the crossing with a red high friction surface (hfs) provided to help reduce overshoots. The scheme is now substantially complete and the hfs will be laid when the new asphalt surface has stabilized.

Transportation - Cycle Measures.

A8 between Corrs Corner and Houstons Corner, Ballyclare - £150,000.

Approximately 800m of shared pedestrian / cycle facility has been provided on the East side of the A8 as part of the proposed resurfacing scheme. This facility links the existing cycleway at the Doagh Road with the National Cycle Network at Corrs Corner.



A8 Cycleway, Houstons Corner, Newtownabbey.

Completed Traffic Schemes 2016/2017 (cont.)

Transportation - Cycle Measures (cont.)

A57 between Templepatrick and Ballymartin Park and Ride. £300,000

Approximately 1100m of shared pedestrian / cycle facility has been provided on the South Side of the A57 between Templepatrick and the new Park and Ride facility at Ballymartin (pictured below).

This facility will provide linkage from Templepatrick village to the Park and Ride facility and is in line with the Departments policy of encouraging sustainable transport.



A57 between Templepatrick and Ballymartin Park and Ride

Completed Traffic Schemes 2016/2017 (cont.)

Transportation - Pedestrian Measures

Ballynure Road, Ballyclare - £15,000.

A recent pedestrian survey has identified a requirement for a formal crossing point on Ballynure Road to the Post Office and garage. A Puffin crossing has been provided in the vicinity with the alteration of existing footways.

Manse Road, Newtownabbey - £25,000.

A new puffin crossing has been provided on the Manse Road, Newtownabbey at the entrance to Mossley Primary School. This formal crossing provides a safe crossing facility for pupils and parents going to and from the school.



Manse Road Puffin Crossing.

B95 Hightown Road, Glengormley - £5,000.

A recent pedestrian survey has identified a requirement for an informal crossing point on B95 Hightown Road adjacent to Gaelscoil Eanna. This facility will provide a refuge for children crossing to the school from the nearby developments. This work will be complete in this financial year.

B95 Mallusk Road, Newtownabbey - £5,000.

A recent pedestrian survey has identified a requirement for an informal crossing point on B95 Mallusk Road adjacent to the petrol station and shop. This facility will provide a refuge for pedestrians wishing to visit the shop and Post Office. This work will be complete in this financial year.

Carnmoney Road / Carnmoney Primary School. Carnmoney - £3,000.

Work is now complete to provide bollards and pedestrian barriers on the Carnmoney Road at the Primary School to improve parking discipline and pedestrian safety in the vicinity of the school.

Completed Traffic Schemes 2016/2017 (cont.)

Transportation - Pedestrian Measures (cont)

Old Shore Road, Whiteabbey - £10,000.

Plans are currently being developed to widen the footpath across the front of houses 661—669. This will improve the pedestrian linkage between commercial premises on the shore side of Old Shore Road.

Transportation - Bus Measures

B95 Ahoghill Road, Randalstown. £2,500

Plans are now complete to provide a hard standing at the bus stop on the Ahoghill Road at Craigstown Road.

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

Minor Traffic Management Measures

A programme of sign replacement in the Newtownabbey area has begun to replace any life expired signs. This programme will continue through the Council area as finances permit.

To date the following Traffic Management measures have been provided:-

ANTRIM AREA

Ahoghill Road, Randalstown - 2no. 'series of bends' signs on yellow backing boards and 2no. chevrons,

Ladyhill Road - Carneary Road/Kilgavangh Road - 4no. 'horse' warning signs,

Parkgate Road - 3no. 'slows' and 2no. 'bend' signs,

The Village, Templepatrick - 'l' marking at no 3,

Main Street, Parkgate - realignment of centre line from pedestrian island, 1no 'straight ahead' arrow and 1no. 'right turn' arrow,

Main Street, Randalstown - realignment of centre line and widening of 'l' marking at no 89, bay realignment at no 81 and "Keep Clear" at no 81,

Main Street, Toomebridge - limited waiting on Main Street,

The Village, Templepatrick - Parking bays,

Magherlane Road, Randalstown - 2no. 'slows' and refreshing of centre line,

Springwell / New Street, Randalstown - 'give way' markings and corner restrictions,

