

# SOUTHERN DIVISION NEWRY, MOURNE & DOWN DISTRICT COUNCIL

*SPRING REPORT 2015*



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## FOREWORD BY THE DIVISIONAL MANAGER



Chairperson and Councillors

I am pleased to present my first report to the new Newry, Mourne and Down District Council. Within the report you will find details of last year's activities and an outline of the work we propose to undertake in the council area during the current financial year.

I have also taken the opportunity to include some information on how we work to manage, maintain and improve the road network in Southern Division.

Over the last year TransportNI has taken significant steps to implement internal organisational changes to align closely with the new councils. As a result our Southern Division has grown and now serves the three new councils of:

- Newry, Mourne and Down District Council
- Ards and North Down Borough Council ; and
- Armagh City, Banbridge and Craigavon Borough Council

There are significant changes for both the Council and TransportNI which will require co-operation and careful planning on both our parts. I look forward to working with Councillors and Council officials under the new council arrangements.

I welcome the advice, help and co-operation which we receive from local Councillors and Council officials and I look forward to receiving your views when we meet at our formal meeting.

**SIMON RICHARDSON**  
**Divisional Manager**  
**Southern Division**

Introduction

Transport NI Southern Division is one of 4 Client Divisions across Northern Ireland and our headquarters is based in Marlborough House, Craigavon

Client Divisions represent the public face of Transport NI and take overall responsibility for all that occurs on the road network. We also have separate Consultant (Design and Consultancy Services) and Contractor (Operation and Maintenance) Units which have their Headquarters in Downpatrick and Ballymena respectively. They provide Divisions with expert Design, Contract Procurement and Contractor facilities.

TransportNI Headquarters is in Clarence Court, Belfast. Figure 1 below details the high level organisational structure

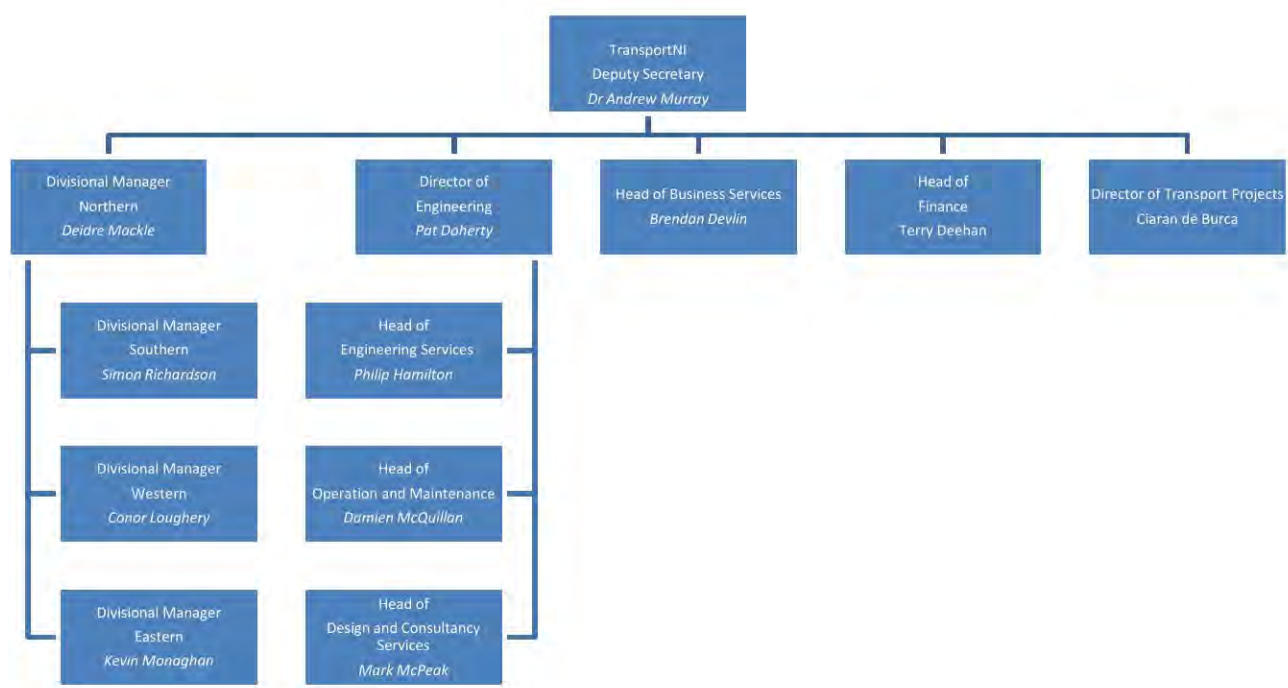
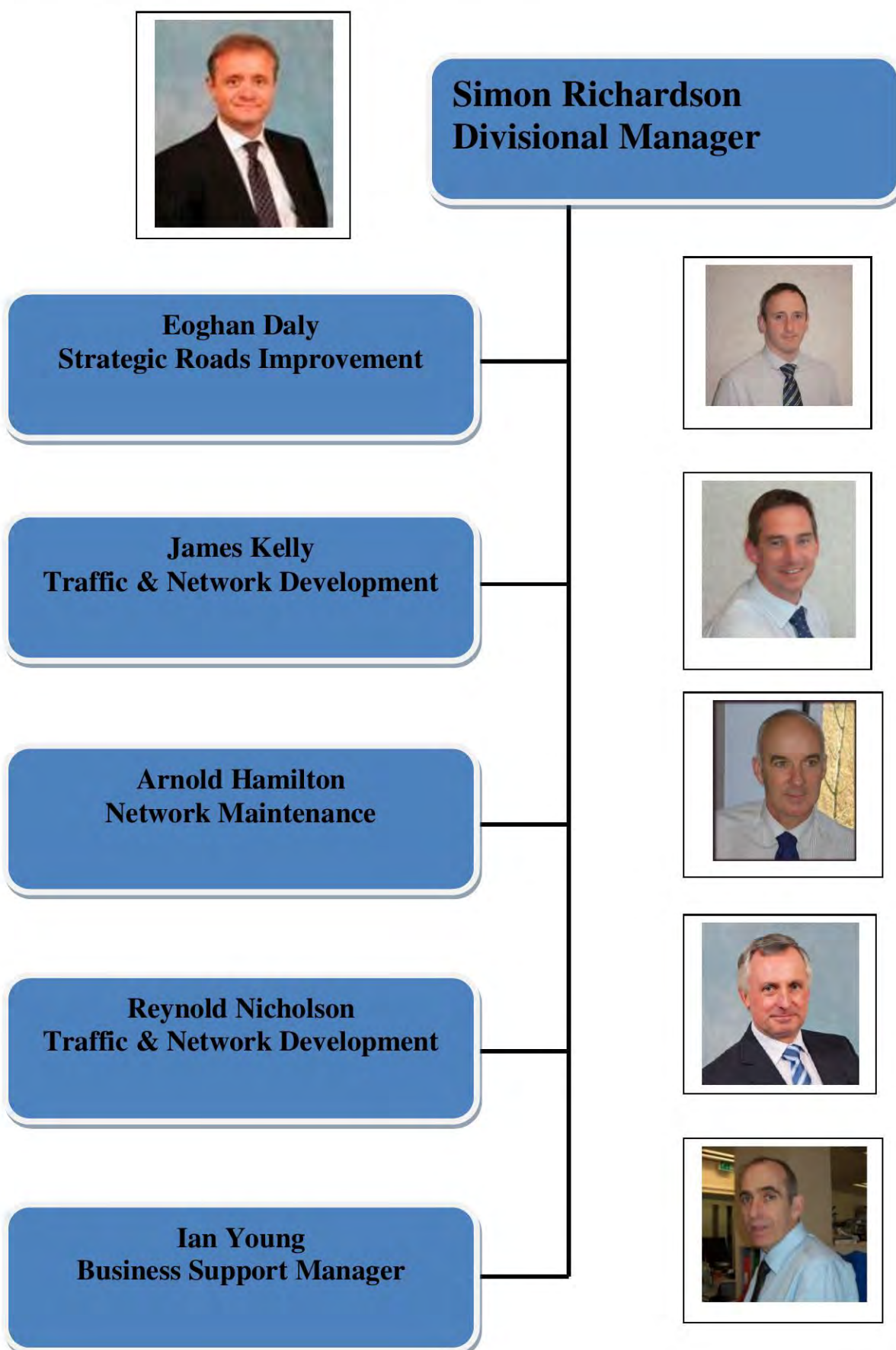


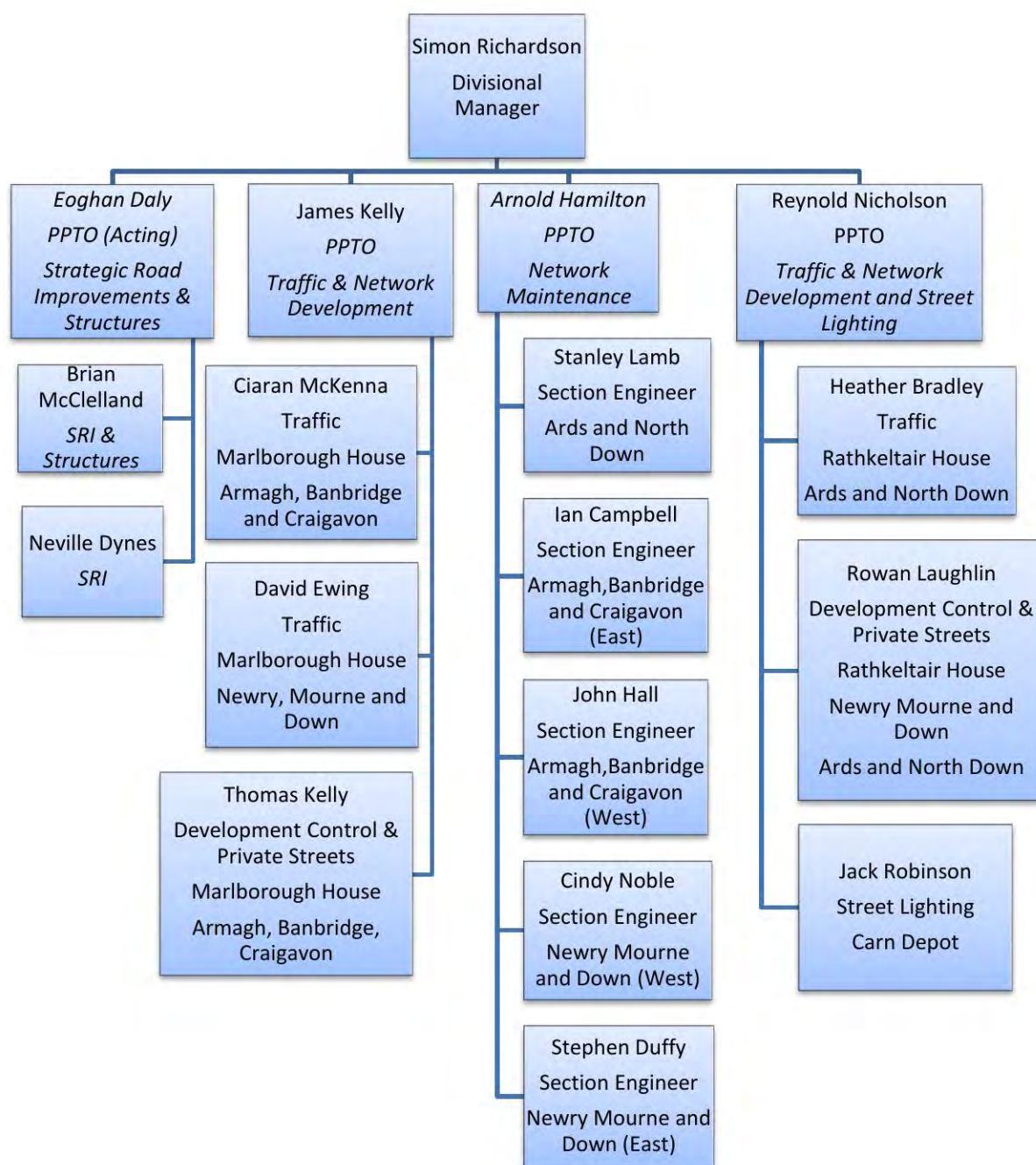
Figure 1 - High Level Organisational Structure



## Southern Division Management Team



## Southern Division Organisational Structure





**SOUTHERN DIVISION** consists of the 3 Council Areas of Armagh City, Banbridge and Craigavon, Ards and North Down; Newry, Mourne and Down.

Our Headquarters is based at Marlborough House, Craigavon, but we also have local Maintenance Offices in each of the Council Areas.

Our Traffic Management, Network Development, Development Control and Private Streets staff are located in Marlborough House, Craigavon and Rathkeltair House, Downpatrick, and are detailed in the Southern Division organisational structure on page six. Our Street Lighting Headquarters for the 3 Council Areas is based at the Carn Section Office, in Portadown.

Our internal Contractor, Transport NI Operation and Maintenance, is centred in Ballymena with staff based at various locations within Southern Division. They carry out a wide range of activities for us, from patching roads to gully cleaning and drainage as well as responding to emergency calls and treating the road network for ice and snow when required.

Our internal Consultancy, Design and Consultancy Services is based in Downpatrick and it manages our engineering activity such as design and contract supervision.

## WHAT WE DO?

Our key roles centre around Maintaining, Managing and Improving the Road Network.

### Maintaining the Road Network

Maintaining the network in a safe and serviceable condition remains one of our highest priorities. Maintenance includes a wide range of activities from major reconstruction and resurfacing of road surfaces to the everyday upkeep of the network, such as grass cutting, cleaning gullies, repairing or cleaning road signs and timely salting of roads in preparation for winter conditions. These activities aim to ensure user safety and minimise the potential for more expensive maintenance at a later stage. Maintaining the vast network of electrical equipment is also extremely important to us (especially street lights) as well as a considerable number of retaining walls, bridges and other structures.



**Asphalt resurfacing being carried out within the Division**

### Managing the Road Network

We manage the road network to promote its safety and efficient operation.

We have continued to make use of the latest technology and traffic management techniques to improve road safety, provide facilities for all road users, and effectively manage the network.

In an effort to improve road safety, we have an annual programme to implement traffic calming measures to lower traffic speed and improve driver behaviour and discipline.



We provide school safety zones to improve road safety in the vicinity of schools.

We also promote sustainable travel modes and install new and improve footways, cycle ways and facilities.

Effective management of the road network relies upon the efficient operation of Intelligent Transport Systems (ITS) which can include facilities ranging from traffic signals, variable message signs and travel information to very sophisticated traffic control systems for the urban and motorway networks.

Our facilities to monitor traffic flow and provide on trip information to drivers have increased through the addition of more CCTV cameras and roadside variable message signs. Our main sources of pre-trip information are the trafficwatch website, [www.trafficwatchni.com](http://www.trafficwatchni.com), radio broadcasts and our traffic information telephone line 08457123321.

## **Improving the Road Network**

To support the Government's objective to ensure that our roads are of a standard capable of producing reduced and more reliable journey times we will promote a programme of increased investment to improve the strategic road network, giving priority to the key transport corridors.

Within Southern Division work on schemes is programmed in line with the 10 year Investment Strategy for Northern Ireland (ISNI) which was endorsed by the Assembly in January 2008.

Road safety is paramount in all we do and we will continue to implement a programme of safety engineering measures, consisting of collision remedial schemes and traffic calming. We will also implement a programme of Safer Routes to Schools combining engineering measures with education and awareness.

We will continue to improve the local road network by implementing a number of minor works schemes, by improving the extent of our street lighting and by strengthening our bridges to modern day standards.

## TRANSPORT NI FUNCTIONS

### Winter Service

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 33 gritters and over 70 personnel were available to salt approximately 1760 km of main roads. We aim to complete this in just over 3 hours which is an immense logistical exercise. There were approximately 98 call-outs this year, using around 18,000 tonnes of salt, at a cost of just under £20,000 per call-out to treat all roads on the salting schedule.



**A Snow Blower in operation within Southern Division.**

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

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



including our winter service leaflet, can be found on our website along with advice on driving in poor weather conditions.

## **Development Control and Private Streets**

We contribute to the Planning (NI) Order 1991 town and country planning process with the provision of transportation and roads related advice to DOE Planning and the Newry Mourne and Down Council Planning Office.

New housing developments that have been 'determined' and which will eventually be adopted and maintained must be built to a standard acceptable to the Department. We supervise the construction of these streets at various stages to ensure they meet the required standard.

We also work closely with the Council Planning Office on its Development Plans which are the basis against which future development applications are considered.

## **Car Parking**

On the 1 April this year Transport NI transferred 37 car parks to Newry, Mourne and Down District Council. Transport NI and the Council are working together to provide a suitable enforcement service over the next 18 months when Council will then decide on future enforcement arrangements.

In all of our towns and cities, parking restrictions are in place to manage traffic, to reduce congestion and to improve road safety. We work in partnership with our service provider, NSL, to enforce parking restrictions and ensure compliance with on and off-street parking regulations.

## **Emergency Response Service**

We have procedures in place to assist with roads related emergency incidents ensuring a (24/7) response, 24 hours a day, 7 days a week. We are also committed to co-operating with and assisting the blue light services and other statutory agencies, as far as practical, to ensure that quick and appropriate responses are made to incidents.

Our emergency response procedures are supported by a well established reporting system to gather operational information from

across Northern Ireland during an emergency. These arrangements feature a Roads INCIDENT Desk that assesses new and follow-up incident reports received across Northern Ireland and forwards them to the Press Office, Private Office and Senior Managers. A lead communicator is available out of hours all year around to ensure that the latest news on road conditions is available to the travelling public.

## **Street Works**

The Northern Ireland road network is a major public asset and is valued at over £32 billion, below which runs a complicated network of pipes and cables. This underground apparatus delivers key services to the public including water supply, waste water disposal, electricity, gas and telecommunications. For that reason Parliament has given utility companies the right to open the public road to place or maintain their equipment.

Transport NI works closely with utility companies through the Northern Ireland Road Authority and Utilities Committee to minimise disruption caused by street works and ensure better quality reinstatements through co-operation and co-ordination and through implementation of agreed codes of practice.

## **Bridge Strengthening**

Each year, we have a significant program to strengthen our bridges. This includes repairs to rectify damage to bridges caused by severe weather conditions.

## **Street Lighting**

We provide and maintain street lighting on all adopted thoroughfares within urban and, in certain circumstances, on rural roads.

To reduce light pollution and improve energy conservation, we have specified modern efficient lanterns for all our new and upgrading schemes. We have also focused on the selection of appropriate lighting design levels for new schemes and have conducted a number of energy conservation trials including replacing existing luminaires with luminaires of lower wattage output and improved optical performance.



## Local Transport and Safety Measures

Each year we implement a range of measures to improve the safety and efficiency of the road network. Schemes include:-

- Collision Remedial measures at specific sites;
- Traffic Calming measures;
- Provision of new footways & other improvements for pedestrians;
- Provision of new cycle lanes;
- School Safety Zones;
- Controlled Pedestrian Crossings;
- Traffic Management measures; and
- The use of Intelligent Transport Systems to provide traffic control and travel information to road users

We also undertake a number of Minor Road Improvements which include junction improvements and general carriageway realignment.

## Our Customers

We provide a quality customer service by:-

- Supplying up-to-date information through our publications, our website [www.drdni.gov.uk](http://www.drdni.gov.uk) and at various shows and exhibitions;
- Listening to customer needs; and
- Remaining open, transparent and visible at all times

We publish a range of information on the services we provide and specific road schemes. Our free newspaper, "On the Move", is published twice a year and distributed through local offices, and public libraries.

We provide up-to-date travel news through our travel information website [www.trafficwatchni.com](http://www.trafficwatchni.com) and our travel hotline on 08457 123321. The information is updated at 10 minute intervals and broadcast on BBC Radio Ulster during peak times.

During the development phase of major roads projects, we consult with a wider range of stakeholders, including elected representatives and the public and particularly those likely to be directly affected by the works. We hold exhibitions at local venues and inform the public through press articles, leaflet drops and individual visits as necessary.

## 2.0 STRATEGIC ROUTE IMPROVEMENTS

**Principal Engineer-** **Eoghan Daly (02838 32 0368)**  
[TransportNI.Southern@drdni.gov.uk](mailto:TransportNI.Southern@drdni.gov.uk)



**Eoghan is supported by the following staff:**

**Brian McClelland** [TransportNI.Southern@drdni.gov.uk](mailto:TransportNI.Southern@drdni.gov.uk)

**Marlborough House, Central Way**  
**(02838 320 188)**

Responsibilities include:

- A28 Armagh East Link;
- A3 Armagh North & West Link;
- A1 Junctions Phase 2 and,
- Structures in Southern Division.



**Neville Dynes** [TransportNI.Southern@drdni.gov.uk](mailto:TransportNI.Southern@drdni.gov.uk)

**Marlborough House, Central Way**  
**(02838 320 378)**

Responsibilities include:

- A24 Ballynahinch Bypass,
- A99 Extension to Millennium Way and;
- Newry Southern Relief Road.



