

October 23rd, 2017

Notice Of Meeting

You are requested to attend the meeting to be held on **Monday, 23rd October 2017** at **6:00 pm** in **Mourne Room, Downshire Civic Centre.**

Agenda

1.0 Apologies

2.0 DFI Roads Interim Report (copy attached)

Transport NI - Simon Richardson, Ciaran McKenna and Heather Bradley

(DEA Clinics being held previously in the day)

📎 ***DFI Roads - Southern Division - Interim Council Report - NMDDC - October 2017.pdf***

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SOUTHERN DIVISION

Interim Report 2017/18 to Newry, Mourne and Down District Council



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Foreword

Chairperson and Councillors Newry, Mourne and Down District Council

I have pleasure in submitting an update to my Annual Report on DfI Roads work in the Newry, Mourne and Down District Council area.

For ease of reference I have provided all updated information in red throughout the report and this gives the latest position in relation to the planned work presented to Council in the Spring.

In the first six months of this financial year we have made good progress in working through our programme of capital resurfacing schemes. Unfortunately at this point in the year no additional capital funding has been forthcoming so we have been unable to add schemes to the initial programme. If additional funding does become available later in the year we will be ready to add to our programme of capital works.

On the resource side, we are continuing to provide the same level of service as last year in areas such as grass cutting, defect repairs weed spraying and gully cleaning. However, if in-year bids are successful funding will immediately be used to increase the level of service.

I hope you find this update report informative and I look forward to meeting with you to discuss our work in the District.

**Simon Richardson
Divisional Manager**

Southern Division - Senior Management Structure



Simon Richardson
Divisional Manager

DFI Roads wishes to build upon the good working relationships it has with Council Members and Officers. The Senior Management Team is listed below, however day to day matters should be raised with the relevant Senior Engineers whose details are listed at the start of each section.



Liam McEvoy
Strategic Road Improvements (SRI) Manager

Major works schemes (>£1.5M)



Arnold Hamilton
Network Maintenance Manager

Maintenance of existing road network



James Kelly
Network Development Manager

Improvements to the network



Reynold Nicholson
Network Planning Manager

Regulation of new additions to the network

Southern Division

Newry, Mourne and Down District Council
DFI Roads Interim Report - October 2017

Southern Division is one of four Client Divisions within DfI Roads. It spans the local Council areas of Armagh City Banbridge and Craigavon, Newry Mourne and Down and Ards and North Down (see map below).



In Southern Division we are responsible for approximately 8000km of public road together with 1300 bridges, 250 sets of traffic lights, 81,000 streetlights and over 4000 illuminated signs and bollards. We carry out functions under the headings:-

- **Strategic Road Improvements** – Major capital projects (>£1.5M) on Key Transport Links.
- **Network Maintenance** – Maintenance of the existing network. Maintenance activities include Resurfacing, Surface Dressing and drainage works as well as grass cutting, gully emptying, patching, embankment/verge maintenance, fencing and provision of the Winter Service
- **Network Development** - Improvements to the existing network to improve safety and traffic progression including Minor Works and Local Transport & Safety Measures.
- **Network Planning** - Regulation of additions to the network proposed by developers

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SECTION 1

STRATEGIC ROAD IMPROVEMENTS & STRUCTURES

Strategic Road Improvements Manager: Liam McEvoy

Liam is supported by the following staff



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1.1 A24 Ballynahinch Bypass

The proposed A24 Ballynahinch Bypass would be aligned to the east of the town, from a new roundabout at the junction of the A24 Belfast Road and the A21 Saintfield Road to a new roundabout located at the existing junction of the B2 Downpatrick Road and the A24 Drumaness Road. A compact grade separated junction would connect the B7 Crossgar Road with the proposed bypass.

The 3.1km bypass, which is estimated to cost in the range £30-£40million, would comprise of a single 2-lane carriageway bypass with widening to provide overtaking opportunities for traffic exiting the new northern roundabout travelling south, and southern roundabout for traffic travelling north.

A shared footway/cycleway extending between the terminal roundabouts would also be included within the proposed Bypass scheme.

A 'Park & Share' facility to accommodate 27 parking bays (including 3no. disabled bays) would be constructed on the northern side of the proposed Saintfield Road Roundabout between the A24 Belfast Road and A21 Saintfield Road.

A Public Inquiry into the Proposed Scheme was held on 26 & 27 January 2016 and the Inspectors report was subsequently received in March 2016.

Following consideration of the Public Inquiry Inspector's Report, the then Minister released his Written Ministerial Statement on 13 December 2016, detailing his decision to accept the outcomes of the Public Inquiry for the A24 Ballynahinch Bypass scheme and to progress the scheme in readiness of funding becoming available. The formal Environmental Statement: Notice of Intention to Proceed' was published 29 December 2016.

Development work on the scheme continues to progress. A programme of geotechnical investigation works on lands along the length of the scheme has recently been completed.

The Department is currently developing a procurement strategy for the scheme. Following approval of the procurement strategy, work will commence on preparation of the contract documentation.

Progression to construction remains subject to clearing the statutory procedures, and funding being made available to the Department.

Visit <https://www.infrastructure-ni.gov.uk/articles/a24-ballynahinch-bypass-overview> to find out more about the scheme.

1.2 Newry Southern Relief Road

This proposal is to provide a strategic road improvement south-east of Newry to link the A1 Belfast to Dublin Road, a key strategic route, to the A2 Warrenpoint dual-carriageway, a trunk road leading to Warrenpoint Port.