Thornleigh Park, Randalstown - corner restrictions,

Longrig Road - 'Slow' at junction to the left sign near Ballymather Road,

Staffordstown Road - Chevron signs and 2no. 'bend' warning signs on yellow backing boards near Alderbrook Avenue,

Burn Road, Parkgate - max 40mph signs,

Fountain Street, Antrim - 2 no. 'keep clear' signs at the snooker hall and Mauds entrances,

Church Road/Moneyrod Road - 'crossroad' signs and red High Friction Surfacing patches adjacent to signs,

Ballymena Road - safety bollard outside no. 35,

Completed Traffic Schemes 2016/2017 (cont.)

Minor Traffic Management Measures (cont.)

Dungonnell Road/British Road - upgrade of bend and 'junction' signs to yellow boards, 6no. new chevron signs and 1no. 'give way' sign,

Lurgan Road (near no 84) - 2no. 'hidden dip' signs on yellow backing boards and 2no. 'slow' markings,

Renown Court - parking bays,

The Village, Templepatrick - 24m of no waiting at anytime, double yellow lines,

Maple Park/Lurgan Road - corner restrictions,

Lylehill Road, Templepatrick - installation of 2no. bollards,

Caddy Road, Randalstown - 6no. new 'slow' markings,

Heather Close, Antrim - Parking bays,

Durnish Road/Springfarm Estate - 'Give way' markings at 3no. junctions and a new centre line,

Ballynadrentagh Road/Crumlin Road - 2no. 'advanced stop' warning sign on Ballynadrentagh Road, upgrade of existing 'stop' sign to yellow backing boards, new direction signage for all approaches and 2no. 'no through road' signs,

Ballymena Road/Browndod Road - 4no. 'horse' warning signs,

New Street - new park and ride signage,

Stiles Way (Fountain Hill - Greystone roundabout) - 40mph speed safety camera signage,

Loughanmore Road/Cherryhill Road - 'Donegore' direction signage,

Dublin Road/Dungonnell Road - 'Glendaloch' tourist signs,

Nutts Corner Road - 1no. double chevron at the junction of Manse Road,

Burn Road, Parkgate - Relocation of gateway signs,

Caulside Park, Antrim - 'Keep clear' at entrance,

Main Street, Parkgate - Removal of hatched marking and installation of centreline with a widened lane for passing at the Spar shop,

Masserene Street, Antrim - Removal of disabled bay,

St. Josephs, Court/Glenavy Road, Crumlin - Corner restrictions,

St. Josephs, Crumlin - Refreshing of 'zigzag' markings,

A26 at Ramble Inn - Installation of 6no. marker posts,

Barnish Road, Randalstown - 'Slow' markings at 'cattle warning' sign,

Randalstown Road at Innisgarry Park and Castle Park - 2no. Yellow box markings,

Dublin Road, Antrim - Additional 40mph repeaters signs erected,

Knockcairn Road and Garlandstown Road - 'Advanced Give Way 150yds' on yellow backing boards and 'give way' on yellow backing board at the junction,

Burn Road at Four Mile Burn - 2no. 40mph advisory 'maximum speed' signs and

Ballyrobin Road, Aldergrove - Removal of 'no parking at anytime' plates.

Completed Traffic Schemes 2016/2017 (cont.)

Minor Traffic Management Measures (cont.)

NEWTOWNABBEY AREA

Castle Road Ballynure - 30mph Roundels and 'slow' markings,
Christine Gardens - 'No Through Road' sign,
Mount Street - 'No Through Road' sign,
Kilbride Road - 'Bend' Sign and Marker Posts,
Carntall Road - 30mph Roundels and No Footway Sign,
Antrim Road - 'Speed Camera' signs,
Doagh Road - 'Speed Camera' signs,
Carnmoney Road - 'Speed Camera' signs,
Ballyrobert PS - 'School Keep Clear' markings,
Ballycorr Road Ballyclare - 'Greer's Cottage B&B' signage,
Heather Drive - 'No Parking on Footway' signage,
The Glade - Corner Restrictions and Waiting Restrictions,
Farmley Crescent - 'I' marking at No.18,
Carnmoney Road - 'I' Marking in Lay-by opposite school,
Hillhead Road, Ballyclare - 40mph Roundels,
A2 Shore Road at Glenville Road - Yellow Box Marking,
Antrim Road at Car Wash - Creation of 2 lanes past the Car Wash,
Ballyduff Brae - 'No Entry' Markings and Junction Markings and
Derrycoole Park - 'I' Marking at No. 5.