## 2.1 NEW WORKS

### Schemes planned for 2015/16 and onwards



<b><i>SCHEME DESCRIPTION</i></b>
<p><b>A24 Ballynahinch Bypass</b></p> <p>Ballynahinch Bypass is currently being progressed through Stage 3 of the scheme assessment process, which includes the Statutory Procedures.</p> <p>The draft Direction Order, draft Vesting Order and Environmental Statement were published during the week commencing 23 March 2015.</p> <p>The publication of these documents was followed by a statutory 8-week consultation process to allow the public the opportunity to support, object and comment on the Environmental Statement or the published draft Orders.</p> <p>As part of this consultation period, which closed on 19 May, a Statutory Orders Exhibition was held in April in the Market House, Ballynahinch, with over 500 attendees.</p> <p>A number of objections were received to the draft statutory orders and it is likely a Public Inquiry will be convened to determine if the scheme should go ahead as planned. It is envisaged that if required a Public Inquiry would be held early in 2016.</p> <p>Progression onto TransportNI's Construction Programme remains subject to the bypass proposal clearing these statutory procedures, continuing to have a satisfactory economic appraisal and is dependent on funding made available in future budget settlements.</p>
<p><b>Newry Southern Relief Road</b></p> <p>Newry Southern Relief Road was moved into TransportNI's Forward Planning Schedule in February 2015.</p> <p>Work has subsequently commenced on the Stage 1 Preliminary Options Scheme Assessment. This work involves updating key project information and as part of this work Traffic Surveys were undertaken in May 2015.</p> <p>The Trans-European Transport Network (TEN-t) project application for funding was submitted to the European Commission for consideration in February 2015. It is hoped that this bid will be successful in attracting additional funding to help with the scheme development.</p>




<b>SCHEME DESCRIPTION</b>
<p><b>Newry Southern Relief Road (Cont'd)</b></p> <p>Archaeological investigations of the tree ring features / sconces located on the side of Fathom Mountain were completed in December 2014. Although the final report of these investigations has not yet been received the interim findings indicate that no significant archaeological objects were identified. The findings of this work must be confirmed to the satisfaction of the Northern Ireland Environment Agency.</p> <p>Progress of the scheme remains dependent upon a number of factors including; the proposal clearing the statutory procedures, continuing to have a satisfactory economic appraisal and the funding made available in future budget settlements.</p>
<p><b>A7 Rowallane to Doran's Rock</b></p> <p>Design work for this proposal is expected to be complete by the Autumn of 2015.</p> <p>An Environmental Assessment is currently being undertaken to help to inform the design of the proposal and a geotechnical investigation is also programmed to be carried out in June 2015.</p> <p>Land, much of which is agricultural but includes some that is residential, will be required from adjacent land owners and a vesting order will be required.</p> <p>Progression of the scheme will be dependent upon the scheme clearing any necessary statutory procedures and the availability of funding in future budget settlements.</p>

## 2.2 MAINTENANCE OF STRUCTURES

### 2.2.1 Structures Strengthening Schemes Completed 2014/15

Structures Strengthening		
<b>Oldtown Road, Cullyhanna</b> Bridge replacement		<b>Bridge No. 41310</b>
<div>   </div>		
Other Bridges strengthened during the period -		
Bridge No	Name	Area
41536	Crossan Bridge, Old Newry Road, Rathfriland	N,M&D
40285	A2, Mullagh Bridge, Ballymartin, Kilkeel	N,M&D
41370	Blaney Rd, Crossmaglen	N,M&D
40498	Kilkeel Rd, Hilltown	N,M&D
41536	Crossan Rd, Old Newry Rd, Newry	N,M&D

## 2.2.2 Structures Strengthening Schemes Proposed 2015/16

Structures Strengthening	
<b>Ballyfannaghan Bridge, Cullyhanna</b> Bridge replacement	<b>Bridge No. 41309</b>
 <p>View of the excavation for the new Bridge.</p>	
<b>Quay Rd, Downpatrick.</b> Strengthening of the abutments, arch and rebuild of parapet wall.	<b>Bridge No. 50036</b>
<b>Woodgrange Rd, Loughinisland</b> New Invert to bridge	<b>Bridge No. 50126</b>
<b>Moneycarragh, Castlewellan Rd, Clough</b> New stone pitching Invert to bridge	<b>Bridge No. 50349</b>
All other bridges are inspected routinely. This generates an ongoing programme of repairs to bridges and other structures.	

## 2.2.3 Structures Maintenance Schemes Completed 2014/15



Structures Maintenance	
<b>Moneylane Rd Dundrum</b>	- Parapet repairs and vegetation removal
<b>Drumboniff Rd Hilltown</b>	- Parapet repairs
<b>Various Seawall repairs within the Council Area</b>	



## 2.2.4 Structures Maintenance Schemes Proposed 2015/16

Structures Maintenance	
<b>Ballyvally Road, Mayobridge</b>	- Retaining Wall repairs
<b>Drumghlis Rd, Crossgar</b>	- Retaining Wall repairs
All other bridges are inspected routinely. This generates an ongoing programme of repairs to bridges and other structures	

## 2.2.5 Vehicle Restraint Systems Completed 2014/15

Vehicle Restraint Systems	
<b>Flagstaff Road, Newry</b> New VRS installed.	
 <p>The start of the new VRS on Flagstaff Road</p>	 <p>A section along the new length installed</p>
Other VRS Schemes completed within 2014/15	
Scheme -	Area
A2 Warrenpoint Road Dual Carriageway	N&M
A28 Armagh Road, Newry	N&M
Belfast Road, Downpatrick	Down
Belfast Road, Downpatrick (at Quoille River)	Down
A2 Kilkeel Road, Ballagh – complete April 2015	Down

### 3.0 TRAFFIC AND NETWORK DEVELOPMENT

**Principal Engineer-**

**James Kelly (3832 0001)**  
[traffic2.south@drdni.gov.uk](mailto:traffic2.south@drdni.gov.uk)



**James is supported by the following staff:**

**David Ewing (Tel: 3834 1144)** [traffic2.south@drdni.gov.uk](mailto:traffic2.south@drdni.gov.uk)

**SENIOR ENGINEER for  
Traffic and Network Development**

David's team is responsible for:

- Network Development
- Traffic Management
- Collision Remedial
- Traffic Calming
- Bus Priority Measures
- Pedestrian Measures
- Cycling Measures
- Temporary Road Closures
- Land Acquisition



**Ned Shannon (Tel: 3834 1144)**  
[traffic2.south@drdni.gov.uk](mailto:traffic2.south@drdni.gov.uk)

Traffic & Network Development Engineer



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Traffic & Network Development Engineer





## LOCAL TRANSPORT and SAFETY MEASURES

Southern Division will invest around £1.5 million this year in our LTSM programme to improve road safety and encourage local transport use including:

- Minor Works and Micro Schemes
- Collision Remedial
- Traffic Calming
- Traffic Management
- Pedestrian Measures
- Safer Routes to School
- Lay-bys and Bus Bays
- Legislation

### 3.1 MINOR WORKS

#### 3.1.1 MINOR WORKS - Schemes Completed 2014 / 2015

SCHEME DESCRIPTION	
<p><b>B8 Hilltown Road, Mayobridge at House No. 25 (Murphy's Corner)</b></p> <p>Work on this scheme to improve safety and traffic progression by realigning this bend known as Murphy' Corner was completed in May 2015.</p> <p>Initial observations would indicate that the work has provided extensive benefits for drivers on this busy stretch of the B8 Hilltown Road.</p>	
 <p>Before</p>	 <p>During</p>



## SCHEME DESCRIPTION

### U5022 Creggan Road, Mountnorris

Work on this scheme to provide localised carriageway widening was completed in late January 2015.



### C278 Loughinisland Road / Tareesh Lane, Annacloy

Work on this scheme to provide improved visibility along the Loughinisland Road at its junction with Tareesh Lane plus localised road widening and realignment of the bend was completed in March 2015.



Early observations would indicate that the work has provided extensive benefits for drivers on the busy C278 Loughinisland Road.




Before




After

SCHEME DESCRIPTION	
<p><b>C290 Magherhamlet Road / Dunmore Road, Spa</b></p> <p>Work on this scheme to improve visibility at this crossroads for drivers exiting the minor roads onto the C290 plus improved awareness of the junction for motorist on the main road was completed in May 2015.</p> <p>Early observations would indicate that the work has provided extensive benefits for drivers at this junction.</p>	
	
Before	After

### 3.1.2 MINOR WORKS - Schemes planned for 2015/16

SCHEME DESCRIPTION	
<p><b>B7 Milltown Street, Burren</b></p> <p>This scheme will provide a 350m footway extension along Milltown Street from Donaghaguy Road to the local supermarket.</p> <p>The land for this scheme has been successfully acquired and consultation with affected landowners to discuss proposed accommodation works is ongoing.</p> <p>We aim to commence work on site late summer 2015.</p>	



<b>SCHEME DESCRIPTION</b>	
<p><b>B30 Crossmaglen Road / Longfield Road, Camlough, Newry</b></p> <p>This scheme aims to provide enhanced safety with the provision of high friction carriageway surfacing and road markings at this bend on the Crossmaglen Road at Longfield Road junction.</p> <p>We aim to start work on site July 2015.</p>	

### 3.1.3 MINOR WORKS - Schemes planned for beyond 2016/17

<b>SCHEME DESCRIPTION</b>	
<p><b>U318 Vianstown Road / Bishops Brae Road, Downpatrick</b></p> <p>This scheme aims to provide improved visibility at this junction and improvements to the junction radii and localised carriageway widening.</p> <p>A proposal for a replacement dwelling at this already constrained site has required further design to reduce the impact on the proposed site close to the junction.</p> <p>We aim to start work on site, during the 2016/17 financial year subject to the availability of finance and successful land acquisition.</p>	
<p><b>DEVELOPER LED SCHEMES IN THE MOURNE AREA</b></p> <p>Progress on the following schemes will remain on hold until the full extent of related private developer proposals is known. The schemes will be reviewed annually for consideration for inclusion in our Priority List for the Newry and Mourne District Council area.</p>	
<p><b>U6217 Mill Road, Kilkeel</b> Footway link along Mill Road, Kilkeel.</p>	
<p><b>U6539 Kitty's Road, Kilkeel</b> Junction Visibility improvement and footway provision.</p>	



### 3.1.4 MINOR WORKS - Micro Schemes completed 2014 / 2015

Micro Schemes are typically low level engineering works undertaken by the local section office at the request of colleagues in Network Development.

SCHEME DESCRIPTION
<p><b>U251 Struell Wells Road, Downpatrick</b></p> <p>This scheme involved creating formalised passing areas and road widening along the roadway. It was completed in October 2014.</p> <div data-bbox="236 665 783 1072" data-label="Image"> </div> <div data-bbox="847 665 1394 1072" data-label="Image"> </div> <p>Two views of Struell Wells Road after the road widening exercise was completed.</p>

### 3.1.5 MINOR WORKS - Micro Schemes proposed 2015/2016

SCHEME DESCRIPTION
<p><b>U1226 Slievegrane Road, Downpatrick</b></p> <p>This scheme will involved creating formalised passing areas along the roadway.</p>

### 3.2 COLLISION REMEDIAL - Schemes Completed 2014 / 2015

SCHEME DESCRIPTION
<p>There are no collision remedial schemes identified for this financial year. A further review will be carried out later this year when updated collision data is received from the PSNI.</p>

### 3.3 TRAFFIC CALMING

#### 3.3.1 TRAFFIC CALMING - Schemes proposed 2015/16

<i><b>SCHEME DESCRIPTION</b></i>
<p><b>Traffic Calming</b></p> <p>The programme for the completion of Traffic Calming measures has been finalised for the Newry, Mourne and Down Council Area for the next two years.</p> <p>This year, subject to the available finance and the successful outcome of the consultation process, TransportNI plan to carry out traffic calming Schemes at the following locations:</p> <p><b>2015/16</b></p> <ol style="list-style-type: none"> <li>1. College Square, Bessbrook</li> <li>2. Martins Lane, Newry</li> </ol> <p><b>2016/17</b></p> <ol style="list-style-type: none"> <li>1. B175 Ballylough Road Annesborough, Castlewellan</li> <li>2. A25 Dublin Road /A50 Bann Road Castlewellan</li> </ol>

### 3.4 TRAFFIC MANAGEMENT

#### 3.4.1 TRAFFIC MANAGEMENT - Schemes Completed 2014 / 2015

<b><i>SCHEME DESCRIPTION</i></b>
<p><b>Collins Corner, Downpatrick – Proposed Junction Improvement</b></p> <p>The delivery of this scheme has been delayed. An alternative design is currently being developed for this junction improvement scheme; this followed the completed geotechnical survey of the hospital site and existing embankment. Design work is continuing to negate land requirements and address topography issues to secure a suitable design.</p> <p>It is hoped that a final design layout can be agreed upon completion of the Downpatrick Traffic Study.</p>

#### 3.4.2 TRAFFIC MANAGEMENT - Schemes proposed 2015/2016

<b><i>SCHEME DESCRIPTION</i></b>
<p><b>Downpatrick Traffic Study</b></p> <p>TransportNI are continuing to engage with our partnering consultants, AMEY Ltd, to complete a robust study for the town. Surveys are currently underway to provide the most up-to-date information on where traffic is coming from and going to within the town.</p> <p>A full review of all recent traffic studies will ensure the best option for traffic progression through the town can be progressed. This review will include the Down District Council Town Centre Masterplan document.</p> <p>There will be no unnecessary delays in the completion of this important work, when full details are known, a meeting with key stakeholders, including the Council will be arranged.</p>



### SCHEME DESCRIPTION

#### Langley Road Estate, Ballynahinch – Proposed Pilot 20mph Speed Limit

Langley Road Estate Ballynahinch has been selected by TransportNI as one of a number of province wide ‘signed only 20mph speed limit’ sites.

TransportNI has completed public consultations with all local residents in Langley Road Estate, the results of which indicated a high level of support for the proposal to introduce a signed only 20mph speed limit to the residential streets of Langley Road Estate.

The necessary legislation required to introduce a reduced 20mph speed limit is currently being prepared

### 3.4.3 TRAFFIC MANAGEMENT - Road Markings completed 2014/15

### SCHEME DESCRIPTION

- 2 No. SLOW road markings Chapel Hill, Burren
- 1 No. SLOW road marking Tamnaharry Road, Burren
- 1 No. Giveaway marking plus centreline, Carrigans Pass
- 1 No. SLOW road marking Lough Road
- 1 No. SLOW road marking Maytown Road, Bessbrook
- 1 No. T bar road marking Main Street, Hilltown
- 2 No. SLOW road markings Lissummon Road, Newry
- 1 No. SLOW road marking Hilltown Road, Rathfriland
- 1 No. SLOW road marking Sandbank Road, Rostrevor
- 1 No. SLOW road marking B8 Hilltown Road
- 1 No. Give Way markings at Mourneview Park, Kilkeel
- 2 No. “T-bar” No parking road markings at Charlemont Square, Bessbrook
- 6 No. “T-bar” No parking road markings at Saint Clares avenue, Newry
- 2 No. Hatched no parking road markings at Charlemont Square, Bessbrook
- 1 No. SLOW road marking B7 Bavan Road Mayobridge
- 1 No. “T-bar” No parking road markings at Springfield Road, Warrenpoint
- 1 No. Central hatched markings & right turning pocket, A25 Mill Hill / Station Road, Castlewellan.
- 1 No. Double Yellow Lines, Mini-Roundabout - junction of Comber Street / Demesne, Saintfield.
- 1 No. Double Yellow Lines, WIN Business Park Canal Quay, Newry.

### 3.4.4 TRAFFIC MANAGEMENT - Road Markings proposed 2015/16

<b>SCHEME DESCRIPTION</b>
<ul style="list-style-type: none"> <li>• Central Ladder Markings A28 Armagh Road / Jockeys Brae Road Junction, Newry</li> <li>• Renewal / upgrading lines and markings in Mayobridge at B8 Newry Road and Chapel Hill Road</li> <li>• Right-Turning Lane A27 Mill Hill Road / Station Road, Castlewellan</li> <li>• 2 No. SLOW road markings at Fane Valley Park, Aughnagurgan Road, Newtownhamilton</li> <li>• 1 No. SLOW road Marking B8 Hilltown Road Cabra at St. Mary's Terrace</li> <li>• 1 No 30mph Roundel on B8 Castlewellan Road, Hilltown</li> <li>• 1 No 30mph Roundel on B8 Newry Road, Hilltown</li> <li>• 1 No Keep Clear markings at Old Town Docks, Warrenpoint.</li> <li>• 2 No School Keep Clear road markings at St Joseph's High School, Crossmaglen</li> <li>• 1 No School Keep Clear road markings at Southern regional College, Greenbank Campus Newry</li> </ul>

### 3.4.5 TRAFFIC MANAGEMENT – Traffic Signs completed 2014/15

<b>SCHEME DESCRIPTION</b>
<p>1 No. Junction left warning sign, Lissummon Road, Newry  1 No. Junction right warning sign, Lissummon Road, Newry  1 No. Junction right warning sign, Maytown Road, Newry  2 No. Bend warning signs Bridge Road, Burren  2 No. Bend warning signs Bridge Road, Burren  1 No. Giveaway sign yellow backing Tamnaharry Road, Burren  1 No. Staggered warning sign Newry Road, Drumintee  1 No. Newry / Forkhill direction sign Mountain Road, Drumintee  1 No. Junction left warning sign A25 Newtown Road, Camlough  2 No. Staggered warning signs Newry Road, Mayobridge  2 No. Double bend warning signs A25 Finnard Road, Rathfriland  1 No. Junction left warning sign, Sandbank Road, Rostrevor  2 No. Enhanced 40mph signs, B7 Clea Lough Road, Shrigley, Killyleagh  1 No. Give way sign, B7 Crossgar Road / Ballylone Road, Ballynahinch  2 No. Pedestrian Warning Signs, Craigmore Road, Newry  2 No. Bend Ahead Signs, Tullyah Road, Belleek  2 No. Chevron signs, A2 Tyrella Road, Ballykinlar at St Joseph's Church  42 No. Hazard Marker Posts, Tullyah Road, Belleek  2 No. Enhanced Chevron Sign, Carrickrovaddy Road, Newtownhamilton  1 No. Chevron Sign, Carrickrovaddy Road, Newtownhamilton  2 No 'Reduce Speed Now' Marker Plates, Carrickrovaddy Road,</p>



#### Newtownhamilton

29 Hazard Marker Posts, Mill Road, Bessbrook

2 No. Hazard Marker Posts, on Derryboy Road, Crossgar

1 No. Give way sign, Grange Meadows, Kilkeel

4 No. Mini Roundabout Ahead signs, Grange Meadows, Kilkeel

1 No. Give way sign, Ballylone Road, Ballynahinch

1 No. No Through Road for vehicular traffic, on Churchfield Heights, Castlewellan

2 No. No Entry For Vehicular Traffic Signs on Old A1 Belfast Road, Newry

2 No. No Entry For Vehicular Traffic Signs on A1 jct Moneymore Road, Newry

1 No. Hidden Dip Warning Sign on Greenan Road, Warrenpoint

1 No. 30 mph Speed Limit Sign on Ballyvally Road, Mayobridge

### 3.4.6 TRAFFIC MANAGEMENT – Traffic Signs proposed 2015/16

#### ***SCHEME DESCRIPTION***

- 2 No Pedestrian Warning Signs at Fane Valley Park, Aughnagurgan Road, Newtownhamilton
- 2 No. Children to school warning sign B8 Hilltown Road Cabra at St. Mary's Terrace
- 1 No. Junction right warning sign B8 Hilltown Road Cabra at St. Mary's Terrace
- 1 No. Junction left warning sign, Green Road / Chapel Road intersection at junction leading to Father Cullen Park, Bessbrook
- 1 No. Children to Playground warning sign at John Martin Street, Newry



### 3.4.7 TRAFFIC MANAGEMENT – Accessible Parking Bays Provided 2014/15

SCHEME DESCRIPTION	
15, Killeavey Road Newry	59a Boat Street Newry
36, Springfield Road Warrenpoint	9, Killeavey Road, Noorey's Meadow, Newry
31, Dublin Road Newry	
	

### 3.4.8 TRAFFIC MANAGEMENT – Accessible Parking Bays Proposed 2015/16

SCHEME DESCRIPTION
<b>Accessible Parking Bays Proposed</b> 11 Castleblaney Street, Newtownhamilton Newry
Please Note: - Proposals are subject to public, local authority and PSNI consultations and without objection, enables the respective legislation to be invoked, revoked or amended.

### 3.4.8 TRAFFIC MANAGEMENT – Removal of Accessible Parking Bays 2014/15



SCHEME DESCRIPTION	
6, Thomas Street Newry Warrenpoint	30, Springfield Road

### 3.4.9 TRAFFIC MANAGEMENT – Proposed removal of Accessible Parking Bays 2015/16

<b>SCHEME DESCRIPTION</b>
<p><b>Proposed removal of Accessible Parking Bays</b>                      There are currently no Accessible Parking Bays proposed for removal. The situation is kept under review.</p>
<p>Please Note: - Proposals are subject to public, local authority and PSNI consultations and without objection, enables the respective legislation to be invoked, revoked or amended.</p>

## 3.5 PEDESTRIAN MEASURES

### 3.5.1 PEDESTRIAN Measures - Completed 2014 / 2015

<b>SCHEME DESCRIPTION</b>
<p><b>A7 Saintfield Road at Killbawn Road, Crossgar</b></p> <p>Work on this scheme to provide a section of footway link from Killybawn Road to the bus stop located on the main A7 Saintfield Road was completed in February 2015.</p> <p>This scheme has improved accessibility and road safety for pedestrians and bus commuters.</p> <div>   </div> <div> <p>View along the A7 prior to work commencing following completion of works</p> <p>View</p> </div>



### **SCHEME DESCRIPTION**

#### **Shimna Road Newcastle**

Works were completed during April 2014.

Existing footways have been widened on both sides along the entire Shimna Road (from its junction with Bryansford Road to junction with Causeway Road), in conjunction with resurfacing works and provision of new street lighting scheme.



The newly widened footways along both sides of Shimna Road at the end of resurfacing works

#### **Shimna Road Newcastle**

An additional controlled pedestrian crossing has been provided between Castle Park and Island Park to enhance pedestrian facilities between both parks. A delay has been incurred establishing an electrical supply to these lights and it is hoped this work can be completed in the coming weeks.


### **3.5.2 PEDESTRIAN Measures – proposed 2015/2016**

### **SCHEME DESCRIPTION**

#### **Belfast Road, Newry at Ardmore PSNI**

Work is progressing on a controlled pedestrian crossing on the Belfast Road adjacent to the PSNI Station.




<b>SCHEME DESCRIPTION</b>	
<b>Downshire Road Newry at Church Avenue</b>  It is proposed to install an un-controlled pedestrian crossing facility on Downshire Road adjacent to Church Avenue.	
<b>Saul Street, Downpatrick</b>  Work is proposed to commence on the installation of a Puffin Crossing in mid summer subject to availability of finance.	
<b>B8 Newry Road / Yellow Road, Hilltown</b>  Extension of existing footway on the Hilltown Road.	
<b>St. Killian's Park Lower, Kingsmill Road, Whitecross</b>  Provision of a pedestrian footway on grass area.	
<b>Milltown Street Burren</b>  This road improvement scheme mentioned earlier in the report also includes 350m of footway. Subject to final agreement with residents it is anticipated that this scheme will start during the summer in 2015.	

### 3.6 SAFER ROUTES TO SCHOOL

#### 3.6.1 SAFER ROUTES TO SCHOOL - Completed 2014/15

SCHEME DESCRIPTION	
<p><b>Chapel Hill Road, Mayobridge</b></p> <p>Work has been completed to substitute existing "School" warning signs with enhanced high profile flashing amber light signs on both approaches to the school.</p> <p>This work was completed in April 2015</p>	
<p><b>B175 Ballylough Road, Annesborough at Annesborough Integrated Primary School</b></p> <p>Work has been completed to substitute existing "School" warning signs with enhanced high profile flashing amber light signs on both approaches to the school.</p> <p>This work was completed in April 2015.</p>	
<p><b>Church Avenue Newry</b></p> <p>Work has been completed to substitute existing "School" warning signs with enhanced high profile flashing amber light signs on both approaches to the school.</p> <p>This work was completed in April 2015.</p>	

### 3.6.2 SAFER ROUTES TO SCHOOL – Proposed 2015/16

<b>SCHEME DESCRIPTION</b>	
<b>Hilltown</b>  Work is currently on-going to provide an additional “Patrol” warning signs with enhanced high profile flashing amber light signs at St Patrick’s Primary School.	
<b>John Street, Downpatrick at St Mary’s High School</b>  Work is currently on-going to provide an additional “Patrol” warning signs with enhanced high profile flashing amber light signs at John Street.  This additional sign will complement the existing flashing signs located on both Ardglass Road approaches to the school.	 <p>Proposed additional SRS measures</p>

<b>SCHEME DESCRIPTION</b>
<b>Clonalig Primary School 120 Concession Road, Crossmaglen, Co. Armagh</b>  TransportNI plan to implement a part time speed limit of 20mph outside the school (times to coincide with drop-off / pick-up times).  It is proposed to progress the necessary legislation this year with a view to starting work on the ground in the current financial year, subject to satisfactory completion of the necessary legislative process.



### 3.7 LAY-BYS AND BUS BAYS - Completed 2014 / 2015

#### SCHEME DESCRIPTION

##### A7 Belfast Road / New Bridge Street, Downpatrick

Work on this scheme to improve traffic progression and road safety for drivers on the A7 approach to Downpatrick by lengthening the existing left turn lane and providing a dedicated bus lay-by was completed in March 2015.

Early observations would indicate that the work has provided extensive benefits for drivers and public transport.



Before



After

##### Legmoylin Road, Silverbridge

It is proposed to provide a bus stop hard-standing area on the Legmoylin Road close to the Silverbridge Road junction.

Work on this scheme to provide a bus stop hard-standing area on the Legmoylin Road close to the Silverbridge Road junction was completed in Autumn 2014.

This scheme has improved accessibility and road safety for bus commuters.



### 3.8 LEGISLATION

#### 3.8.1 LEGISLATION - Waiting restrictions provided 2014/15

SCHEME DESCRIPTION
<p>Newcastle Street, Kilkeel - Working Day Restriction  Greencastle Street, Kilkeel - Working Day Restriction  Main Street, Hilltown - Working Day Restriction</p> <p>Merchants Quay (Frances Street junction to Sugar Island) -  Working Day restriction and No Waiting at anytime (in relation to proposed Public Realm scheme)</p> <p>Hospital Road, Newry - No waiting at anytime  Dock Street, Warrenpoint - No waiting at anytime  Thomas Street, Newry - No waiting at anytime</p>

#### 3.8.2 LEGISLATION - Waiting restrictions proposed 2015/16

SCHEME DESCRIPTION
<p>Drumalane Rd, Newry - Extension of existing waiting restrictions</p> <p>Please Note: - <i>Proposals are subject to public, local authority and PSNI consultations and without objection, enables the respective legislation to be invoked, revoked or amended.</i></p>

#### 3.8.3 LEGISLATION – Traffic Orders proposed 2015/16

SCHEME DESCRIPTION
<p>Barcroft Park, Newry – One Way Order</p> <p>Please Note: - <i>Proposals are subject to public, local authority and PSNI consultations and without objection, enables the respective legislation to be invoked, revoked or amended.</i></p>



### 3.9 CYCLING PROVISION

#### Schemes Completed in 2014/15

<b><i>SCHEME DESCRIPTION</i></b>
<p><b>New Cycle Tracks Provided</b></p> <p>There were no cycling schemes completed during the period of this report.</p>

### 3.10 LANDS

Our lands team are responsible for a range of lands related activities:

- The acquisition of land required for all road schemes
- Land ownership queries
- Abandonment of land no longer required for public use
- Negotiating agreement with landowners affected by road schemes and liaising with Lands and Property Services
- Dealing with Part 2 claims arising from road schemes
- Land transfers including the recent handover of car parks to the new councils

### 3.11 STRANGFORD FERRY 2014/2015 Progress Report

<b><i>SCHEME DESCRIPTION</i></b>
<p><b>GENERAL LEVEL OF SERVICE</b></p> <p>In general the ferry service has operated smoothly during the year 1 April 2014 to 31 March 2015. Of a total of 22,152 scheduled sailings, 156 were cancelled because of weather conditions (132 fog and 24 storm). A further 39 sailings were cancelled due to mechanical breakdowns and 62 because of industrial action. This represents an overall reliability of 98.84%.</p>
<p><b>NEW FERRY PROJECT</b></p> <p>A contract has been awarded to Cammell Laird, Liverpool and design of the new ferry is underway. Anticipated delivery date is August 2016.</p> <p>In preparation for the new ferry some works to the harbour and the Strangford slipway are planned for autumn 2015. While there may be some impact on passengers every effort will be made to keep disruptions to minimum.</p>
<p><b>NON-PAYMENT PROCEDURES</b></p> <p>Passengers unable to pay on board the ferry are issued with a non-payment report and are required to pay the full fare within one week of travel. Reminder letters have been issued to passengers with several outstanding fares. It is an offence under the Roads Order to travel with the intention of not paying the required fare. The Department will consider taking legal action to recover unpaid fares.</p>



## 4.0 NETWORK MAINTENANCE

**Principal Engineer-**

**Arnold Hamilton (3832 0001)**

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**Arnold is supported by the following staff in the Newry Mourne and Down WEST Section Office:**

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### **SECTION ENGINEER – Cindy Noble (3025 3333)**

Cindy's team is responsible for contacts with the public and elected representatives, highway inspections, resurfacing, responsive repairs, routine maintenance, winter gritting, road opening consents and licences, public liability claims and liaison with utility companies.

### **ASSISTANT SECTION ENGINEER (WEST)**

**Enda Mc Ateer (4066 2466)**



### **ASSISTANT SECTION ENGINEER (EAST)**

**Kevin McCartan (3025 3333)**





**Arnold is also supported by the following staff in the Newry Mourne and Down EAST Section Office:**

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**SECTION ENGINEER – Stephen Duffy (4481 2612)**

Stephen's team is responsible for contacts with the public and elected representatives, highway inspections, resurfacing, responsive repairs, routine maintenance, winter gritting, road opening consents and licences, public liability claims and liaison with service utility companies.

**ASSISTANT SECTION ENGINEER**

**Hugh Morgan (4481 2612)**



**Network Maintenance Support**

**Robert Twinem (3832 0085)**

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Robert is based in our Divisional HQ at Marlborough House and has responsibility for Divisional Statistics and Controls Assurance, Costings, Financial bids and Allocations, Contracts and EI co-ordination, Verge planting Approvals and Streetworks infringements throughout Southern Division.



## 4.1 CARRIAGEWAY RESURFACING - Completed in 2014/15

### 4.1.1 Asphalt Resurfacing – Completed 2014/15

#### Asphalt Resurfacing

Asphalt resurfacing is more appropriate to heavily trafficked roads and junctions. It can have a life expectancy of up to 20 years. During the past year we have carried out a range of complementary improvements to kerbing, drainage, and the like on asphalt schemes to enhance the value and quality of the work.

Approximately 153,150sq m were completed.

#### B112 Derramore Road (Boiler Hill) Bessbrook

This scheme which resurfaced 270m in length of Derramore Road, Bessbrook was completed in April 2014. The total area resurfaced was 1755sqm.



View to Derramore Rd after resurfacing    View along Derramore Road

#### U5098 Ardmore Park, Whitecross

The resurfacing of 235m in length of Ardmore Park, Whitecross was completed in April 2014. The total area resurfaced was 1360sqm.





## Asphalt Resurfacing

### **A28 Armagh Road Newry** **4000sq m**

A scheme to reconstruct/resurface 4000m in length of Armagh Road along with associated drainage works was completed in December 2014.

### **A27 Tandragee Road Newry** **13500sq m**

A scheme to reconstruct/resurface 1800m in length of Tandragee Road along with associated drainage works was completed in December 2014.

### **A28 Gosford Road, Newry** **5550 sq m**

A scheme to reconstruct/resurface 550m in length of Gosford Road along with associated drainage works was completed in June 2014.



Looking towards Crankey



Near Crankey

### **C227 Blaney Road, Crossmaglen** **4500 sq m**

A scheme to reconstruct/resurface 750m in length of Blaney Rd Crossmaglen along with associated drainage works was completed in June 2014. The total area resurfaced was 4500sqm.



The road at the Loughross Road junction Looking back towards Crossmaglen

## Asphalt Resurfacing

### A25 Camlough Village

4960 sq m

A scheme to reconstruct/resurface 620m in length of Camlough Village along with associated footway, drainage and other accommodation works was completed in August 2014.



Looking to Belleek



Quarter Road looking to the roundabout

### Chapel Hill, Newry

This scheme resurfaced the road and upgraded the footway. It was completed in September along with Chapel Street.



Looking towards Chapel Road



## Asphalt Resurfacing

### C333 Chapel Street, Newry

6793 sq m

A scheme to reconstruct/resurface 715m in length of Chapel Street, Newry along with associated footway and drainage works will be completed in September 2014.



Below the junction with Chapel Hill



Looking up hill from Boat Street

### C714 Green Road, Bessbrook

1788 sq m

A scheme to reconstruct/resurface 275m in length of Green Road, Bessbrook along with associated footway and drainage works was completed in August 2014.



Two views of the length of road after resurfacing works were completed



## Asphalt Resurfacing

### B133 Newry Road, Forkhill

6500 sq m

A scheme to reconstruct/resurface 1000m in length of Newry Road, Forkhill along with associated drainage works will be completed in November 2014.



Looking towards Forkhill



Looking towards Silverbridge

### C329 Greenpark Road, Rostrevor

4500 sq m

A scheme to reconstruct/resurface 750m in length of Greenpark Road, Rostrevor along with associated drainage works will be completed in October 2014.



After



### C212 Mullaghbawn Village

4200sq m

A scheme to reconstruct/resurface 600m in length of Mullaghbawn Village along with associated drainage and footway works was completed in September 2014.

### C211 Forkhill Road Mullaghbawn

6500sq m

A scheme to reconstruct/resurface 1000m in length of Forkhill Road along with associated drainage works was completed in October 2014.

## Asphalt Resurfacing

<b>C211 Church Road Forkhill</b>	<b>10400sq m</b>
A scheme to reconstruct/resurface 1600m in length of Church Road along with associated drainage works was completed in June 2014.	
<b>A2 Newry Road Kilkeel</b>	<b>5950sq m</b>
A scheme to reconstruct/resurface 700m in length of Newry Road along with associated drainage works was completed in September 2014.	
<b>B135 Carran Road Crossmaglen</b>	<b>2400sq m</b>
A scheme to reconstruct/resurface 400m in length of Carran Road along with associated drainage and footway works was completed in July 2014.	
<b>A25 Newtown Road Belleek</b>	<b>23847sq m</b>
A scheme to reconstruct/resurface 3652m in length of Newtown Road along with associated drainage and footway works was completed in Nov. 2014.	
<b>B135 Cullyhanna Road Newtownhamilton</b>	<b>10047sq m</b>
A scheme to reconstruct/resurface 1647m in length of Cullyhanna Road along with associated drainage works was completed in October 2014.	
<b>A25 Castlewellan Road Rathfriland</b>	<b>7800sq m</b>
A scheme to reconstruct/resurface 1200m in length of Castlewellan Road along with associated drainage works was completed in November 2014.	
<b>A25 Newry Road Rathfriland</b>	<b>16100 sq m</b>
A scheme to reconstruct/resurface 2300m in length of Rathfriland Road along with associated drainage works was completed in November 2014.	
<b>St Malaghy's Bungalows Killowen</b>	<b>880sq m</b>
A scheme to reconstruct/resurface 160m in length of St Malaghy's Bungalows along with associated drainage works was completed in February 2015.	
<b>Pious hill and Pious Hill Upper Annalong</b>	<b>1348sq m</b>
A scheme to reconstruct/resurface 166m in length of Pious Hill along with associated drainage works was completed in February 2015.	
<b>Crown Crescent Newry</b>	<b>707 sq m</b>
A scheme to reconstruct/resurface 110m in length of Crown Crescent along with associated drainage and footway works was completed in Feb. 2015.	
<b>Forestbrook Park Rostrevor</b>	<b>286sq m</b>
A scheme to reconstruct/resurface 52m in length of Forestbrook Park was completed in February 2015.	
<b>U6148 Upper Knockbarragh Rd Rostrevor</b>	<b>5380sq m</b>
A scheme to reconstruct/resurface 1537m in length of Upper Knockbarragh Road was completed in February 2015.	



<b>Asphalt Resurfacing</b>	
<b>Levalleyreagh Rd and Masters Lane Rostrevor</b>	<b>4080sq m</b>
A scheme to reconstruct/resurface 1200m in length of Levalleyreagh Road and Masters Lane was completed in February 2015.	
<b>Lower Knockbarragh Road Rostrevor</b>	<b>2898sq m</b>
A scheme to reconstruct/resurface 805m in length of Lower Knockbarragh Road was completed in February 2015.	
<b>Crowhill Road Newry</b>	<b>6278sq m</b>
A scheme to reconstruct/resurface 2025m in length of Crowhill Road was completed in February 2015.	
<b>U5082 Glen Rd Silverbridge</b>	<b>1780 sq m</b>
A scheme to reconstruct/resurface 413m in length of Glen Road was completed in February 2015.	
<b>Shinn Road Newry</b>	<b>16200sq m</b>
A scheme to reconstruct/resurface 3600m in length of Shinn Road was completed in Feb. 2015.	
<b>Dramalt Road Silverbridge</b>	<b>2223sq m</b>
A scheme to reconstruct/resurface 517m in length of Dramalt Road was completed in Feb. 2015.	
<b>A2 Dundrum Road, Clough</b>	<b>7300sqm</b>
This scheme involved resurfacing a section of roadway near McCaul's Tile Centre. It also incorporated new drainage and kerbing. It was completed in Jan 2015	
<b>A2 Dundrum Road, Newcastle</b>	<b>1980sqm</b>
This scheme involved resurfacing a section of roadway near the new holiday homes. It was completed in Sept 2014.	
<b>A2 Clough Road, Dundrum</b>	<b>4600sqm</b>
This scheme involved resurfacing a section of roadway near the GAA pitch. It also incorporated new drainage and kerbing. It was completed in June 2014.	
<b>A7 Belfast Road, Downpatrick</b>	<b>2190sqm</b>
This scheme involved resurfacing a section of roadway near Cotterhill Road junction. It was completed in Nov 2014.	
<b>A24 Newcastle Road, Loughinisland</b>	<b>16600sqm</b>
This scheme involved resurfacing a section of roadway from Ford's Estate to Brennan's Filling Station. It also incorporated new drainage and kerbing & a right turning lane. It was completed in June 2014.	



## Asphalt Resurfacing

<b>A21 Main Street, Saintfield</b>	<b>2160sqm</b>
This scheme involved resurfacing a section of street from Downpatrick Street to Belfast Road. It also incorporated lowering the street, new drainage and kerbing. It was completed in Aug 2014.	
<b>A21 Saintfield Road, Ballynahinch</b>	<b>7026sqm</b>
This scheme involved resurfacing a section of roadway near the lake. It also incorporated new drainage and it was completed in March 2015.	
<b>A25 Clough Road, Dundrum</b>	<b>14800sqm</b>
This scheme involved resurfacing a section of roadway from A'finn Cross Roads towards Clough. It also incorporated new drainage and kerbing. Feb 15	
<b>U6208 Shimna Road, Newcastle</b>	<b>4200sqm</b>
This scheme upgraded an uneven and cracked road surface. It also upgraded the adjacent footpaths and drainage system. It stretched from the Causeway Road to Bryansford Avenue. It was completed in May 2014.	
<b>U6202 Park Avenue, Newcastle</b>	<b>650sqm</b>
This scheme finally took place after waiting for utility work to be completed. It upgraded the carriageway and adjacent footpaths and drainage system and was completed in June 2014	
<b>U6001 Stream Street, Downpatrick</b>	<b>600sqm</b>
This scheme upgraded an uneven and cracked road surface. It stretched from St Patrick's Avenue to the roundabout. It was completed in June 2014	
<b>U6009 Fountain Street, Downpatrick</b>	<b>1200sqm</b>
This scheme upgraded an uneven and cracked road surface. It also upgraded the adjacent footpaths and drainage system. It stretched from Scotch Street to John Street. It started during the school holidays to minimise disruption and was completed in August 2014	
<b>U6900 Ardmeen Green Phase 1 and 2, Downpatrick</b>	<b>600sqm</b>
These two schemes upgraded an uneven and cracked road surface on these two areas. They were both completed in February 2015	
<b>U6009 Benderg Avenue, Downpatrick</b>	<b>600sqm</b>
This scheme upgraded an uneven and cracked road surface in this cul-de-sac. It was completed in March 2015	
<b>B2 Downpatrick Road, Annacloy</b>	<b>3800sqm</b>
This scheme upgraded an uneven and cracked road surface on the outskirts of Annacloy village. It was completed in January 2015	
<b>U6800 Mary Street, Castlewellan</b>	<b>760sqm</b>
This scheme upgraded an uneven and cracked road surface on a section of the street. It was completed in January 2015	

#### 4.1.2 Bitumen Macadam Resurfacing– Completed 2014/15

Bitumen Macadam Resurfacing	
<p>Bitumen Macadam is a more flexible material than asphalt and is used on less busy rural roads. It is more suitable for the deformation and movement, which can be expected due to weaker underlying ground conditions. As with asphalt resurfacing, we carried out a range of other improvements to add value to the work.</p>	
<p><b>U378 Raffrey Road, Killyleagh.</b></p> <p>This scheme upgraded an uneven and cracked road surface. It also upgraded the drainage system. It stretched from our boundary at Kilcarn Road junction to house No 20. It was completed in December 2014</p>	<p><b>3600sqm</b></p>
<p><b>U107 Drumnaconnagher Road, Crossgar</b></p> <p>This scheme upgraded an uneven and cracked road surface. It also upgraded the drainage system. It stretched from Drumaghlin Road junction to house No 61. It was completed in March 2015</p>	<p><b>8000sqm</b></p>
<p><b>B176 Killough Road, Downpatrick</b></p> <p>This scheme upgraded an uneven and cracked road surface. It also upgraded the drainage system. It stretched from Grange Road junction towards Downpatrick. It was completed in September 2014.</p>	<p><b>6000sqm</b></p>
<p><b>B176 Racecourse Hill, Downpatrick</b></p> <p>This scheme upgraded the road surface from Stream Street to Killough Road. It was completed in June 2014.</p>	<p><b>650sqm</b></p>
<p><b>Marshallstown Cottages, Ballynoe</b></p> <p>This scheme upgraded the road surface in this cul-de-sac off the Ballynoe Road. It was completed in July 2014.</p>	<p><b>300sqm</b></p>



## 4.1.3 Surface Dressing– Completed 2014/15

Surface Dressing		
Some roads were assessed as requiring Surface Dressing to prevent the ingress of water and restore the surface texture of the carriageway.		
Selected lengths of the following roads have been surface dressed :		
The total area programmed for treatment is almost exactly 1,000,000m2		
Route No.	Road Name	Area (m2)
U6009	Derrycraw Rd	9783
U6001	Ringclare Rd	9927
U6010	Smiths Rd	2768
C314	Donaghmore Rd	3568
B25	Kilbroney rd,Rostrevor	13800
C329	Ballyvalley Rd,M'Bridge	5000
U6127	Leitrim Rd	16155
U6182	Rath Rd,Warrenpoint	4869
U6222	Ballymageogh	7029
U6211	Leitrim Rd	10600
C315	School Rd,Ballymartin	7200
C315	Ballyveaghmore Rd	15233
U6146	Coyles Hill	6164
U6148	Upperknockbarragh Rd	5215
U6019	Brae Rd	8372
C330	Benagh Rd	2800
U6159	Betty's Hill Rd	5220
U6192	Greenan Lough Rd	8400
C333	Chapel Rd Newry	3600
C335	Ardaragh Rd	11000
C371	Greenan rd	7200
U6173	Lurgancanty Rd	4950
U6161	Lower Corrogs Rd	3600
U5302	Cargie Rd	7350
B135	Cloghoge Rd	6300
U5202	Carn Rd	10656
C224	Carrive Rd	14429
U5199	Ayallogue Rd	7006
C226	Cranny Rd	9180
U5400-U5344	Low Rd	12882
C226	Ballsmill Rd	9324
C227	Blaney Rd	13200
U5125	Outleckan Rd	8640