Completed Traffic Schemes 2016/2017 (cont.)

Disabled Parking Bays

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

To date the following have been provided:-

ANTRIM AREA

Disabled bay - at no. 41 Firfields, Antrim,
Refreshing of disabled bay - at no. 59 Bushpark,
Widening of disabled bay - at no. 89 Bushpark and remarking of bays in lay-by,
Disabled bay - in Toome Park 'n' Ride,
Disabled bay - at no. 35 Queens Road, Antrim,
Disabled bay - to the side of no. 40 Drummual Park, Randalstown,
Disabled bay - to side of no. 14 Caulside Park, Antrim,
Disabled bay - at no. 21 Bush Park, Antrim,
Disabled bay - at no. 101 Caulside Park, Antrim,
Disabled bay - at no. 12 Thyme Park, Antrim and
Disabled bay - at no. 22 Kilbride Gardens, Antrim.

NEWTOWNABBAY AREA

Disabled Bay - at no. 16 George Avenue, Ballyclare.

Traffic Control Permits

Traffic Management have assessed and approved 467 applications for Traffic Control Permits in the Council area to allow work on the carriageway that requires traffic control and has potential to cause traffic impact.

Proposed Traffic Schemes 2017/18

Traffic Management Schemes.

A57 Antrim Road / The Village. Templepatrick. Traffic Signal upgrade - £25,000

It is proposed to upgrade the existing Traffic Signal installation at Antrim Road/The Village junction. The scheme will include an upgrade of the existing controller and will utilise MOVA (Microprocessor Optimised Vehicle Actuation) the latest traffic signal technology which is designed to optimise traffic flow to help improve traffic progression and reduce delays through the junction. The scheme will also replace the signal heads and poles as well as providing a left turn filter from the village towards Antrim to help traffic flow and provide an audible device with the pedestrian movement to help the visually impaired.

Doagh Village - Traffic Management scheme - £5,000

Following representation from local elected representatives, DfI Roads have developed a scheme to provide a series of traffic management measures through the village to help improve traffic progression and assist pedestrian accessibility. The scheme involves legislating waiting restrictions through the village, provision of yellow box markings at strategic junctions on Main Street, expansion of existing lay-bys in Anderson Park and provision of 12 dropped kerbs through the village.

Neillsbrook estate, Randalstown - £2,000

Plans are now in place to remove the existing Priority System of traffic calming on Neillsbrook and replace with a road hump. The existing feature is causing disruption through the estate.

Traffic Calming Schemes.

Avondale Drive, Ballyclare - £20,000.

Legislation is now in place to provide Traffic Calming measures on Avondale Drive from Harrier Way to Grange Valley. These measures are designed to reduce vehicle speeds and assist pedestrian safety for pupils crossing to the school and the Sixmile Water park. The scheme consists of round topped humps and two raised tables at the entrance to the school and park. Objections have been received to the proposals and DfI Roads have now resolved these and the scheme is programmed for implementation in 2017/18.

Collision Remedial Schemes.

Manse Road / Doagh Road, Carnmoney - £5,000.

Plans have been developed to re-align the junction markings at the junction of Manse Road/Doagh Road to address a history of collisions at the junction.

Proposed Traffic Schemes 2017/18 (cont.)

Transportation - Pedestrian Measures.

Oriel Road, Antrim - Puffin Crossing - £14,000

It is proposed to upgrade the existing Zebra crossing on Oriel Road to a Puffin crossing. This will improve safety for children crossing at St' Comgalls Primary School as well as helping with traffic progression at this busy junction.

Old Shore Road, Whiteabbey - £10,000

Plans are currently being developed to widen the footpath across the front of house numbers 661—669. This will improve pedestrian linkage between commercial premises on the shore side of Old Shore Road.