Surface Dressing		
Route No.	Road Name	Area (m2)
U5078	Old Armagh Rd	4730
U5158	Craigmore Rd	5320
C215	Drumnahunchin Rd	3225
U5036	Keadybeg Rd	8052
C213	Tullyherron Rd	10449
B133	Maytown Rd	12780
U5650	Ballinabee Rd	5085
C214	Kingsmills Rd	8160
U5654	Mill Rd	2806
U5061	Rathcarbery Rd	4371
U5010	Beside O,Briens	4170
U5008	Tunnell Rd	2976
U5654	High St	1155
U5253	Barkers Rd	9312
C200	Mullaghduff Rd	6479
C200	Anamaragh rd	13743
B7	Cahard Road	5589
C279	Cahard Road	17719
C282	Ballyculter Road	26594
C288	Ballykilbeg Road	10103
C289	Seaforde Road	6041
U1127	Claragh Road	4847
U117	Cloughley Road	4896
U120	Mountview Road	7811
U131	Cauley Pipe Road	4350
U146	Craig Road	11545
U152	Slievanisky Road	5277
U182	Laurelbank Road	3534
U191	Monlough Road	4207
U216	Planting Road	5152
U217	Drumena Road	5652
U227	Burren Road	10800
U246	Ballyclander Road	7622
U249	Ballystrew Road	5768
U318	Vianstown Road	20987
U337	Jericho Road	2697
U377	Templeburn Road	10136
U379	Ringdufferin Road	12682

Surface Dressing		
Route No.	Road Name	Area (m2)
U379	Ringhaddy Road	5690
U382	Tullycor Road	5980
U384	Drumnaconnell Road	4381
U529	Glenview Road	7228

## 4.2 CARRIAGEWAY RESURFACING

### 4.2.1 Asphalt Resurfacing – proposed 2015/2016

ASPHALT RESURFACING		
It is proposed to strengthen the road foundation where necessary and improve the surface with asphalt on selected lengths of the roads listed below: Total area to be resurfaced is 20930 sq m		
Route No.	Road Name	Area Sq m
C216-08	McKnights Hill	2205
U6292	Church St Newry	2025
C227	Dundalk Rd Crossmaglen	5400
U6293	Upper Damolly/Ashgrove Av	6300
A37	Concession Rd Culloville	5000
<b>A2 Main Street, Dundrum</b> This scheme will upgrade the road surface and improve texture, it will also upgrade the drainage system. The stretch is from Dunmore Construction's entrance to a point m south. It will be completed in May 2015.		
<b>A7 Downpatrick Road, Crossgar</b> This scheme will upgrade the cracked road surface and it will also upgrade the drainage system. The stretch is from the Drakesbridge Road junction to a point m towards Downpatrick. It will be completed in May/June 2015.		
<b>A 25 Bann Road, Castlewellan</b> This scheme involves raising the road and resurfacing to upgrade the road surface and it will also improve the drainage system. The stretch is adjacent to the Eurospar Supermarket. It will be completed in May/June 2015.		
<b>B 175 Spa Road, Ballynahinch</b> This scheme will upgrade the cracked road surface and it will also upgrade the drainage system. The stretch is from house No 10 to the speed limit signs at Spa Village. It will be completed during the summer of 2015.		



## 4.2.2 Surface Dressing– proposed 2015/2016





Surface Dressing		
Roads which were regulated and resurfaced over the past few years will require sealing. These roads will take priority this year. The total area programmed for treatment is 386000m <sup>2</sup> , which equates to approximately 101 kms of carriageway. In addition, a number of roads will be strengthened using bitumen macadam, in preparation for surface dressing the following year.		
ROUTE No.	LOCATION	Area Sq m
U6163	Ryanstown Rd	4892
U6209	Billy's Road	5072
U6182-1	Rath Rd,Warrenpoint	4000
U6405-1	U6405	1590
C332-2	Clonallan Rd,W'Point	9207
U6204-1	Drumsesk Rd,R'trevor	7080
U6175-1	Ballydesland Rd,Burren	9450
U6202-1	Moygannon Rd,W'Point	9100
U6178-1	Ballyrussell Rd	3223.5
U6231-1	Grove Rd,Annalong	5292
U6210-1	Ballinran Rd,Kilkeel	13335
C318-3	Tullyframe Rd,Attical	14490
C318-2	Tullyframe Rd,Attical	2295
U6402	Burren Rd	5000
U6179	Donaghaguy Rd	9508.5
U6126_01	New Line	5220
U6111_01	Ballygorian Road	8940
C330_01	Cross Road	7480
C331_01	Edentrumly Road	7623
U6165_01	Carmeen Road	5350
U6142_01	Carmeen Road	8662.5
C0335_02	Finnard road	1578.5
U6069_01	Old Newry Road	3717
U6069_01	Old Newry Road	5786
U6070_01	Ballykeel Road	4968
C321_02	Sandbank Road	10608.5
C229_02	Glen Road	9020
C339_03	Turmore Road	6900
U6074_01	Drumiller Road	7781
	Shinn School Rd	3850
U5269	Ballintemple Rd	14364
C0223	Slatequarry Rd	5085
C223	Finnegans Rd Cullyhanna	4120
U5455	Monog Rd	11550
C200-U5384	Kiltybane Rd	13644.8
U5459	Keady Rd	5754
U5424	Murrays Rd	4911.4
U5404	East Cloghoge Rd	3059.5
U5453	Foughilotra Rd	7605




U5364	Lough Rd, Silverbridge	4998
U5420	Carnally Rd	9000
U5318	Teer Rd	3000
U5301	Ballynarea Rd	4500
U5303	Bog Rd Cullyhanna	6300
C222	Skerriff Rd	4925
C203	Cortamlet Rd	4000
C200	Aughnagurgan Rd	4040
C213	Ballymoyer Rd	4224
U5123	Cold Brae Rd	7868
U5208	Glenmore Rd	14728
U5150	Carrowbane Rd	4234
C217	Chapel Rd	5740
U5011	Tunnel Rd	4368
U5056	Ballintate Rd	5739
B133	Maytown Rd	4500
C204	Lower Aghincurk Rd	8874
U5108	Divernagh Rd	9018
C203	Cortamlet Rd	4400
C276	Clay Road	2270
C288	Buckshead Road	518
C288	Buckshead Road	9094
C288	Buckshead Road	13054
C289	Drumcullen Road	170590
C289	Farranfad Road	8268
C304	Wateresk Road	10696
C325	Moneyscalp Road	13692
U0030	Riverside Road	7690
U0051	Ballymaglave Slip	435
U111	Glassdrumman Rd	11992
U116	Old Park Road	17325
U133	Drumanaghan Road	7718
U133	Drumanaghan Road	1661
U142	Ballybannon Road	8175
U144	Whitefort Road	9408
U183	Old Bridge Road	812
U329	Ballyaligan Road	7880
U330	Rathcunningham Rd	3555
U332	Clay Road	722
U332	Tullymacnous Road	1660
U343	Cluntagh Road	8434
U360	Drumgiven Road	4648



4.3 FOOTWAY RECONSTRUCTION

4.3.1 Footway Reconstruction – Completed 2014/15

SCHEME DESCRIPTION	
Reconstruction, resurfacing or minor repairs to footways have been carried out at the following locations:-	
U5338 Parkview, Newtowncloghoge 400 sq m	U6235 Pious Hill, Valley Road 400 sq m
	
B8 Main Street, Hilltown 615 sq m	U6289 Cronin Park, Newry 140 sq m
	

<p>U6272 Slieveroe Park Upper 270 sq m</p> 	<p>U6504 Forestbrook Park, Rostrevor 245 sq m</p> 
<p>U5394 Forrest Park, Drumintee 400 sq m</p>	
<p>Other Locations include:</p>	
<p>St Malachy's Park, Kilkeel Raymond Kelly Park Newry Parkview Newtowncloghoge Boiler Hill Bessbrook Green Road Bessbrook</p>	<p>Tullybrannigan Rise, Newcastle Bernagh Green, Newcastle Castlewellan Road, Newcastle Mourne Green, Newcastle Frederick Street, Killyleagh Church Hill, Killyleagh Well Lane, Killyleagh</p>
<p>Belfast Road, Ballynahinch Lisburn Street, Ballynahinch Knowles Crescent, Ballynahinch Millbrook Drive, Ballynahinch Hillhead Crescent, Ballynahinch Windmill Avenue Ballynahinch Loughside Drive, Ballynahinch Drumcloon Walk, Downpatrick</p>	<p>Lecale Park, Downpatrick Benderg Drive, Downpatrick Springvale Drive, Downpatrick Westpoint, Killough Cloncool Crescent, Kilcoo Cumber Drive, Drumaness Main Street, Dundrum Benderg Park, Ballyhornan</p>



## 4.4 DRAINAGE MAINTENANCE

### 4.4.1 Drainage Maintenance Schemes Completed 2014/15

DRAINAGE SCHEMES			
Route No.	Road Name	Route No.	Road Name
A2	Annalong Road	A2	Killowen Road
A25	Blaney Road	A25	Camlough Road
A25	Castlewellan Road	A25	Newtown Road
A28	Armagh Road	B8	Castlewellan Road (2 Locs)
B8	Hilltown Road	B78	Markethill Road
B112	Bessbrook	B112	Derramore Road
B113	Newry Road, Forkhill	B134	Tullyah Road
C174	Green Rd	C174	Lissummon Road
C200	Annamare Road	C215	Crankey Road
C217	Keggall Road, Camlough	C217	Lower Foughill Rd, Jonesboro
C219	Cottage Road, Killeen	C219	Flagstaff Road, Newry
C221	Main Street, Forkhill	C223	Carrickrovaddy Road
C224	Crieve Road, Forkhill	C314	Carrigenagh Road
C315	Ballyveaghmore Road	C315	Church Road, Kilkeel
C315	Lonstone Road	C315	Longstone village
C316	Dunnaval Road	C318	Benagh Road
C318	Tullyframe Road	C319	Ballycoshone Road
C329	Greenpark Road	C329	Levalleyreagh Road
C332	Clonallon Road	C339	Old Newry Road
C341	Shinn Road	C371	Greenan Road
U5012	Tunnell Road	U5019	Ashtree Hill
U5082	Lurgana Road	U5108	Divernagh Road
U5123	Cold Brae Road	U5138	Tullygeasy Road
U5140	Monaghan Road	U5158	Craigmore Road
U5180	Gordon's Lane, Camlough	U5190	Conns Lane
U5193	Lower Bernish Road	U5193	Seavers Road
U5195	Upper Bernish Road	U5199	Ayallogue Road.
U5210	By Bennets	U5233	Barr Road
U5237	Courtney Road	U5260	Horseshoe Lane, Camlough
U5266	Ballard Road	U5268	Tasna Road, Killeavey
U5303	Bog Road, Cullyhanna	U5339	Parkview, Newtowncloghoge
U5341	Parkview, Newtwncloghge	U5342	Ellisholding Road
U5345	Low Road, Drumintee	U5361	Planting Road, Mullaghbawn

## DRAINAGE SCHEMES

Route No.	Road Name	Route No.	Road Name
U5363	Cashel Road, Silverbridge	U5376	Cregganduff Rd, Crossmaglen
U5377	Drumill Road, Crossmaglen	U5387	Foughiletra Rd, Jonesborough
U539	Melrose Park	U5418	O'Callaghans Rd, Silverbridge
U5423	Cregganbane Road	U5424	Murrays Road
U5433	Captains Road, Forkhill	U5450	Loughross Rd, Crossmaglen
U5454	Trainor Crescent, Creggan	U5461	Coolderry Road
U5656	Cloughreagh	U5476	Annaghad Rd, Crossmaglen
U5656	J.F.K. Park	U6030	Gransha Road
U6032	Newline Road, Rathfriland	U6042	Castle Enigan Road
U6071	Ballykeel Road	U6076	Cloghanramer Road
U6081	Drumnascamp	U6126	New Line Road
U6160	Brady's Lane	U6163	Ryanstown Road
U6169	Tamnaharry Road	U6200	Sabbath Hill Rd, Ballymartin
U6202	Moygannon Road, W'point	U6211	Leitrim Road
U6230	Moneydarragh Road	U6248	Anthony's Road
U6290	Ballyholland Road	U6452	Ballynaclosa Rd, Tullydonel
U6539	Needham Court, Kilkeel	U6539	Spelga Park, Kilkeel
61 Comber Road, Killyleagh		The Nursery, Killyleagh	
Church Hill, Killyleagh		Scaddy Road, Crossgar	
Derryboye Road, Crossgar		53 -55 Killyleagh Road, Crossgar	
Station Park, Crossgar		Annacloy Road, Downpatrick	
Ballytrustan Road, Downpatrick		Oakland Close, Downpatrick	
Bishop's Court Road, Downpatrick		2-4 Knocknashina Road, Downpatrick	
9 Ardbucan, Downpatrick		Struell Wells Road, Downpatrick	
Killough Road, Downpatrick		Benderg Park, Downpatrick	
48 Cumber Road, Drumaness		Drumaness Village	
Park Avenue, Newcastle		Ceadar Heights, Newcastle	
109 Tullybrannigan Road, Newcastle		Bernagh Green, Newcastle	
Castlewellan Road, Newcastle		Shimna Vale, Newcastle	
Drumgiven Road, Saintfield		Old Coach Way, Saintfield	
Teconnaught Road, Kilmore		152 Loughinisland Road, Annacloy	
Tullynacree Road, Annacloy		Clonvarnaghan Village	
Strangford Road, Ballyhornan		48 Dundrine Road, Castlewellan	
9 Churchtown Road, Strangford			





#### 4.4.2 Drainage Maintenance Schemes Proposed 2015/16

DRAINAGE SCHEMES			
Maintenance contracts to repair or replace drainage systems will be undertaken at the following locations and as required during 2015/2016			
Route No	Name	Route No	Name
B30	Crossmaglen Road	B30	Newry Road
B79	Fathom Line, Newry	B134	Tullyah Road
C200	Annamare Road, Crossmaglen	C200	Aughnagurgan Road
C225	Glassdrumman Road, Crossmaglen	C339	Turmore Road
C365	Lurganconary Road	U5000	Cornagrally Road
U5082	Lurgana Road	U5262	Ballynalack Lane, Camlough
U5294	Killeen School Road, Killeen	U5315	Corliss Road, Crossmaglen
U5361	Planting Road, Silverbridge	U5363	Cashel Road, Silverbridge
U5364	Lough Road, Silverbridge	U5455	Monog Road, Crossmaglen.
U5457	Liscalgot Road, Crossmaglen.	U5460	Larkins Road, Crossmaglen
U5461	Coolderry Road, Crossmaglen.	U5650	Hill Street
U6023	Near 27 Finnard Road (new line)	U6175	Ballydesland Road
U6215	Aughnahoorry Road	U6233	Valley Road
Beechfield Park, Newcastle		Central Promenade, Newcastle	
Myra Road, Downpatrick		Churchtown Road, Downpatrick	
Tullywest Road, Saintfield		Main Street, Ballynahinch	
Newcastle Road, Drumaness		Demense Road, Seaforde	

## 4.5 ROUTINE MAINTENANCE

### 4.5.1 Routine Maintenance Schemes completed 2014/15

VERGE MAINTENANCE			
Maintenance contracts to repair verge slips have been carried out as necessary during 2013/2014.			
<b>C333 Chapel Road, Newry</b>			
			
The repair from the roadside		e back of the road edge after repair	
Route No.	Road Name	Route No.	Road Name
A25	Finnard Road, Rathfriland	B7	Bridge Road
B8	Castlewellan Road	B 25	Rathfriland Road, Hilltown
B30	Hall Road	C321	Sandbank Road, Hilltown
U 5302	Cargie Road		

### 4.5.1 Routine Maintenance Schemes proposed 2015/16

VERGE MAINTENANCE			
Maintenance contracts to repair verge slips will be carried out at locations below and as necessary throughout 2014/2015.			
Route No.	Road Name	Route No.	Road Name
B34	Mowhan Road	C200	Aughnagurgan Road
U5123	Cold Brae Road		



## 4.6 STREET WORKS

### 4.6.1 Schemes proposed 2015/2016

<b>SCHEME DESCRIPTION</b>		
<p>The following Major Utility works are planned this year in the District. Notifications can relate to works carried out by BT, NIE, NIW, BGE, and Firmus Energy, as well as notifications relating to our own resurfacing works. We regularly carry out inspections of reinstatements made by utility companies ensure they comply with the relevant standards.</p>		
<b>NI Water – Watermains</b>		
<b>Location</b>	<b>Location</b>	<b>Location</b>
Aileen Terrace Silverbridge Road Derrybeg Cottages Railway Road Ninemile Road Jockey's Brae Ashgrove Road Francis Street Ballagh Road Low Road Clonlum Road Sturgan Road Newtown Road	Cottage Road Riverside Crescent Murrays Road Lurgancullenboy Road Mountain Road Church Road Divernagh Road Forkhill Road Glenvale Road Georges Lane Derrybeg Cottages Greenfield Park Ballyholland Park	Dublin Road Aghincurk Road Kildare Street The Mall Finnegan's Road Beechmount Park Cargie Road Hill Street Marcus Street Ballygorian Road Kinney's Mill Road Brookeville Crescent Ellisholding Road Seavers Road
<b>NI Water - Sewers</b>		
<b>Location</b>	<b>Location</b>	<b>Location</b>
Finegans Road. Saint Jude's Gardens Shore Road Bridge Street	Church Street Greenpark Road Mary Street	St Colman's Gardens Warrenpoint Road Water Street Main Road
<b>Firmus Gas - Gas Mains</b>		
<b>Location</b>	<b>Location</b>	<b>Location</b>
Hennessy Park Greenfield Park John Mitchell Street James Street Mount Pleasant Henry Street Ardmaine Gardens Windmill Road The Gardens	Brookville Crescent Cloughareven Doran's Hill Chapel Hill Courtney Hill Watson's Road O'Neill Avenue	Toragh Park Carnagh Park Commons Way Upper Chapel Street Chapel Road Church Road Barley Lane

## 5.0 STREET LIGHTING

**Principal Engineer- Reynold Nicholson (3832 0001)**

[reynold.nicholson@drdni.gov.uk](mailto:reynold.nicholson@drdni.gov.uk)



**Reynold is supported by the following staff:**

### SECTION ENGINEER

Jack Robinson  
Street Lighting Depot  
Carn Industrial Estate  
Portadown

[jack.robinson@drdni.gov.uk](mailto:jack.robinson@drdni.gov.uk)



## 5.1 Street Lighting Maintenance

Due to budget constraints we have had to curtail maintenance and our external maintenance contractors have been stood down.

TransportNI's own Operations & Maintenance Street Lighting staff will deal with street lighting faults in priority order i.e. firstly - faults that are posing an electrical or structural hazard, secondly - group outages, and thirdly – group day burners. Unfortunately, at present single outages and single day burners are a lower priority and may take some time to be repaired as they are being dealt with in the most efficient order which will usually be by inspection route. This will mean considerable delays for the repair of individual street lights.

## 5.2 Street Lights on Private Streets Developments

In the financial year 2014/15, the Street Lighting Section accepted responsibility for 149 street lights on Private Streets Developments in the Newry Mourne and Down District Council area.



## 5.3 Lighting Schemes

### 5.3.1 Lighting Schemes completed 2014/2015

Work is in progress or has been completed (as indicated on the following schemes:

<i><b>Town</b></i>	<i><b>Location</b></i>	<i><b>No of Lights</b></i>	<i><b>Type of Scheme</b></i>	<i><b>Progress</b></i>
Bessbrook	Boiler Hill Road	5	Infill	Complete
Camlough	Camlough Village	19	Relighting	Complete
Mayobridge	St Anne's Park	20	Relighting	In Progress
Newry	Barcroft Park	6	Relighting	Complete
Newry	Camlough Road Phase 2	35	Relighting	Complete
Newry	Flagstaff Road	11	Relighting	Complete
Newry	Hawthornhill Estate	32	Relighting	Complete
Newry	Mount Pleasant Phase 1	42	Relighting	In Progress
Newry	North Street Underpass	19	Relighting	In Progress
Newry	Nursery Drive	22	Relighting	In Progress
Ballynahinch	Cumber Dr/Grove	20	Relighting	Complete
Castlewellan	Mourne Pk/Gardens	15	Relighting	Complete
Downpatrick	Cloonagh Rd/Brannish Road	24	Relighting	Complete
Downpatrick	Fountain Street	7	Relighting	Complete
Dundrum	Church Av Phase 2	6	Relighting	Complete
Killyleagh	Annsfield Estate	34	Relighting	Complete
Newcastle	Ballaghbeg/Ardkeel Pk	40	Relighting	Complete
Newcastle	Castlewellan Road Phs 2 and 3	31	Relighting	Complete
Saintfield	Main St (Phase 1)	4	Relighting	Complete
Saintfield	Rowallen Dale	10	Relighting	Complete

### 5.3.2 Lighting Schemes proposed 2015/16

<i><b>Town</b></i>	<i><b>Location</b></i>	<i><b>Scheme Type</b></i>
Ballymartin	St Joseph's Bungalows	Relighting
Rostrevor	Carrickbawn	Relighting
Downpatrick	Braeside Drive/Av	Relighting
Ardglass	Whiterock/Bayview Drive	Relighting
Saintfield	Crossgar Road	Relighting



## 6.0 NETWORK PLANNING

Development Control and Private Streets functions are based in Rathkeltair House and fall within the responsibility of Principal Chartered Engineer Reynold Nicholson. Rowan Laughlin, Shane Grant and Liam Rice head up the teams dealing with the planning application consultation process and Private Streets sites.

**Principal Engineer- Reynold Nicholson (3832 0001)**

[reynold.nicholson@drdni.gov.uk](mailto:reynold.nicholson@drdni.gov.uk)



**Reynold is supported by the following staff:**

**Senior Planning Engineer – Rowan Laughlin (4461 8058)**

[rowan.laughlin@drdni.gov.uk](mailto:rowan.laughlin@drdni.gov.uk)

Rowans team covers the Newry& Mourne and Down Council Area and also the Ards and North Down Council Area.



**Planning Engineer – Shane Grant (4461 8134)**

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**Planning Engineer – Liam Rice (4461 8129)**

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## 6.1 DEVELOPMENT CONTROL: PLANNING APPLICATIONS

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

Transport NI 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. 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.

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/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 streets, Transport NI can take appropriate enforcement action under the Private Streets Order to ensure satisfactory completion of works funded by the bond.

Other associated Development Control work includes participating in pre-application, planning meetings, presentation of evidence at Planning Appeals and the approval of accesses onto the public road under Article 80 of the Roads (NI) Order 1993. The Section also deals with responses to property certificate enquiries.

During the reporting period from 1 April to 31 March 2015 within the Newry, Mourne and Down District Council Area, our Development Control Team dealt with:

- Planning Applications: 1059
- Pre Planning Enquiries: 22
- Planning Appeals: 7

Of the above applications, 16 were housing developments involving the Private Streets (NI) Order 1980:

Major applications included:

- Greencastle Ferry
- GAA Pitches – Drumsesk Road, Rostrevor
- Community Treatment Health Care Centre, Newry
- Newry North Business Park
- Watsons Road, Housing Development, Newry
- Housing Developments, Saul Road, Downpatrick



## 6.2 PRIVATE STREETS: ADOPTIONS

During the reporting period Transport NI has adopted a total of 4,744 metres of carriageway, 1,217 metres of footway into the publicly maintained network. These stretches fall within the following developments and excludes adoptions associated with enforcements.

- The Meadows, Downpatrick
- Cotters Mill, Mcshanes Road, Bessbrook
- Sawhill Park, Glassdrumman Road, Annalong
- Moorlands Kilkeel
- The Ferns, Rostrevor Road, Hilltown
- Elmgrove, Rathfriland Road Newry
- Cairn Hill, Newry,
- Ravensglen, Chancellors Road, Newry
- Lisbane Park, Mayobridge
- Ard Na Cluna, Warrenpoint
- Woodvale, Derrymore Road, Bessbrook
- Darragh Court, Annalong
- Tobar Blinne, Chapel Road, Meigh
- Peters Place, Newry
- Carraigway Cullyhanna

## 6.3 PRIVATE STREETS: ENFORCEMENT

Private Streets Section endeavours to work with developers to ensure that streets are brought up to an adoptable standard without delay. If the developer does not complete the street works or ceases trading and house building and occupancy is sufficiently advanced, then Transport NI will take enforcement action and appoint its own contractor, recovering the costs of works from the road bond under Article 13 and 15 of the Private Streets (NI) Order 1980. The Section also takes action against developers who fail in their responsibility to take out a bond.

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

- The Links, Ballykinlar
- Rowley Meadows, Newcastle
- Aldergrange, Darragh Cross
- Drumhill Park, Drumaroad, Castlewellan
- The Old Mill, Wateresk Road, Maghera
- Lisburn Road Ballynahinch

Transport NI is currently carrying out works on the following sites through enforcement action:

- Labyrinth Cottages, Spa, Ballynahinch
- Tollymore Brae, Newcastle

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

- Benmore Court, Newry
- Cloughan Court, Camlough
- Glen Mullan, Newry
- The Mill, Saintfield
- Commons Road, Ballykinlar
- Cashel Hill, Clonvaraghan, Castlewellan

#### 6.4 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 Transport NI dealt with 26 Article 80 applications.

#### 6.5 ABANDONMENTS

Abandonments of public rights-of-way such as sections of adopted roads and Footways are procedures separate from the planning process. These involve public consultation exercise which informs Transport NI's decision to approve or reject any application.

The following abandonments have taken place within the reporting period.

Location	Operative Date	Length/Area
Meadowlands, Downpatrick	8 October 2014	352 sq m (Road & Footway)
Ballygowan Road, Saintfield	3 December 2014	730.1 sq m (Road)
Nicholsons Court, Newry	18 June 2014	27 sq m (Superseded Road)
Latt Road, Jerrettspass	3 December 2014	945 sq m (Road)





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Email: [private.office@drdni.gov.uk](mailto:private.office@drdni.gov.uk)

Mr Liam Hannaway  
Chief Executive  
Newry, Mourne and Down District Council  
Monaghan Row  
NEWRY  
BT35 8DJ

Your Ref:  
Our Ref: DRD/SUB/1012/2015  
Date: 03 June 2015

Dear Liam,

Thank you for submitting six nominations submitted from your Council for consideration for appointment as Non-Executive Members of Warrenpoint Harbour Authority.

I am writing to tell you that, after due consideration, I am minded to offer the following Councillors an appointment, subject to the satisfactory conclusion of the remainder of the appointment process.

- Sean Doran
- Gillian Fitzpatrick
- Harold McKee

I enclose a copy of a Press Release which provides full details of the appointments.

**DANNY KENNEDY MLA**  
**Minister for Regional Development**

# NEWS RELEASE



## **Kennedy announces appointment of Newry, Mourne and Down District Councillors to the Board of Warrenpoint Harbour Authority**

Regional Development Minister, Danny Kennedy, has announced the appointment of three Newry, Mourne and Down District Councillors to the Board of Warrenpoint Harbour Authority (WHA), which is responsible for operating, maintaining and improving Warrenpoint Port.

The Minister has reappointed Councillor Harold McKee to serve a second term. He was a non executive member of Warrenpoint Harbour Authority from 1 February 2012 until 31 March 2015. Councillor Gillian Fitzpatrick and Councillor Seán Doran have been appointed for a first term.

The Councillors were nominated by Newry, Mourne and Down District Council and appointed following a selection process.

The appointments take effect from Monday 8 June 2015 and will last for as long as the appointee remains on the Council, up to a maximum of four years.

Danny Kennedy said: **"I congratulate Councillor Doran, Councillor Fitzpatrick and Councillor McKee on their appointment to the Board of Warrenpoint Harbour Authority. I am confident that their experience and knowledge of local issues will add significant value to the work of the Authority and facilitate the continued efficient and effective development of the port's business in the years ahead."**

The appointment has been made in accordance with the Commissioner for Public Appointments for Northern Ireland Code of Practice.

### **Notes to editors:**

1. Warrenpoint Harbour Authority is a corporate body, having perpetual succession and was first constituted by the Warrenpoint Harbour Authority Order (Northern Ireland) 1971. Its constitution is now enshrined in the Warrenpoint Harbour Authority Order (Northern Ireland) 2002. Warrenpoint Harbour Authority Orders of 1971 and 2002 conferred powers on the Authority to preserve, improve and manage the Port of Warrenpoint. The Authority also has the power to construct and maintain specific works, to levy dues, to deal with abandoned vessels and to make bylaws.
2. The Harbour Authority Board has a membership of a Chair, a Chief Executive and Finance Officer, and seven Non-Executive Directors, including the nominated by three councillors from Newry, Mourne and Down District Council. The Non-Executive Directors currently receive remuneration of £7,117 per annum.
3. The appointments will be for a maximum of four years and will only remain valid while the persons so appointed remain members of Newry, Mourne and Down District Council.



4. All appointments are made on merit and political activity plays no part in the selection process. However, the Commissioner for Public Appointments for Northern Ireland requires the political activity of appointees to be published. Councillor Doran has declared that he has undertaken political activities on behalf of Sinn Féin; Councillor Fitzpatrick has declared that she has undertaken political activities for the Social Democratic Labour Party; Councillor McKee has declared that he has undertaken political activities for the Ulster Unionist Party.
5. Seán Doran has been a Councillor since 2011 and represents the Mourne area. He is a full time Member of Newry, Mourne and Down Council and has been active in supporting farming and fishing communities in the Mourne area. He has a background in the building industry
6. Gillian Fitzpatrick is a full time member of the Council and represents the Crotlieve area. She was appointed Vice Chairperson of the Council, and supports the Chairperson in carrying out official engagements and duties. She has a background in Transport.
7. Harold McKee has served on the WHA Board since 1 February 2012 until 31 March 2015 and received remuneration of £7,117 per annum. He is a full time Councillor who represents the Mourne area with a background in farming and quarrying.
8. All media queries should be directed to the Department for Regional Development Press Office on 028 9054 0372. Out of hours please contact the duty press officer via pager number 07699 715 440 and your call will be returned.



TNI Design & Consultancy Services  
Rathkeltair House  
Market Street  
DOWNPATRICK  
BT30 6AJ

Telephone: (028) 44 618220  
Fax: (028) 44 618188

Chief Executive  
Newry, Mourne and Down District Council  
District Council Offices  
O'Hagan House  
Monaghan Row  
NEWRY  
BT35 8DJ

Date: 19 June 2015

Dear Sir

## **STRANGFORD FERRY INFRASTRUCTURE IMPROVEMENT WORKS**

In advance of the delivery of the new Strangford Lough Ferry Service vessel in August 2016, a number of infrastructure improvements have been identified at Strangford Harbour. These improvements involve the upgrade of existing off-shore moorings and the re-profiling of the underwater section of the Strangford slipway.

To facilitate the operation of the ferry service during the construction works, the contractor will be required to propose temporary infrastructure. Whilst, there may be some temporary reduction in the level of the ferry service during the construction works, every effort will be made to minimise any disruption to local residents, harbour users and ferry passengers.

The next stage of the project is to submit the necessary Planning Applications for the works. The planning consultation process will enable key stakeholders, including local residents, harbour users and ferry passengers, to put forward their views on the proposals. To keep stakeholders informed, outline proposals will be displayed at the Strangford Ferry Terminal.

Construction work to re-profile the Strangford slipway is scheduled to commence in late Autumn 2015 with an expected construction period of between six to eight weeks. Installation of the new moorings is scheduled to commence in early 2016 with an expected construction period of four weeks. However, these timescales are dependent upon the acquisition of the necessary approvals and licenses, and availability of funding.

In advance of the construction work, there may be a need to undertake some site investigation in the Strangford harbour area over the coming weeks to establish underwater ground conditions for the works.

If you wish to discuss the project with a member of my team then please contact Mr Roger Holland on telephone number 028 4461 8132.

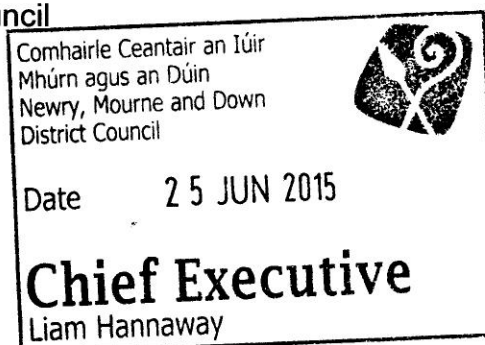
Yours faithfully



**Mark McPeak**  
**Transport NI Design & Consultancy Services**

*Gluli*  
**transportni**

Mr Liam Hannaway  
Chief Executive  
Newry, Mourne & Down Council  
Monaghan Row  
NEWRY  
BT35 8DJ



**SOUTHERN DIVISION**  
Traffic & Network Development  
Marlborough House  
Central Way  
CRAIGAVON  
BT64 1AD

Tel: (028) 4461 8269  
Fax: (028) 3834 1867  
traffic2.south@drdni.gov.uk  
www.drdni.gov.uk

Our Ref: TC/NMD/15/01

Date: 23<sup>rd</sup> June 2015

Dear Sir

**PROPOSED TRAFFIC CALMING SCHEME – BALLYLOUGH ROAD, ANNSBOROUGH, CASTLEWELLAN**

I enclose for your information a copy of our proposals to improve road safety at the above location through the use of traffic calming measures.

This scheme is currently being considered for inclusion on our Traffic Calming Programme and I have attached a layout plan of the scheme for your consideration. This proposal has been drawn up in response to requests from local representatives on behalf of residents for measures to reduce the speed of traffic and to improve road safety.

I would be grateful if you would consider the proposal and forward any comments at your earliest convenience

If you require any further information please do not hesitate to contact me directly at the above address.

Yours sincerely

**Gordon Trueman**  
Traffic & Network Development  
Newry, Mourne & Down

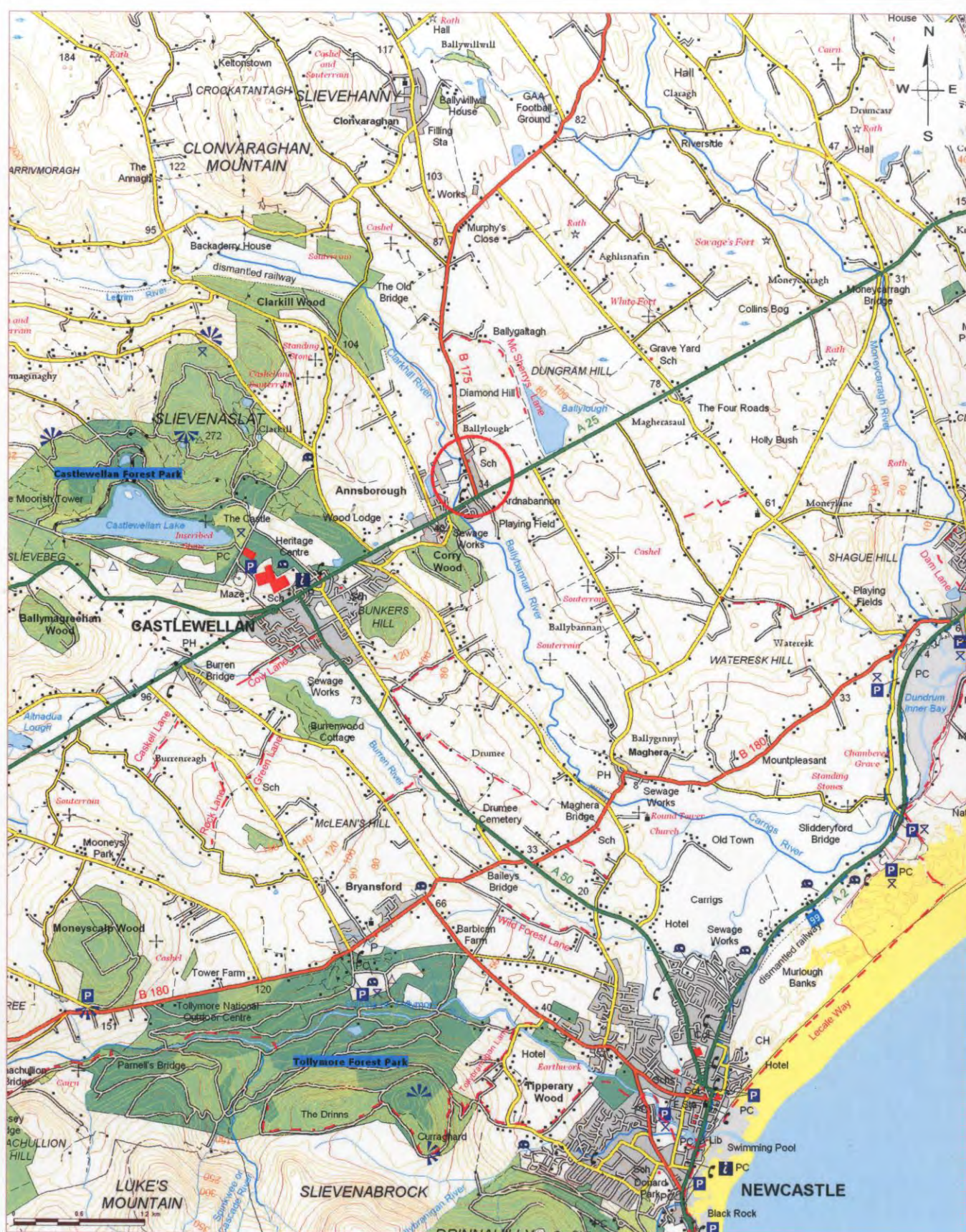


EMC Paled - Attetran with original maps.

STaggat - For Canal mtg 6th July.



# Location Plan - Ballylough Road, Annsborough, Castlewellan



Scale: 1:50000

Coords: x 330577.69

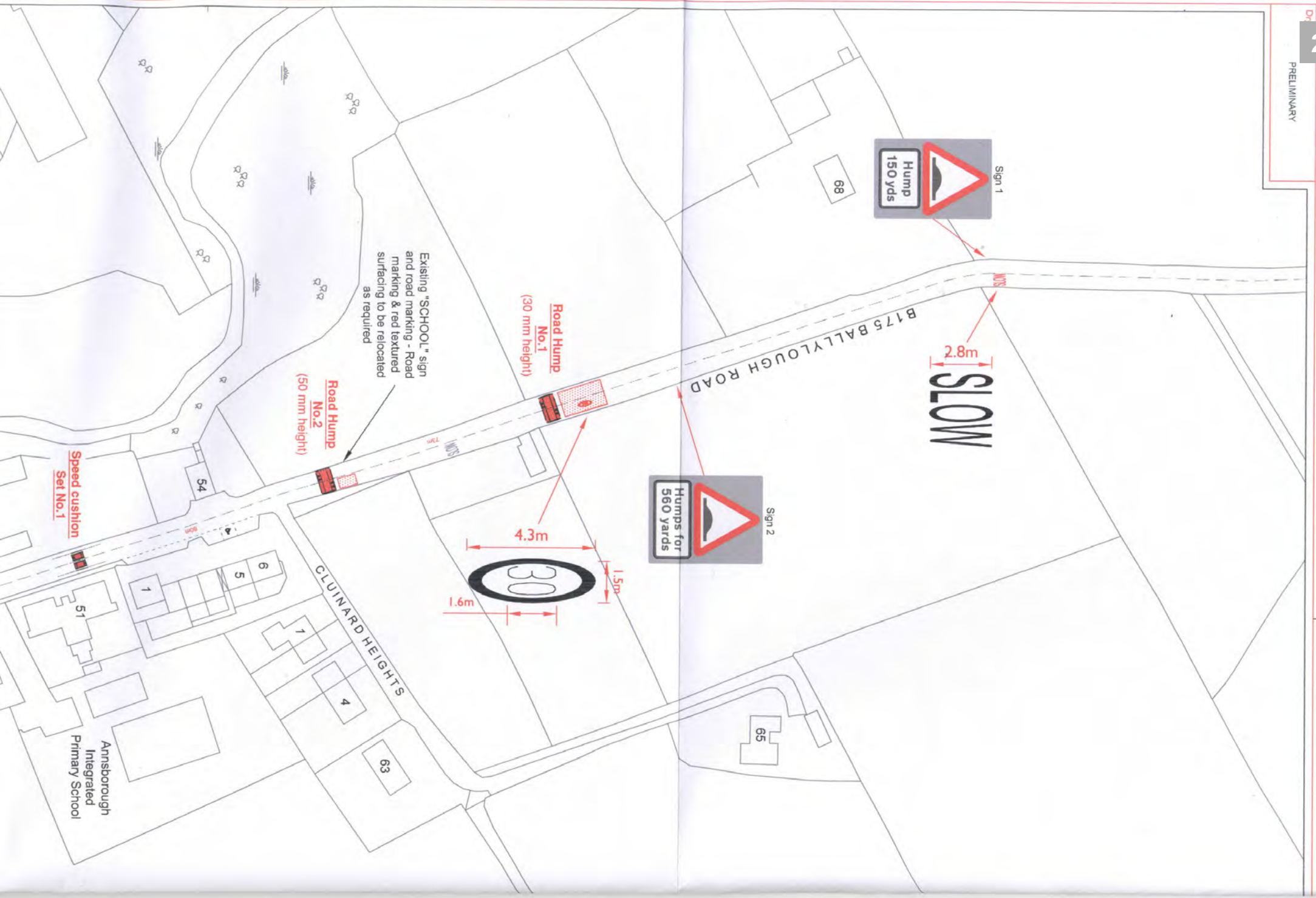
Date: 23rd June 2015

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PRELIMINARY

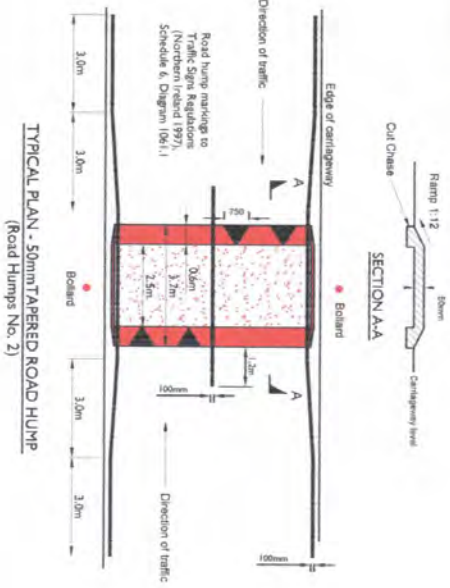
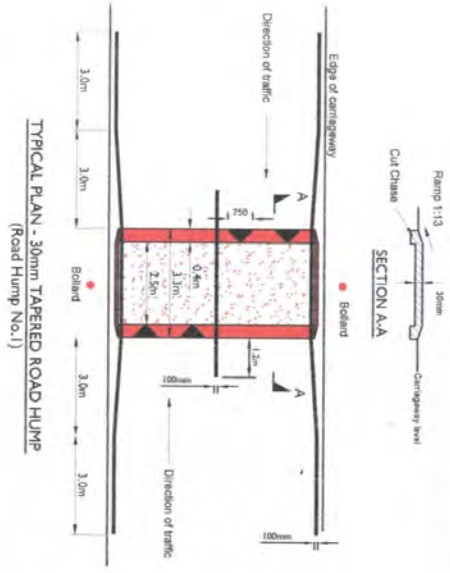