Ballyhenry Road, Glengormley - £5,000

Plans are in place to provide an informal crossing point on the Ballyhenry Road adjacent to Glen-croft Road. This facility provides a safer crossing point for pedestrians crossing Ballyhenry Road from the nearby developments.

Doagh Road, Ballyclare - £5,000

Plans are in place to provide an informal crossing point on the Doagh Road adjacent to Fairveiv Farm Road. This facility provides a safe crossing point for pedestrians crossing Doagh Road from the nearby developments.

Shore Road / Rush Park, Newtownabbey - £5,000

Plans are in place to provide an informal crossing point on the Shore Road adjacent to Rush Park. This facility provides a safer crossing point for pedestrians crossing Shore Road from the nearby developments.

Transportation - Bus Measures.

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

Minor Traffic Management Measures.

A programme of sign replacement in the Antrim and Newtownabbey area has commenced to replace life expired signs. This programme will continue through the Council area as finances permit.

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

Disabled Parking Bays

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

3.3 Street Lighting

The total number of lights in the council area is now 23,992.

While resources are somewhat limited we are currently providing a normal street lighting repair service and will continue to do so as long as funding permits.

We would encourage public representatives to let us know about any street lighting defects by telephoning 03002007899 or on line at <http://www.nidirect.gov.uk/street-lighting-and-reporting-a-fault>.

Schemes Completed 2016/2017

Area	Location	No. of lights working	Scheme Type
Newtownabbey	Longwood Road Roundabout	10	Upgrade
Newtownabbey	Knockane Way	45	Upgrade
Newtownabbey	Farrier Court	3	Upgrade
Newtownabbey	Lismara Court	8	Upgrade
Newtownabbey	Carnmoney Road in conjunction with DFC	9	Upgrade
Newtownabbey	Church Road	3	Upgrade
Newtownabbey	Kings Road	26	Lantern Upgrade
Antrim	Greenview	21	Upgrade
Antrim	Hillside	15	Upgrade
Antrim	Rathkyle Estate	10	Upgrade
Antrim	Castle Way	14	Upgrade
Antrim	Belmont Road	17	Upgrade
Antrim	Belmont Road RAB	7	Upgrade
Total number of lights installed and working		188	

Schemes Proposed 2017/2018

Should further resources become available the following is a list of schemes proposed for Upgrading/New Provision.

Area	Location	Scheme Type
Newtownabbey	Carnway	Upgrade
Newtownabbey	Greenacres	Upgrade
Newtownabbey	Ballyclare road - Corr's Corner to Ballycraigy Road	Upgrade
Newtownabbey	Ballyhenry Road	Lantern Upgrade
Newtownabbey	Manse Road	Lantern Upgrade
Antrim	Corbally Estate Phase 1	Upgrade
Antrim	Oriel Road	Upgrade

SECTION 4

NETWORK PLANNING

Network Planning Manager: Cathal Brown

He is supported in Antrim & Newtownabbey by the following staff:



David McQuitty

Development Control and Private Streets
County Hall
182 Galgorm Road
Ballymena
BT42 1QG
Tel: 028 2566 2477 Fax: 028 2566 2510
E-mail: David,McQuitty@infrastructure-ni.gov.uk



Raymond Scott

Highway Structures
County Hall
Castlerock Road
Coleraine
BT51 3HS
Tel:028 70341536 Fax: 028 7034 1442
E-mail: Raymond.Scott@infrastructure-ni.gov.uk

4.1 Development Control

Planning Applications

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

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

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

During the period 1 April 2016 to 31 March 2017 Development Control Section dealt with:-

Planning Applications	767
Pre-Planning Enquiries	810
Planning Applications involving Private Streets Order	31

Adoptions

The Department adopted a total of 1,541m of carriageway and 151m of footway. Developments adopted are listed below:-