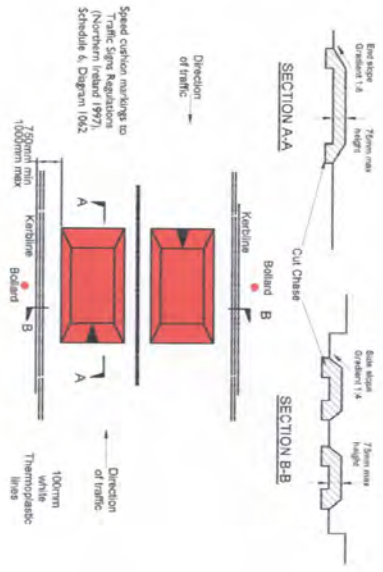
# Annaborough



Road Hump and Speed Cushion Construction Details ( not to scale)



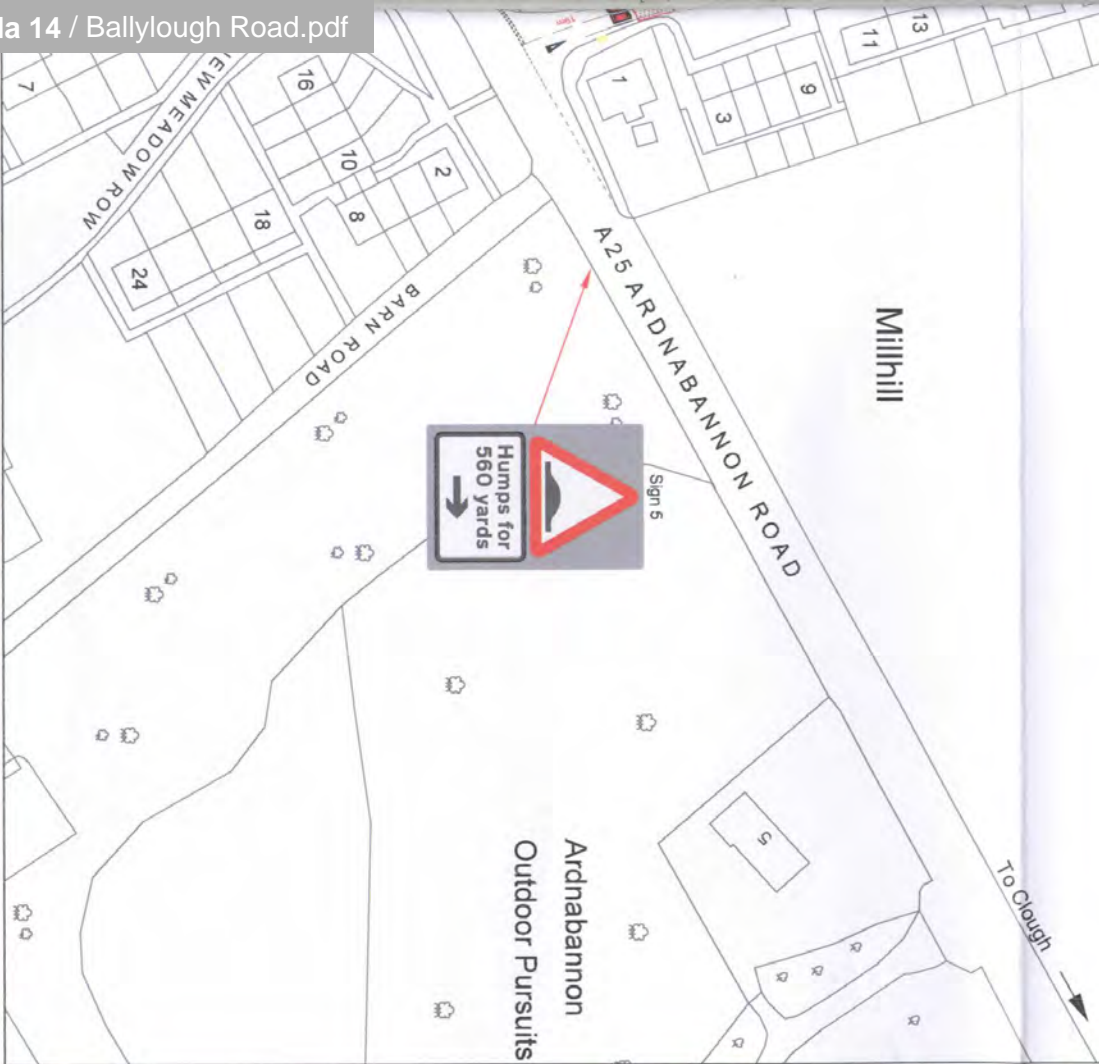
- Notes:**
1. All works to be co-ordinated and supervised by the contractor.
  2. Setting out to be agreed with Transporthill prior to work commencing.
  3. All hump warning signs and associated plates **MUST** be erected before humps or speed cushions are constructed.
  4. Humps to follow the existing profile of the carriageway.
  5. Humps to be constructed to a vertical tolerance of  $\pm 6mm$ .
  6. Wearing course asphalt 45mm thick with 20mm red coated chippings.
  9. 30mm humps to be constructed before 50mm humps.
  10. 50mm humps to be constructed before Speed Cushions.
  11. Wearing course asphalt 45mm thick with 20mm red coated chippings.
  12. Ramp surface of road humps to finished in red high friction surfacing.
  13. Signs and road markings to be in accordance with the Traffic Signs Regulations (Northern Ireland) 1997.
  14. Signs to be erected on 4.2m (76.1mm O.D. 4mm thick) double poles.
  15. Sign are to be erected with a head clearance of 2300mm and clearance to the edge of carriageway to be a minimum 450mm.



NO	REVISION	DATE







Project  
B 175 BALLYLOUGH ROAD  
ANNESBOROUGH  
CASTLEWELLAN

Title  
PROPOSED TRAFFIC CALMING  
SCHEME

FILE NO.	DISC'D	OK'D	date
DRAWN	CHECKED		date
TRACED	APPROVED		date

Dwg No.

Revision  
A

Scale  
1:1000 @ A1

**transportni**  
Southern Division

Traffic & Network Development  
Marlborough House  
Central Way  
Craigavon  
BT64 1AD

Tel: 028 3834 1144  
Email: [Traffic2.South@drdni.gov.uk](mailto:Traffic2.South@drdni.gov.uk)  
Web: [www.drdni.gov.uk](http://www.drdni.gov.uk)







Mr Thomas McCall - Chief Executive  
Newry & Mourne District Council  
O'Hagan House  
Monaghan Row  
NEWRY  
BT35 8DJ

1 June 2015

Dear Mr McCall

**Rostrevor Post Office®**  
**12 Bridge Street, Rostrevor, Newry, BT34 3BG**

**Proposed move to new premises & branch modernisation**

I'm writing to let you know that we are proposing to move the above Post Office branch to a new location – Williamsons Rostrevor, 3 – 7 Bridge Street, Rostrevor, Newry, BT34 3BG. I'm pleased to tell you that if the move goes ahead, subject to consultation it will change to one of our new local style branches.

This change is part of a major programme of modernisation taking place across the Post Office network, the largest in the history of Post Office Ltd. The Programme is underpinned by Government investment and will see up to 8,000 branches modernised and additional investment in over 3,000 community and outreach branches.

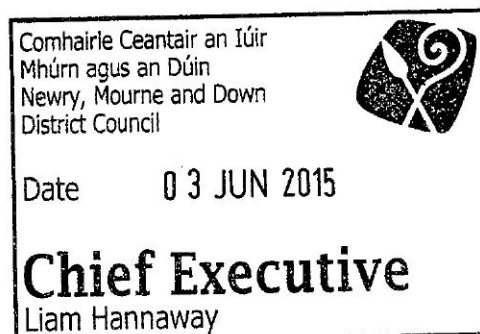
**What will this mean for customers?**

- Post Office services will be offered from a till on the retail counter in a modern open plan branch
- Longer opening hours
- The majority of Post Office products and services will still be available

**Consulting on the proposed new location**

We're now starting a 6 week local public consultation and would like you to tell us what you think about the suitability of the proposed new location. Before we finalise our plans, we would really like to hear your views on the proposed location, particularly on the following areas:

- How suitable you think the new location and premises are and how easy it is to get there?
- Are the new premises easy for you to get into and is the inside easily accessible?
- Do you have any concerns about the new location?
- If so, do you have any suggestions that could help us make it better for you?
- Any local community issues which you think could be affected by the proposed move
- Anything you particularly like about the proposed change



I've enclosed an information sheet that provides more details about the new location and the range of products that will be available. If you have any comments or questions, please email or write to me via our Communication and Consultation team, whose contact details are below. Please note that your comments will not be kept confidential unless you expressly ask us to do so by clearly marking them "In Confidence". Any information we receive will be considered as we finalise our plans for the new branch. Other people in your organisation may be interested in this proposal, so please let them know about it.

You can share your views on the proposed move through our easy and convenient new online questionnaire via the link below. When entering the site you will be asked to enter the code for this branch: 17471399

[postofficeviews.co.uk](http://postofficeviews.co.uk)

#### Dates for local public consultation:

Local Public Consultation starts	2 June 2015
Local Public Consultation ends	14 July 2015
Proposed month of change	September/October 2015

Posters and leaflets will now be displayed in branch to let customers know about the changes and to ask their views. I've included information about the Code of Practice over the page and copies of the Code will also be available in branch.

Thank you for considering our proposal. At the end of the consultation I'll be in touch again to let you know our final plans.

Yours sincerely



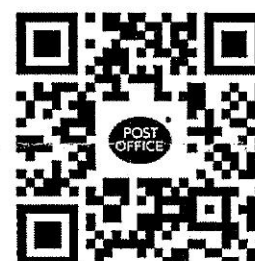
**Suzanne Richardson**  
Regional Network Manager

#### How to contact us:

-  [postofficeviews.co.uk](http://postofficeviews.co.uk)
-  [comments@postoffice.co.uk](mailto:comments@postoffice.co.uk)
-  Customer Helpline: 03457 22 33 44  
Textphone: 03457 22 33 55
-  FREEPOST Your Comments  
**Please note this is the full address to use and no further address details are required.**

Want to tell us what you think right here and now – scan here.

If you don't have a QR code scanner on your phone, you can find one in your app store.



Items sent by Freepost take 2 working days to arrive. Therefore, responses by Freepost should be sent in sufficient time to arrive before the end of the consultation period. Working days do not include Saturdays or Sundays. Responses received after the deadline will not be considered,

**Post Office Ltd can provide information and receive comments (where appropriate) in alternative formats, for example, to assist the visually impaired. To obtain further specific information, please contact the Customer Helpline on 03457 22 33 44.**

Rostrevor Post Office information sheet					
	Current Post Office location			Proposed new Post Office branch location (subject to local public consultation)	
Address	12 Bridge Street Rostrevor Newry BT34 3BG			Williamsons Rostrevor 3 – 7 Bridge Street Rostrevor Newry BT34 3BG	
Post Office opening hours		Mon	09:00 – 13:00 14:00 – 17:30	Mon	06:00 – 23:00
		Tue	09:00 – 13:00 14:00 – 17:30	Tue	06:00 – 23:00
		Wed	09:00 – 13:00	Wed	06:00 – 23:00
		Thu	09:00 – 13:00 14:00 – 17:30	Thu	06:00 – 23:00
		Fri	09:00 – 13:00 14:00 – 17:30	Fri	06:00 – 23:00
		Sat	09:00 – 12:30	Sat	06:00 – 23:00
		Sun	Closed	Sun	06:30 – 23:00
Distance	50 metres away from the current branch, along level terrain.				
Accessibility & Accessibility works	<b>Access and facilities</b> Current branch has a wide door and level access. Internally, there is a hearing loop and space for a wheelchair.  <b>Parking</b> Parking is available nearby with a dedicated disabled bay across the road.			<b>Access and facilities</b> The proposed premises would have a wide door and level access. Internally, there would be a hearing loop and space for a wheelchair.  <b>Parking</b> Parking is available outside the proposed premises and a dedicated disabled bay within 20 metres.	
Retail	Other			Convenience store	
Local Public Consultation starts	2 June 2015				
Local Public Consultation ends	14 July 2015				
Proposed month of change	September/October 2015				



# Rostrevor Post Office® services available

**Our Customer Helpline on 03457 223344 will be happy to help you with any queries about product availability or provide you with details of maximum value of transactions. Customers can also shop online at [www.postoffice.co.uk](http://www.postoffice.co.uk)**

	Current branch	New branch
<b>Mail</b>		
First & Second Class mail	✓	✓
Stamps, stamp books (1 <sup>st</sup> class 6 & 12 only, 2 <sup>nd</sup> class 12 only)	✓	✓
Special stamps (Christmas issue only) & postage labels	✓	✓
Signed For	✓	✓
Special Delivery	✓	✓
Home shopping returns	✓	✓
Inland small, medium & large parcels	✓	✓
Express & contract parcels	✓	<b>Express 24 &amp; 48</b>
British Forces Mail (BFPO)	✓	✓
International letters & postcards (inc. signed for & Airsure)	✓	✓
International parcels up to 2kg & printed papers up to 5kg	✓	✓
Parcelforce Worldwide International parcels	✓	x
Articles for the blind (inland & international)	✓	✓
Royal Mail redirection service	✓	✓
Local Collect	✓	✓
Drop & Go	✓	✓
<b>Withdrawals, deposits and payments</b>		
Post Office Card Account	✓	✓
Personal & Business Banking cash withdrawals, deposits & balance enquiries using a card & enveloped cheque deposits. Also barcoded deposit slips.	✓	✓
Postal orders	✓	✓
Moneygram	✓	✓
<b>Bill payments</b>		
Automated bill payments (card or barcoded)	✓	✓
Key recharging	✓	✓
Transcash (without barcode)	✓	x
<b>Financial services</b>		
NS&I Premium Savings Bonds	✓	x
<b>Travel</b>		
Pre-order travel money	✓	✓
On demand travel money	<b>Euros</b>	<b>Euros</b>
Travel insurance referral	x	✓
On demand travel insurance	✓	x
<b>Mobile Top-ups &amp; E vouchers</b>		
Mobile Top-ups & E vouchers	✓	✓
National Lottery Terminal	x	✓
<b>Payment by cheque</b>	✓	x
<p>Products marked x are available at <b>Newry</b> Post Office, 45 – 53 Hill Street, Newry, BT34 1AF</p> <p>Opening times: Mon – Sat 08:30 – 17:30</p> <p>Selected products &amp; services are available at <b>Lisnacree</b> Post Office, 87 Benagh Road, Kilkeel, Newry, BT34 4SJ</p> <p>Opening times: Mon, Tue, Wed &amp; Fri 09:00 – 12:30 13:00 – 17:30 Thu 09:00 – 13:00 Sat 09:00 – 12:30</p>		

## Code of Practice for changes to the Post Office® network

### What's a Code of Practice?

The Code of Practice contains guidelines we follow. They tell us how, and when to tell you about changes to your local Post Office services. We've worked with the independent statutory consumer watchdog on these guidelines, which in Great Britain is Citizens Advice and Citizens Advice Scotland, and in Northern Ireland, the Consumer Council.

### What kind of changes does it include?

Information about when we're planning to move or close one of our branches or outreach services. This also covers information about when a branch has suddenly closed unexpectedly because of something like a flood or fire.

### Who do we tell about changes?

You and your representatives (who are often local MPs or local authorities and councils).

### How will we tell you what's happening?

If there's a minor change – like changing opening times, then we'll let you know by putting up posters in the Post Office. If the plan is to move a Post Office then we'll put up posters and hand out letters in the branch as well as writing to your representatives. We'll have a press release and, the relevant information will be easy to find on our website.

### How long will it take?

We'll let you know about any changes as soon as we possibly can. Sometimes, change is out of our control but we'll try to keep you as up-to-date about what's happening as much as we can. We try to make sure you have 4 weeks' notice before anything happens. If we're going to make big changes, there'll be a 'consultation period' which lasts about 6 weeks. This means that you've got time to let us know how you feel.

### It's easy to let us know what you think...

We want to hear what you and your representatives think about change and to make sure it's easy for you to let us know, all of our contact details can be found on all our posters and letters. You can contact us by email, letter or 'phone.

### How will you find out about the final plans?

We'll be letting you know in as many ways as possible. There'll be posters put up in or around your local area, letting you know what's going on. We'll also write to local representatives and, the information will be on our website.

If you let us know what you think, we'll make sure you know about our final plans either by writing to you, or having the information easily available in the Post Office or on our website.

### What can you do if you think we haven't followed the Code of Practice?

If you don't think we've followed the Code, then please write to us or email us via the contact details included in this letter and let us know why.

To have a look at the full Code of Practice, it's on our website at [www.postoffice.co.uk/transforming-post-office](http://www.postoffice.co.uk/transforming-post-office)







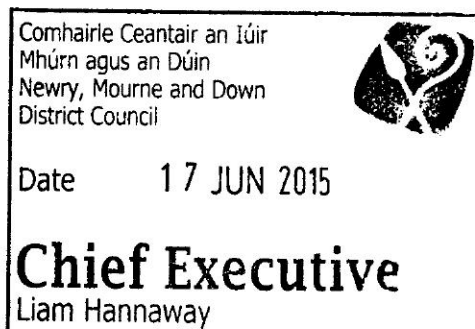
Chief Executive  
Down District Council  
Downshire Civic Centre  
Downshire Estate  
Ardglass Road  
DOWNPATRICK  
BT30 6RA

15 June 2015

Dear Sir/Madam

**Bryansford Post Office®**  
**64 Bryansford Village, Bryansford, Newcastle, BT33 0PT**

**Branch Temporary Closure**



I am writing to inform you that, regrettably, due to the resignation of the Postmaster and withdrawal of the premises for Post Office use the above branch closed temporarily on 10 June 2015. Please accept my apologies for the late notification on this occasion.

I would like to assure you that we are currently investigating the options available which will enable us to reinstate a Post Office service to the local community. In exploring this, it is important that any future service is sustainable for the person operating the service, and for Post Office Limited.

Future provision will reflect customer numbers and usage and we may take the opportunity to establish an alternative type of service. This may be a new style branch known as a Post Office local. Post Office locals run alongside an established local shop and create a more modern and convenient retail experience for customers in newly refurbished premises.

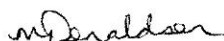
If you have any questions you would like to raise about this matter, please write to me via the Communication and Consultation Team at the address shown below. Please note that your comments will not be kept confidential unless you expressly ask us do so by clearly marking them "In Confidence".

Any future changes to service provision would be handled in line with our Code of Practice which sets out how we communicate and explain changes to the Post Office network. You can find more information about the Code at the end of this letter. Other people in your organisation may have an interest in this issue so please let them know about it.

I would like to apologise for the inconvenience the temporary closure may cause. We hope that our customers will continue to use the Post Office and full details of alternative Post Office services in the area are shown at the end of this letter.

I will write to you again once I have any news about our plans for future service provision.

Yours faithfully



**Mandy Donaldson**  
**Field Change Advisor**

**How to contact us:**

 [comments@postoffice.co.uk](mailto:comments@postoffice.co.uk)

 Customer Helpline: 03457 22 33 44  
Textphone: 03457 22 33 55

 FREEPOST Your Comments

 [postofficeviews.co.uk](http://postofficeviews.co.uk)


**Please note this is the full address to use and no further address details are required**

**Post Office Limited can provide information and receive comments (where appropriate) in alternative formats, for example, to assist the visually impaired. To obtain further specific information, please contact the customer helpline on 03457 22 33 44 or textphone 03457 22 33 55.**


This communication process has been agreed with the independent statutory consumer watchdog, which in Great Britain is Citizens Advice and Citizens Advice Scotland, and in Northern Ireland, the Consumer Council, and is being carried out in line with our Code of Practice for changes to the Post Office network, which we have agreed with them. If you'd like copies of the Code they are available on our website at: [www.postoffice.co.uk/transforming-post-office](http://www.postoffice.co.uk/transforming-post-office). If you think that the process has not been properly followed and wish to make a complaint, then please write to us or email us via the contact details included in our posters and letters and let us know why. We'll examine your complaint and respond to you as soon as we can. We will provide you with the relevant contact points for the consumer watchdog, so if you are still not satisfied when you have received our response, you can ask them for their assistance.


# **Alternative access to Post Office services:**


**Donard Post Office**  
6 Railway Street  
Newcastle  
BT33 0AL

 **Opening times**


Mon to Sat	09:00 – 17:30
Sun	Closed

 **Services**  
The same range of services will continue to be available, with the addition of DVLA facilities, Passport Check and Send, comprehensive On Demand Bureau De Change and Cash Machine (internal) facilities. Customers can still collect benefits in cash using our everyday banking services or Post Office card account.


 **Access and facilities**  
This service has level access with a wide automatic door. Internally, there is a hearing loop, a low-level serving counter, a low-level writing desk and space for a wheelchair.

 **Transport/parking**  
Public car park across the road from the branch. There is a limited bus service available between Bryansford Post Office and this Post Office service. The nearest bus stop is 100 metres away.


A free national bus scheme is in operation, which offers free off-peak local bus travel. For eligibility please contact the relevant scheme provider.


 **Route**  
This Post Office service is located approximately 2.6 miles away from Bryansford Post Office, along varied terrain.


**Castlewellan Post Office**  
87 Main Street  
Castlewellan  
BT31 9DQ


 **Opening times**

Mon to Fri	09:00 – 17:30
Sat	09:00 – 12:30

 **Services**  
The same range of services will continue to be available, with the addition of DVLA facilities, Dollar On Demand Bureau De Change facilities. Customers can still collect benefits in cash using our everyday banking services or Post Office card account.

 **Access and facilities**  
This service has level access with a wide door. Internally, there is a hearing loop and space for a wheelchair.

 **Transport/parking**  
Public car park to the left from the branch. There is no bus service available between Bryansford Post Office and this Post Office service.

 **Route**  
This Post Office service is located approximately 2.9 miles away from Bryansford Post Office, along varied terrain.



Gleen - for full Council  
meeting.

# Policy Forum for Northern Ireland Keynote Seminar: The future of health and social care delivery in Northern Ireland following the Donaldson Report

Timing: Morning, Wednesday, 16<sup>th</sup> September 2015

Venue: Central Belfast

Draft agenda subject to change

- 8.30 - 9.00 Registration and coffee
- 9.00 - 9.05 **Chair's opening remarks**  
Senior Member of the Legislative Assembly
- 9.05 - 9.15 **Recorded presentation: The Donaldson Report - an overview**  
Senior members from the Donaldson review team
- 9.15 - 9.35 **The future of health and social care in Northern Ireland following the Donaldson Report: A committee view**  
**Maeve McLaughlin MLA**, Chair, Committee for Health, Social Services and Public Safety, Northern Ireland Assembly  
Questions and comments from the floor
- 9.35 - 9.45 **Assessing need and planning services - creating a fully integrated commissioning plan for Northern Ireland**  
**Professor Deirdre Heenan**, Pro-Vice Chancellor (Communications) and Provost (Coleraine and Magee), Ulster University and Member, Advisory Panel, TYC Review, Review of Health and Social Care in Northern Ireland (2011)
- 9.45 - 10.35 **Hospital provision, the patient voice and the next steps for emergency services**  
  
*'The People's Response to the Donaldson Report'*  
**Maeve Hully**, Chief Executive, Patient and Client Council  
  
*The future of hospitals - ensuring safety and quality*  
**Senior speaker**, HSC trust  
  
*The impact of reform on health and social care staff*  
**Dr Paul Darragh**, former Chair, NI council, and Chair, NI Public Health Forum, British Medical Association  
  
*Expanding the role of paramedics in pre-hospital care*  
**Andy Sharman**, Director of Membership Services, College of Paramedics  
  
Questions and comments from the floor with **Professor Deirdre Heenan**, Pro-Vice Chancellor (Communications) and Provost (Coleraine and Magee), Ulster University and Member, Advisory Panel, TYC Review, Review of Health and Social Care in Northern Ireland (2011)
- 10.35 - 11.05 **The next steps for health and social care in Northern Ireland**  
**Simon Hamilton MLA**, Minister for Health, Social Services and Public Safety, Northern Ireland Executive  
Questions and comments from the floor
- 11.05 - 11.10 **Chair's closing remarks**  
Senior Member of the Legislative Assembly
- 11.10 - 11.35 Coffee
- 11.35 - 11.40 **Chair's opening remarks**  
**Kieran McCarthy MLA**, Member, Committee for Health, Social Services and Public Safety, Northern Ireland Assembly
- 11.40 - 12.05 **Transforming Your Care - progress, lessons and future challenges**  
**Pamela McCreedy**, Director of Transforming Your Care, Health and Social Care Board  
Questions and comments from the floor
- 12.00 - 12.55 **Innovation, technology and the next steps for self-care**  
  
*Priorities for older people's care*  
**Linda Robinson**, Chief Executive, Age NI  
  
*Telemonitoring and informatics - the potential of technology in self-care*  
**Simon Arnold**, UK and Ireland Managing Director, TF3 Consortium  
  
*The role of pharmacy 'on the boundary' between hospitals and patients*  
**Michael Guerin**, Managing Director, MediCare Pharmacy Group  
  
*Care in the community and support for district nurses*  
**Fiona Devlin**, Chair, Royal College of Nursing Northern Ireland  
  
Questions and comments from the floor
- 12.55 - 13.00 **Chair's and Policy Forum for Northern Ireland closing remarks**  
**Kieran McCarthy MLA**, Member, Committee for Health, Social Services and Public Safety, Northern Ireland Assembly  
**Sean Cudmore**, Deputy Editor, Policy Forum for Northern Ireland

# Consultation Document – GCSE Grading



## Introduction

1. This consultation is intended to seek your views on the potential change of grading from the current alphabetic grades A\* to G to numeric grades 9 to 1 for General Certificate of Secondary Education (GCSE) specifications produced by the Council for the Curriculum, Examinations and Assessment (CCEA).

## Background

2. The GCSE is a qualification awarded in a specified subject, generally taken in a number of subjects by students aged 14-16 in secondary education in England, Wales and Northern Ireland. It was introduced in 1986 (with the first examinations taking place in 1988), replacing the former General Certificate of Education GCE O Level / CSE qualifications.

3. The qualification was graded A to G until the A\* was introduced in 1994 to reward performance at the highest level. Grades D to G constitute a level 1 qualification and grades A\* to C constitute a level 2 qualification as defined by the National Qualifications Framework.

4. Qualifications reform in England means that with effect from September 2015 (first teaching), new GCSEs provided by Awarding Organisations to schools in England must be graded 9 to 1, with 9 being the highest and 1 the lowest. The regulator of qualifications in England (Ofqual) is proposing that outcomes at grade 4 and above should equate to current outcomes at grade C and above.

5. In England, new GCSEs in English language, English literature and maths will be introduced from September 2015 (first teaching), with further GCSE titles to follow from September 2016. The first new GCSE qualifications will be awarded in summer 2017 (2018 for those subjects taught from 2016).

6. In its support for the new grading arrangements, Ofqual states that currently there is bunching of candidates in the middle of the range. The new grade range can provide for greater differentiation at level 2, as there will be six grades (from 4 to 9) compared with four as at present (C to A\*).

7. Ofqual is setting the threshold for a Level 2 qualification at GCSE at the bottom of the new grade 4 (i.e. where it is currently, at the bottom of the Grade C). In the longer term, however, consideration may be given to setting the expected level for performance at age 16 at grade 5 in order to stretch the performance of learners. However the distinction between a level 1 and a level 2 qualification will remain unchanged.

8. We consulted widely with schools and there was very strong support for retaining an open qualifications market here. This means that qualifications designed by Awarding Organisations based in England should be available for use in schools here. **These GCSEs will use the 9-1 grading system when they are first awarded in 2017.**

9. CCEA will be revising its GCSE specifications and they will be available for first teaching from September 2017. Regardless of whether CCEA changes its grading from alphabetic to numeric, there will be a mixture of the two grading systems in place in 2017 and 2018. We will need to manage this period of transition.

### Interim Arrangements

10. From September 2015 to August 2017, schools here will continue to be able to offer examinations from a range of awarding organisations which means that GCSEs awarded here will have different grading systems. We have set out below a matrix which explains how the alphabetic grade maps to the numeric grading for use by pupils, parents, employers, universities FE colleges etc.

**Table showing how 9-1 grades will be anchored to A\* - G**

A	7 (20% of candidates who get a grade 7 or above will get a grade 9)
C	4
G	1

*Ofqual has stated that statistics will be used to predict outcomes and – if the statistics show that there has not been a major change in the cohort – the % of the cohort getting a grade 4 or above will be roughly the same as those who would have*

*achieved a grade C or above the previous year. Grades 7 and 1 will be anchored to grades A and G in a similar fashion.*

### **Longer term policy position here**

11. It is for us to consider whether there is merit in adopting a 9 to 1 grading system here. Or whether there is merit in retaining the existing grading system.

### **Potential benefits of changing**

12. These include:

- a. One common grading system for 99.4%<sup>1</sup> of GCSEs taken here will mean a reduced risk of confusion and misunderstanding for all stakeholders, including pupils, parents, employers etc;
- b. It will make the process of comparability simpler and easier;
- c. It will enable pupils who currently achieve a grade C and above to be more clearly differentiated in terms of their abilities since they will be assessed against 6 grades (9 to 4) compared with 4 (A\* to C) as at present;

### **Potential risks of changing**

13. These include:

- a. There remains the potential for confusion amongst stakeholders who have been used to alphabetic grades for over 25 years;
- b. There would be numeric grades at GCSE and alphabetic grades at A level and the two do not necessarily sit comfortably together;
- c. There is reduced opportunity for those at the lowest grades to demonstrate what they have achieved since there are fewer grades (3 to 1) below a Grade 4 / C compared with 4 grades / D to G as at present.
- d. There is a potential risk of confusion for parents and other stakeholders about the numbers used in Levels of Progression at Key Stage 3 and 4 and numbers to grade GCSEs.

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<sup>1</sup> Based on figures from RM Data for 2012/13 – the awarding organisation WJEC had 0.6% of the GCSE market share in the north of Ireland. It will be retaining an alphabetic grading structure.



## Potential benefits of not changing

14. These include:

- a. We would continue to use an alphabetic grading system with which all stakeholders have become familiar;
- b. It would more clearly distinguish GCSEs produced by CCEA from those produced by other (English) Awarding Organisations (WJEC will provide GCSEs using alphabetic grades for the Welsh market and other markets).

## Potential risks of not changing

15. These include:

- a. Increases the perception of difference between CCEA qualifications and those awarded by English Awarding organisations;
- b. Confusion for pupils and parents who will have to interpret two different grading systems on an on-going basis;

## Your views

16. We would welcome your views on these issues by completing the questions as outlined at Annex A – preferably on-line but, if you prefer, a return can be made in hard-copy.

## Section 75 Considerations

17. Section 75 of the NI Act 1998 requires all public authorities in carrying out their functions relating to the north of Ireland, to have due regard to the need to promote equality of opportunity between –

- persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation;
- men and women generally;
- persons with a disability and persons without; and
- persons with dependants and persons without.

18. In addition, without prejudice to the above obligation, public authorities must also, in carrying out their functions relating to the north of Ireland, have regard to the

desirability of promoting good relations between persons of different religious belief, political opinion or racial group.

19. The proposals in this consultation have been considered in the context of Section 75(1) and Section 75(2) of the NI Act 1998 and have been screened out. A copy of the screening document can be found at [www.deni.gov.uk](http://www.deni.gov.uk). The Department will monitor the impact of these proposed changes on an on-going basis.

### **Timescales**

20. This consultation will take place between 23 March 2015 and 19 June 2015. Taking into account the analysis process and the need to update the Minister and Education Committee in Stormont, we estimate that final decisions are likely to follow in summer 2015.

21. If a decision was taken to change the GCSE grading from alphabetic to numeric, the effective date of change would be September 2017 for GCSEs produced by CCEA. . The Awarding Organisations based in England - AQA, Eduqas, OCR and Pearson - will be implementing a numeric grading system from September 2015 onwards. WJEC which is based in Wales will continue to use the A\*-G grading system.



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20 April 2015

Dear Consultee,

**Consultation on Proposals for the Future of the Youth Council for Northern Ireland**

The Department of Education is inviting comments on proposals in relation to the Future of the Youth Council.

In March 2015, the Minister for Education, John O'Dowd, announced his intention to the Education Committee to commence work to explore how all youth funding might be delivered through the Education Authority.

In a context where the Education Authority has been established as a single regional authority, the Minister has decided that there is a compelling need to ensure that the funding available for youth services is increasingly targeted towards front line provision that reflects Priorities for Youth policy.

Giving effect to the administration of regional youth services through the Education Authority does not require a change to the current Education Authority legislation. However, as the Youth Council was established under the Youth Service (NI) Order 1989, primary legislation will be required to repeal or amend its functions.

The Department would welcome your views on these proposals and all interested parties are encouraged to make their responses before the consultation **closing date of 12 June 2015**.

The consultation document and response booklet are available on the Department's website at [www.deni.gov.uk](http://www.deni.gov.uk).



Yours sincerely

A handwritten signature in black ink that reads "Brenda Shearer." The signature is written in a cursive, flowing style.

**Brenda Shearer**  
**Youth and Schools in the Community Team**



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**Public Consultation**

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## **Road Safety and Vehicle Regulation Division**

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**Proposal for the Mandatory Wearing of Helmets on Motor  
Tricycles**

June 2015

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## Introduction

The Department of Environment is launching a public consultation on a proposal to make the wearing of helmets mandatory for riders and/or drivers of, and passengers on, motor tricycles used on public roads.

In 2011, due to increasing public concern about the risk of serious or fatal injuries to motor quadricycle (quad bike) riders involved in collisions on the public road, the Department decided to investigate a proposal to make the wearing of helmets on these vehicles compulsory.

Following a consultation exercise which the Department ran in 2012, it was evident that there was support to make it mandatory to wear helmets on quad bikes, giving riders on such vehicles much better head protection and helping to reduce serious injuries or fatalities. The Department decided that the appropriate way forward was to implement primary and secondary legislation to require the wearing of helmets by quad bike riders.

The legislative power to mandate the wearing of helmets on quad bikes has been included in the Road Traffic (Amendment) Bill. The Bill is currently going through the required stages of the Northern Ireland Assembly process for primary legislation. Once the Bill has been enacted, the next step for the Department will be to implement subordinate legislation to give effect to this policy decision and to mandate the wearing of helmets on quad bikes in secondary legislation.

During the scrutiny of the Bill in the Committee Stage of the Assembly process, Departmental officials committed to consider also extending the requirement to wear helmets when riding motor tricycles on the public road. As the Department has not previously consulted on this particular policy proposal, we are keen to hear your views on the proposal and would be especially grateful for

comments or responses to the short list of questions in **Annex A** to this document.

The question this consultation paper seeks to address is:

- Should the wearing of helmets be made mandatory for riders and/or drivers of, and passengers on, motor tricycles used on public roads, in order to reduce road casualties?

## Background

The term ‘motor tricycle’ covers a wide range of vehicles of various styles and designed for different usage.

Motor tricycles (referred to as ‘trikes’ throughout the remainder of this consultation document) range from those built on a donor motorcycle platform to those built on a car based platform. There are those which are a hybrid of motorcycle and car platforms and those which are manufactured as a dedicated high performance sports trike. In addition, there are a number of manufacturers of trikes for disabled people.

Riders and passengers on two-wheeled motorcycles are required by law to wear helmets when riding on public roads, and the Department intends to extend this requirement to quad bikes in the coming months.

The Department is now considering the extension of the mandatory requirement to wear helmets to trikes. This consultation document sets out the various options open to the Department and the implications of these options.

We would welcome your participation in the development of this policy and later in the document you will find details of where to send any suggestions or comments you may have.

## Legislative requirements

The legal definition of ‘motor tricycle’ is broad, and includes a number of small urban cars, as well as ‘sport’ trikes for road use. Trikes are also used extensively in the agricultural sector and there is a growing leisure industry provision for off-road use of these vehicles.

It is a requirement, across the European Community, for all vehicles including three wheeled mopeds and trikes to be type



approved prior to going into service. Type approval is a set of harmonised design, construction and environmental standards that allow manufacturers to build to requirements set by European Directive 2002/24/EC (as amended) on the type approval of such vehicles.

Trikes must also comply, when used on the public road and for MOT testing purposes, with the Motor Vehicles (Construction and Use) Regulations (NI) 1999 and the Road Vehicles Lighting Regulations (NI) 2000 (both as amended).

Article 27 of the Road Traffic (Northern Ireland) Order 1995 gives the Department power to make regulations requiring the wearing of protective head gear for riders and passengers on motorcycles and other motor vehicles. Passengers in sidecars are specifically exempted. This provision encompasses three wheeled vehicles, thereby giving the Department the power to require the wearing of helmets on trikes.

## Defining the Trike

When considering trikes it is necessary accurately to define the type of vehicle to which the proposal is intended to apply. There are a number of different ways of identifying trikes in current European and national legislation and these are detailed below.

### European type approval legislation

Directive 2002/24/EC specifies the approval standards that trikes must meet before they can be used on the road. The Directive was implemented by the Motor Cycles Etc (EC Type Approval) Regulations 1999 (as amended) which defines both a moped and a motor tricycle as follows:-

“moped”	a two or three wheel vehicle fitted with an engine having a cylinder capacity not exceeding 50cm <sup>3</sup> if of the internal combustion type and a maximum design speed of not more than 45 km/h.
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“motor tricycle” means a vehicle with three symmetrically arranged wheels fitted with an engine having a cylinder capacity of more than 50cm<sup>3</sup> if of the internal combustion type and/or a maximum design speed of more than 45 km/h.

### UK registration and licensing legislation

In UK legislation dealing with registration and licensing of vehicles, the Road Vehicles (Registration and Licensing) Regulations 2002 (as amended), there is a specific definition for trikes as follows:-

“tricycle” a mechanically propelled tricycle (including a motor scooter and a tricycle with an attachment for propelling it by mechanical power) not exceeding 450 kgs in weight unladen and not being a pedestrian controlled vehicle (a vehicle with three or more wheels which does not exceed 450 kgs in weight unladen and which is neither constructed nor adapted for use nor used for the carriage of a driver or passenger).

### NI driver licensing legislation

Driver licensing is devolved and the associated legislation is contained in the Motor Vehicles (Driving Licences) Regulations (Northern Ireland) 1996 as amended. These Regulations set out the various categories of vehicles for which driving licences can be obtained.

Driving licence rules for moped, motorcycle and trike riders changed on 19 January 2013. Trike riders now fall under the A and A1 categories.

Category A1 covers small motorcycles and trikes up to 11kw or 125cc. The minimum age for riding an A1 is 17 years. Riders must have a valid Compulsory Basic Training Certificate (CBT)

certificate and pass the motorcycle theory and practical tests to get this entitlement. Once these riders complete their CBT they can practise unaccompanied. When they pass the practical test they are restricted to a speed of 45 mph for a period of one year.

Category A covers unrestricted motorcycles above 35kW and includes trikes over 15kW. Learner riders must be accompanied at all time by an Approved Motorcycle Instructor (AMI). These riders are not restricted to 45 mph and are trained and tested at higher speeds. Once they pass their test they must display "R" plates but are not restricted to 45 mph.

It should be noted that the completion of CBT and access to tests for motor tricycles in categories A1 and A is only available to driving test candidates with a physical disability.

Able bodied candidates wishing to ride motor tricycles cannot use these vehicles for the completion of CBT or for a test and must gain access to a full licence via training and tests using a motorcycle.

## **Body types**

The above legal definitions of a trike encompass not only those that look like a motorcycle (such as the Honda Gold Wing) but also those which looks like cars (such as the Reliant Robin).

There are also hybrid vehicles with both a car platform and a motorcycle platform such as a Honda front end and Volkswagen Beetle rear end. There are also trikes which are manufactured as a dedicated high performance sports vehicle such as the Can-am Spyder or Polaris Slingshot.

In addition, there are a number of manufacturers of trikes for disabled people such as Nippi Trikes, which allow wheelchair bound riders to clamp their wheelchair on board a trike platform



Examples of all these types of trike can be found at **Annex B**. The examples provide some understanding to how far reaching the legal definition of a trike can be.

### **Trikes – identification**

If various types of trikes are to be treated differently in regulation there is a need for clear identification of the types concerned. For example, if 'car-like' trikes are to be exempted from any mandatory requirement to wear helmets, then a suitable definition is needed for use in legislation.

At this juncture, it should be highlighted that the proposal is only concerned with riding or driving on public roads, as the Department's remit does not extend to private land. Therefore, all-terrain vehicles (ATVs) or trikes used exclusively off-road, which are never intended to be driven on the public highway, are outside the scope of motor vehicle legislation.

However, this proposal would impact on those trikes which are used on public roads such as road going leisure vehicles. Also affected by this proposal would be agricultural trikes used exclusively for farm work which are also permitted to travel on roads for limited distances, for instance between fields divided by roads.

The aim of improving rider/driver safety through mandating the wearing of helmets needs to be correctly targeted. Therefore the construction of the vehicle is paramount in deciding who needs to wear a helmet. Clearly, people riding/driving vehicles fitted with a fixed roof or roll over protection and side protection may not need to wear a helmet.

Riders and/or passengers on some trikes may be required to wear seatbelts depending on:

- the unladen weight;

- the date they were first used;
- if they are equipped with seats of a type that requires the driver/passenger to sit astride it longitudinally; and
- whether the vehicle was constructed or assembled by a person not ordinarily engaged in the trade or business of constructing those sorts of vehicles.

However, even though a trike has seatbelts fitted it may not have a roof or other suitable roll over protection and side protection. In the absence of these other fixtures it would enhance safety greatly if the riders/occupants of the tricycle were wearing helmets.

In respect of disabled riders/drivers, the Department feels there are no equality issues from mandating the wearing of helmets based on the construction of the vehicle.

**Therefore your views are invited on the Department's proposal to legislate for the mandatory wearing of helmets on trikes as follows:**

**Every person driving or riding a motor tricycle on a road must wear protective headgear, except when a motor tricycle:**

- (a)is horizontally confined by a body enclosing each person carried which also provides protection; and**
- (b)is fitted with a fixed roof or other rollover protection for each person carried in or on the vehicle; and**
- (c)has seatbelts fitted when required by the relevant regulations.**

**Alternatively, the Department is legislating to make it a requirement to wear a helmet when riding/driving a quad bike on a public road. The definition used to ensure that the legislation only extends to those non-car like quad bikes is as follows:**

**“motor quadricycle”**      **any motor vehicle having –**

- a. 4 wheels;**
- b. an unladen weight not exceeding 550 kilograms; and**
- c. handlebars,**

**and designed to be operated with the driver seated astride a seat longitudinally.**

**The alternative proposal would be to use a similar legislative definition for trikes with the main differences being the number of wheels and the unladen weight not exceeding 450kgs which is aligned with the UK registration and licensing legislation.**

### **Road casualties on trikes**

From 2008 to 2014 there were two people killed riding motor tricycles used on public roads in Northern Ireland with three people seriously injured and five people slightly injured.

While the human cost is clearly of paramount importance it is, unfortunately, inescapable that we must try to put some sort of monetary cost to motor tricycle casualties. During those seven years, in cost-benefit terms, the value of preventing these casualties would have estimated to have been around £4.75million (at 2014 values)<sup>1</sup>. However, it should be noted that even if these riders were wearing helmets it would not have necessarily prevented injury or death.