Development	Carriageway (m)	Footway (m)	Date
Beechview Courtyard, Crumlin	131	0	18/07/16
Newton Gardens, Newtownabbey	0	25	09/08/16
Ross's Lane, Ballyclare	135	0	31/10/16
Belfry View, Newtownabbey	63	36	17/11/16
Millhouse Village, Antrim	521	0	24/11/16
Bush Manor, Antrim	370	0	09/02/17
Gateside Grove, Ballyclare	102	90	14/02/17
Red Row, Toomebridge	219	0	07/03/17

4.2 Maintenance of Structures

The Structures Section manages the 1,327 bridges and culverts with a span of 1.8m and greater within the Division. There are 257 of these structures in the Antrim & Newtownabbey council area. Smaller structures are managed by the local Section Office. A further 40 bridges on or over the M2 and M22 Motorways are maintained by HMM, the Design, Build, Finance and Operate Company responsible for a large part of the motorway network.

Completed Structural Maintenance Work 2016/2017

Route No.	Name	Description	Cost
U106 Loansend Road	Clady	Repaired missing concrete at inverts. Upgraded parapets and verges concreted (shown below).	£18,000



A6 Antrim Road	Dunadry	Vegetation removed, rebuilt damaged parapets and the structure re-pointed (shown below).	£11,734
----------------------	---------	--	---------



Completed Structural Maintenance Work 2016/2017 (cont.)

Road No & Name	Name	Description	Cost
C37 Church Road	Church Road	Repaired scouring invert and demolished and rebuilt sections of parapet wall.	£8,670
U11 Boghill Road	Blacks	Repaired scoured invert and raised parapet walls.	£5,786
B94 Hillhead Road	Hillhead Flyover	Repaired spalling concrete on the deck soffit and arch ring.	£2,929
C38 Sawmill Road	Sawmill Road (B)	Repair of an undermined abutment	£2,500
Structural Maintenance work completed at a total cost of			£49,619

Completed Road Restraint Systems 2016/2017

Route No.	Name	Description	Estimate
A6	Belmont Road	Upgraded 398m of Vehicle Restraint System to meet current policy and specification.	£101,000
Road Restraint System Upgrade at a cost of			£101,000

Proposed Structural Maintenance Work 2017/2018

Road No. & Name	Name	Description	Estimate
B90 Old Carrick Road	Old Carrick Road	Repair abutments, wingwalls and raise parapets. Structure may be extended in readiness for a future Network Development footway scheme.	£40,000
A2 Shore Road	Shore Road	Repair scoured invert and undermined piers.	£15,000
B56 Ballyrobert Road	Ballyrobert Road	Demolish parapet and rebuild to meet current containment standards.	£10,000
U39 Ballylinney Road	Ballylinney Road	Remove debris from the invert and upgrade parapets.	£10,000
C51 Church Road	Drumaslough	Repair headwall and damaged wingwall.	£5,000
B95 Mallusk Road	Mallusk Road	Repair of damaged parapet.	£5,000
Structural Maintenance work estimated at a cost of			£85,000

Road Restraint System Upgrade Work Completed 2016/2017

Route No.	Name	Description	Cost
A6	Belmont Road	Upgraded 362m of Vehicle Restraint System to meet current policy and specification.	£125,801
A522	Castleway	Upgrade 350m of Vehicle Restraint System to meet current policy and specification. (see photograph below)	£143,350



Road Restraint System Upgraded at a total cost of £269,151

Road Restraint System Upgrade Work Proposed 2017/2018

Should further resources become available the following is a list of schemes prepared for upgrading:

Route No.	Name	Description	Estimate
B18	Rougery Road	Upgrade 225m of Vehicle Restraint System to meet current policy and specification.	£90,000
B32	Bush Road	Upgrade 30m of Vehicle Restraint System to meet current policy and specification	£15,000
C45	Steeple Road	Upgrade 290m of Vehicle Restraint System to meet current policy and specification	£140,000
C49	Barnish Road	Upgrade 50m of Vehicle Restraint System to meet current policy and specification	£20,000
U46	Magherabeg Road	Upgrade 25m of Vehicle Restraint System to meet current policy and specification	£10,000
U99	Carnanee Road	Upgrade 45m of Vehicle Restraint System to meet current policy and specification	£20,000

Road Restraint System Upgrade Proposed at a estimated cost of £295,000