Figures obtained from the DVLA vehicle licensing system for the period from October to December 2014, has 250 motor tricycles registered and 235 motor tricycles with a statutory off road notification (SORN) in Northern Ireland as at the 31 December

<sup>1</sup> Source: Department for Transport (DfT) web TAG Table A4.1.3 using the [HMT GDP deflator](#) to uplift.



2014<sup>2</sup>. DVA testing data indicates there are 260 motor tricycles which had a full MOT test during the 2013/14 financial year.

## Costs

The retail cost of a new motorcycle helmet starts from around £40. Retail prices for motorcycle helmets can rise to several hundred pounds. It may be necessary to also purchase a helmet holder to secure the helmet in an unattended vehicle. These are available from around £50. The total cost to a rider of a trike for both these items would therefore be a minimum of £90 per vehicle user.

In respect of costs to industry, it is impossible to quantify the effect of the various options on consumer choice, in view of the continuing interest in eco-friendly “green” transportation. It is of course possible that mandatory wearing of helmets on trikes could influence at least a portion of the customer base away from these vehicles as a personal transport option.

## Helmet Standards

The Motor Cycles (Protective Headgear) Regulations (Northern Ireland) 1999 as amended provide the standard for motorcycle helmets. All motorcycle helmets when riding or driving on a public road must meet the following standards:

- meet British Standard BS 6658:1985 and carry the BSI Kite mark
- meet UNECE Regulation 22.05
- meet a European Economic Area member standard offering at least the same safety and protection as BS 6658:1985, and carry a mark equivalent to the BSI Kite mark

The Department has liaised with the Health and Safety Executive NI (HSENI) on this policy proposal. HSENI is the lead body

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<sup>2</sup> The licensing figures are sourced to the Department for Transport (DFT) as the relevant producer body for vehicle licensing statistics.

responsible for the promotion and enforcement of health and safety at work standards in Northern Ireland. Their remit extends to the agricultural sector.

In terms of this particular proposal, HSENI strongly advises farmers to wear appropriate headgear (including suitable helmets) when three and four wheeled motorcycles are being used for agricultural work purposes. HSENI works under the Personal Protective Equipment at Work Regulations 1992 (as amended) and the Management of Health and Safety at Work Regulations (Northern Ireland) 2000 (as amended).

The Department has discussed with HSENI what would be the most suitable type of helmet for riders/drivers of trikes for agricultural trike riders, given that they would likely be using these vehicles on both private land and public roads. HSENI has confirmed that any helmet being worn on a trike driven on the road should be of a standard which meets the criteria set out in the Motor Cycles (Protective Headgear) Regulations (Northern Ireland) 1999 cited above.

HSENI did highlight that there are open face helmets available to buy which meet the standard in the aforementioned Regulations. HSENI believe that these types of helmet give a better visibility than full face helmets, and would be suitable for both public road use and off-road use for the purpose of any kind of agricultural work.

However, it is also the case that open face helmets provide less facial protection and if maximum visibility is the prime consideration then it should be remembered that safety can be compromised with an open face helmet.

An alternative is a “flip-front” helmet which is homologated to be used both closed and open as required. This may satisfy the need for better visibility when needed and provides more safety when closed than an open face helmet.

The Department and HSENI would always recommend buying a new helmet from a reliable supplier.

## Options

This section sets out the various options open to the Department, along with their advantages and disadvantages.

Option 1: Do Nothing - This is the simplest option. No legislation would be required and there would be no cost or impact on the community or the small vehicle industry.

### *Advantages:*

- No action required
- No public information required
- No adverse impact on the motor tricycle industry

### *Disadvantages:*

- No impact on casualty figures for trike drivers and passengers.

Option 2: Require the wearing of helmets for riders and passengers on (or in) all vehicles falling within the definition of "motor tricycle"

With this option, the Department would need to make subordinate legislation to implement the requirement.

### *Advantages:*

- Possible reduction in the number and seriousness of injuries resulting from trike accidents
- Increase in the sales of helmets from local retailers

### *Disadvantages:*

- Additional cost impact on agricultural trike users, who use their vehicles on road for movement between farmlands
- Includes car-like trikes



### Option 3: Require the wearing of helmets only on all-terrain or non car-like trikes

This option would require a precise vehicle definition for the purpose of requiring the wearing of helmets on non-car like trikes. As with option 2, the Department would need to make subordinate legislation to implement the requirement.

#### *Advantages:*

- Vehicles in the car like category would be unaffected by the requirement
- Drivers and passengers on all terrain type trikes would have better head protection while using the vehicle on roads
- Increased sales of helmets from local retailers

#### *Disadvantages:*

- Additional cost impact on agricultural trike users who use their vehicles on road for movement between farmlands

### **The Department's preferred option**

The Department's preferred option is option 3, which is to require the wearing of helmets on non car-like trikes only. This option provides the maximum safety potential with the minimum adverse impact on industry or trike users. Given that it will be mandatory to wear a helmet on a public road if you are a motorcycle or quadricycle rider/driver, it would logically follow that the same should be done for trikes. However, no firm decisions have yet been made and the information and views received in response to this consultation document will help shape future policy in this area.

### **How to Respond**

The consultation period began on 24 June 2015 and will run for 8 weeks until 19 August 2015. Please ensure therefore that your response reaches us no later than **Wednesday, 19 August 2015**.

If you would like further copies of this consultation document it can be found at <http://www.doeni.gov.uk/>

Please send consultation responses and any requests for additional copies of the documents, or copies of this document in accessible formats to:-

Vehicle Standards  
Department of the Environment  
Road Safety & Vehicle Regulation Division  
Vehicle Policy Branch  
Clarence Court  
10-18 Adelaide Street  
Town Parks  
Belfast  
BT2 8GB  
Email: [vehicle.standards@doeni.gov.uk](mailto:vehicle.standards@doeni.gov.uk)

When responding, please state whether you are responding as an individual or are representing the views of an organisation. If you are responding on behalf of an organisation, please make clear who the organisation represents and, where applicable, how the views of members were assembled.

A summary of responses to the consultation will be published following the close of consultation at the website address above.

### **Freedom of Information Act 2000 – confidentiality of consultation responses**

As indicated above, the Department will publish a summary of responses following completion of the consultation process. Your response, and all other responses to the consultation, may be disclosed on request. The Department can only refuse to disclose information in exceptional circumstances. Before you submit your response, please read the paragraphs below on the confidentiality of consultations and they will give you guidance on the legal

position about any information given by you in response to this consultation.

The Freedom of Information Act 2000 gives the public a right of access to any information held by a public authority, namely, the Department in this case. This right of access to information includes information provided in response to a consultation. The Department cannot automatically consider as confidential information supplied to it in response to a consultation. However, it does have the responsibility to decide whether any information provided by you in response to this consultation, including information about your identity, should be made public or treated as confidential.

This means that information provided by you in response to the consultation is unlikely to be treated as confidential, except in very particular circumstances. The Lord Chancellor's Code of Practice on the Freedom of Information Act provides that:

- the Department should only accept information from third parties in confidence if it is necessary to obtain that information in connection with the exercise of any of the Department's functions and it would not otherwise be provided.
- the Department should not agree to hold information received from third parties 'in confidence' which is not confidential in nature.
- acceptance by the Department of confidentiality provisions must be for good reasons, capable of being justified to the Information Commissioner.



Annex A

CONSULTATION QUESTIONS

Q1:	Do you think that one of the listed options is the way forward?	Yes	
		No	
Additional comments:			

Q2:	If the answer to question 1 above was yes, which option do you feel provides the appropriate way forward?	Option 1	
		Option 2	
		Option 3	
Additional comments:			

Q3:	If your answer to question one was no, can you suggest a possible alternative course of action? Please give details.		
Additional comments:			

Q4:	Do you think the sales market for trikes will be affected by the introduction of this policy?	Yes	
		No	
Additional comments:			

Q5:	Do you agree that this policy should also be introduced for disabled drivers/riders?	Yes	
		No	
Additional comments:			

Q6:	Do you feel there is a more effective way to define trikes in legislation? If yes, please give details.	Yes	
		No	
Additional comments:			



## Annex B

### Examples of Trikes

Honda Gold Wing based trike



Reliant Robin





Morgan three wheeler



Hybrid Trike with motorcycle front end and Volkswagen Beetle rear end



## Can-am Spyder



## Polaris Slingshot





Nippi trike for a disabled rider



Nippi trike with a wheelchair bound passenger



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Your views on this document  
are welcome

June 2015

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print or in minority  
ethnic languages are  
available on request.**



Annex A

CONSULTATION QUESTIONS

Q1:	Do you think that one of the listed options is the way forward?	Yes	
		No	
Additional comments:			
Q2:	If the answer to question 1 above was yes, which option do you feel provides the appropriate way forward?	Option 1	
		Option 2	
		Option 3	
Additional comments:			

Q3:	If your answer to question one was no, can you suggest a possible alternative course of action?  Please give details.		
Additional comments:			

Q4:	Do you think the sales market for trikes will be affected by the introduction of this policy?	Yes	
		No	
Additional comments:			

Q5:	Do you agree that this policy should also be introduced for disabled drivers/riders?	Yes	
		No	
Additional comments:			

Q6:	Do you feel there is a more effective way to define trikes in legislation? If yes, please give details.	Yes	
		No	
Additional comments:			



<b>Report to:</b>	<b>Full Council</b>
<b>Subject:</b>	Debt Recovery Arrangements for Off-Street Parking
<b>Date:</b>	6 July 2015
<b>Reporting Officer:</b>	Eddy Curtis, Director of Strategic Planning & Performance
<b>Contact Officer:</b>	Johnny McBride, Change Manager

### **Decisions Required**

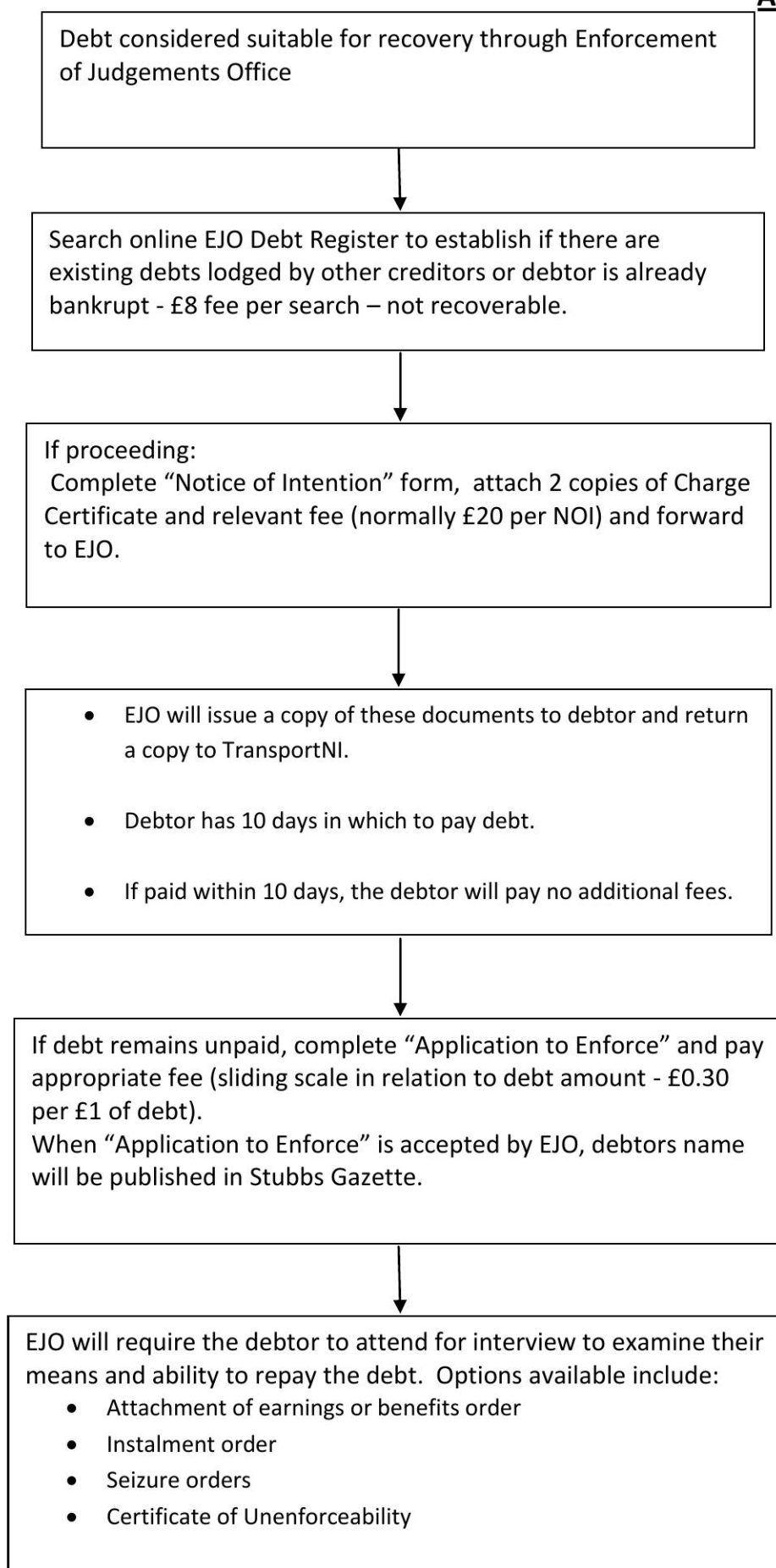
Members are asked to note the contents of the report and consider and agree to the recommendations:

- **The Enforcement of Judgements Office (EJO) service be used to recover debt on behalf of the Council specifically in relation to unpaid Penalty Charge Notices (PCNs) (Parking Tickets); and**
- **The Director of Regulatory & Technical Services (Mr C O'Rourke) is designated as the local point of contact for the management of this arrangement.**

1.0	<b><u>Purpose &amp; Background</u></b>
1.1	The purpose of this report is to recommend for Members' agreement arrangements for the recovery of debt specifically in relation to unpaid PCNs and which are attached to the transfer of off-street parking responsibilities from the 1 April 2015.
2.0	<b><u>Key Issues</u></b>
	<b>Service Level Agreement</b>
2.1	Members will already be aware the Council previously agreed to enter into a service level agreement with Transport NI to continue, on an interim basis, with the previous operational arrangements with regard to car parks in the District. This interim arrangement covers the period from the 1 April 2015 to the 31 October 2016. As part of this same arrangement, Transport NI is now seeking confirmation from the Council that it wishes to use the EJO service for debt recovery.
	<b>Legislative Provision for Debt Recovery</b>
2.2	The Traffic Management (Northern Ireland) Order 2005 makes provision for outstanding PCN debts to be recovered through either clamping or through the Enforcement of Judgements Office (EJO). Clamping is the preferred method of debt recovery, subject to the vehicle being located and clamped by the enforcement contractor. However, there are situations where debts cannot be recovered through clamping and consideration must be given to recovering the debt through EJO.
2.3	Factors to be taken into account in making the decision to proceed to EJO may include:

	<ul style="list-style-type: none"> <li>• Likelihood of successful recovery by EJO</li> <li>• Value for money</li> <li>• Amount of PCN debt outstanding</li> <li>• Number of debts owed to other creditors</li> </ul>
2.4	The process through which debt is recovered and which will govern the arrangement between the EJO and Council is set-out at <b>Appendix I</b> .
3.0	<p><b><u>Resource Implications</u></b></p> <p>There are a number of resource implications attached to this arrangement. These largely reflect the administration fees the Council will be required to pay should it wish to proceed with the recovery of debt. Any fees incurred are added to the debt and are recovered as part of the EJO debt recovery process. Further details are provided in Appendix I. It should however be noted that in respect of debt recovery the Council does not currently have the resource capacity or capability to undertake this duty by itself.</p>
4.0	<p><b><u>Appendices</u></b></p> <ul style="list-style-type: none"> <li>▪ <b>Appendix I</b> – Flow Chart &amp; Process for Debt Recovery through EJO service</li> </ul>

## APPENDIX I





Process – extracted from Technical Specification document:

## **9.55 Debt recovery through the EJO:**

9.55.1 The other option Transport NI avails of to pursue parking debt is through the EJO.

### **9.55.2 EJO Search Procedure**

When a case has reached the debt recovery stage, it is checked by the EJO section to ensure it meets the criteria for referral to the EJO. A Charge Certificate **must** have been issued and received by the debtor. This check also should reveal;

- if the debtor has other vehicles with outstanding debt,
- if the debtor still owns the offending vehicle and
- other factors such as if the name of the debtor has been spelled correctly.

At this stage Council will make the decision whether to proceed with the EJO search or to write the debt off. (Write off procedure will be dealt with in a later section).

A search is carried out via the Northern Ireland Courts Service website for those debtors that are deemed suitable for EJO search. The purpose of the search is to discover if the debtor has other outstanding debt. At present Transport NI will still pursue the debt even if the debtor has incurred outstanding debt from other sources. However if the debtor has a lot of outstanding debt to other agencies/companies a decision is taken at Staff Officer (appropriate grade in Council) level whether or not to pursue the debtor for outstanding debt on PCN's.

Depending on what the EJO search reveals regarding outstanding debt, Council will direct Transport NI as to whether it requires them to issue a Notice of Intention ("NOI") to register the debt with the EJO.

### **9.55.3 Notice of Intention to Enforce**

Transport NI completes a “Notice of Intention to Enforce” (NOI) (in duplicate with 2 copies of the Charge Certificate). This is sent by Transport NI to EJO for them to serve on the debtor. The purpose of the NOI is to inform the debtor that

- the case has been referred to EJO for debt recovery and
- that if the debt is not paid within ten days additional fees will be incurred when the application to enforce is lodged.

EJO will return a copy of the NOI, Charge Certificate, blank “Application to Enforce” and the date the NOI was issued to debtor. A questionnaire is also attached.

#### 9.55.4 **Application to Enforce**

The case is checked for further correspondence from the debtor such as a payment or an arrangement to pay. If the debt remains unpaid, completes the Application to Enforce a Judgement (Form 3) and the questionnaire giving further details on the debtor, if known.

When EJO accept the Application to Enforce, the debtor does not have a further opportunity to pay and they are listed in the Stubbs Gazette.

#### 9.55.5 **Criteria for Selection of Cases to Be Brought By EJO**

Under normal circumstances, it is Transport NI policy that only cases meeting the following criteria will be sent to the EJO for enforcement action;

- A EJO search has been obtained against the debtor and the judgments search shows:
- No record of judgments has been made in the last 6 years; or
- Records of judgment(s) are known, but are all noted as ‘paid in full’.

However, if a case has a number of outstanding debts recorded on the search then management approval is required before going ahead with enforcement procedures.

In normal circumstances Transport NI will only enforce those cases that meet the above criteria, and seek enforcement up until the application stage of the process.

- Under certain circumstances Transport NI will ask EJO to either 'activate' an existing case or a new case for full enforcement. These circumstances include, but are not exhaustive to:
- Vehicles that cannot be clamped or removed for debt recovery purposes; and or
- Persistent evaders with a number of unpaid debts (minimum 3).

#### 9.55.6 **Transport NI Policy on cases forwarded for Full Enforcement**

If Transport NI decide to 'activate' an existing or new case for full enforcement the full measures contained in the **Judgements Enforcement (NI) Order 1981** will apply. The main enforcement options available (with the specific exception to Orders Charging Land) are:

- Attachment of Earnings Order
- Attachment of Benefits Order
- Instalment Orders
- Garnishee Orders
- Seizure Orders
- Receiver Orders
- Certificate of Unenforceability

#### 9.55.7 **Transport NI Administrative Procedures**

Transport NI PCN Processing staff will adhere to the following administrative arrangements when dealing with EJO cases;

- A prepaid account for the payment of Notices of Intent and Enforcement Applications and a separate fee account for the payment of On-Line Debt Register Searching will be the preferred payment method.



It is Northern Ireland Civil Service policy that all civil business is paid prior to the instigation of civil action, Councils will be invoiced for these costs on a monthly basis.

- Notices of Intent and Enforcement Applications will be batched for the relevant EJO enforcement team and forwarded to EJO on a regular basis
- Transport NI PCN Processing staff will submit two completed Form 1s along with the 2 Charge Certificates at the NOI stage
- Transport NI PCN Processing staff will submit a completed Form 3, a copy of the NOI receipt (issued by EJO), the Charge Certificate and the enforcement application.
- If Transport NI are to lodge more than thirty NOI or thirty Enforcement Applications in a day, prior notice should be given to the relevant team Customer Liaison Officer;

#### 9.55.8 Enforcement of Judgements Office (EJO)

**The decision to progress a case to the Enforcement of Judgements office will only be taken if instructed (by confirmation e-mail to Processing Unit) to do so by the Council.**

The fee for a search of the EJO Online Debt Register is £8.00 per name searched. This fee is non-refundable.

If a decision is made to issue a Notice of Intention (NOI) to enforce a money judgement the fee is currently £20. If the debtor pays at this stage the £20 fee paid is not recoverable.

If a decision is made to proceed with debt recovery and ask EJO to recover the debt (Form 3 stage), the debt is published in Stubbs Gazette at this stage and there is a sliding scale of fees chargeable by EJO. If the debt recovery action is successful, the debtor pays the NOI fees and the Form 3 fees. These

are on a sliding scale and can be found via the following link - <http://www.courtsni.gov.uk/en-GB/Services/EJO/EnforcementFees>

When asked to recover a debt, EJO will normally ask the debtor to attend for an interview in order to examine their means and ability to repay. If the debtor does not attend, EJO may prepare a "Conditional Order for Issue of Warrant of Arrest". must then engage a summons server to personally serve the document on the debtor. The normal fee for summons Service is £30.00 but this can vary and the summons server is required to offer a "viaticum", which is the public transport return fare required for the debtor to attend for interview. Alternatively, EJO may issue an order to serve this by post and a postal order for the return public transport fare must be included.

Any fees expended for summons Service and viaticums are added to the debt and are recovered as part of the EJO debt recovery process. However, if recovery is not successful, all fees are lost.