The Stage 1 Preliminary Options Scheme Assessment is now complete. The Stage 1 Scheme Assessment Report, which was published in 15 June 2017, has concluded by identifying two corridors to take forward for further development.

The Newry Southern Relief Road proposal has now progressed into DfI Roads Forward Planning Schedule.

The Stage 2 Assessment to identify a Preferred Option is ongoing with route alignment options currently being developed within the two corridors. A public consultation event is programmed for November 2017 to provide an update on progress and to invite feedback to inform the Stage 2 development work. It is expected that the Stage 2 Assessment could be complete in Summer 2018.

Continued development of the proposal remains subject to the approval of the business case clearing the statutory procedures, and funding being made available.

Public information events have been planned for the 14th and 15th November in Newry Town Hall and elected representatives and the Chamber of Commerce will receive briefing sessions on Monday 13th November.

1.3 A7 Rowallane to Doran's Rock

The Design work and the Environmental Assessment for the proposal are now substantially complete.

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. In preparation for vesting meetings with impacted landowners will be arranged to discuss the extent of land required.

The next stage of development work will include taking the proposal through the statutory procedures.

Progression of the scheme remains subject to the clearing these statutory procedures, and funding being made available to the Department.

No further update at this time

1.4 Downpatrick Eastern Distributor

Downpatrick Eastern Distributor is a developer led proposal, in the Ards Down Area Plan 2015 dependent upon the structured development of zoned lands, as detailed in the area plan and approvals through the various planning processes.

In August 2016, the then Minister decided to initiate a feasibility study of the scheme to assist the Department in discussions with key stakeholders on the possibility of providing this road in the future.

The feasibility study will re-examine the viability and deliverability of the proposed link road, including an assessment of existing and future traffic issues in the area, based on current traffic patterns and projected developments.

The work will also assess the potential benefits and impacts of the Eastern Distributor Road, taking account of the findings of the recent Downpatrick Transportation Review.

Work on the feasibility study is now substantially complete. It is anticipated that the feasibility study report will be finalised over the coming weeks.

SECTION 2

NETWORK MAINTENANCE

Network Maintenance Manager: Arnold Hamilton

Arnold is supported by two section Engineers



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Explanation of Maintenance Operations

Resurfacing and Strengthening

Roads generally fail by cracking and rutting. They usually do not fail suddenly, but gradually deteriorate due to the impact of traffic, age and weathering. Wear normally appears as either excessive permanent deformation of the whole or part of the carriageway structure, or is associated with the cracking of the bituminous layers.

Roads are normally designed for an operational life of 20 years. During this period and beyond, there is a need for the highway authority to intervene at times to either treat or replace the top layer of bituminous material known as the "surface course" or to provide additional depth to preserve the underlying structure of the road and extend its life.

Resurfacing is the application of a layer of this mixed material of 40mm minimum thickness. It strengthens the road, seals it against the ingress of water, and improves skidding resistance and riding quality.

Surface course Bitumen Macadam (Bitmac) has an expected life of 7-12 years which can be extended by subsequent surface dressing. Bitmac is a more flexible material than Asphalt and more suitable for the deformation and movement associated with weaker underlying ground conditions.

Asphalt resurfacing is more appropriate to heavily trafficked roads and junctions having a robust road base. It is more expensive and has a longer expected life of 15-20 years.

Resurfacing of existing roads can usually be carried out on top of the existing surface (overlay) but where drainage or kerb levels or bridge heights are restricted the existing surface may need to be removed before the resurfacing takes place.

Explanation of Maintenance Operations

Surface Dressing

This process involves spraying a bitumen emulsion binder onto the existing road surface, followed by a layer of stone chippings, which is then rolled. This seals the road preventing ingress of water thus extending the life expectancy of the road and also helps to improve the skid resistance on the surface.

Micro Surfacing

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

Refurbishment

This is the laying of bituminous materials on roads as one layer over shorter lengths to provide an improved surface.

Drainage Works

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

Explanation of Maintenance Operations

Grass Cutting

Grass cutting is carried out for road safety reasons rather than for amenity purposes. Previous grass cutting policy allowed for routine cutting of 1 swathe width (approximately 1.2m) twice a year in rural areas and five times a year in urban areas.

However, this year, due to financial constraints the policy has been amended and only one cut will be carried out across rural and urban areas, with the exception of sightlines which will be re-cut as necessary.

Gully Cleaning

In previous years drainage gullies in urban areas were cleaned twice per year and in rural areas once per year. Open outlets were also cleaned once per year. However, this year due to financial constraints routine gully cleaning will only be carried out once in all areas.

Emergency Out of Office Hours Assistance

We have a call centre to deal with emergency calls outside normal office hours.

Transport NI personnel can be called upon to deal with road related emergencies such as flooding, obstructions such as fallen trees, and when requested by emergency services, in clearing up after road traffic collisions.

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

The Emergency Out Of Hours telephone number is 028 3752 9500

Network Maintenance - Winter Service 2017/2018

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 40 gritting vehicles and over 140 personnel are available to salt approximately 2200 km of main roads. We aim to complete a salting action in just over 3 hours, which is an immense logistical exercise.

Salting actions cost just under £25,000 per action. Because of the high costs involved, it is essential that our engineers take informed decisions and they are assisted in this task by Met Office staff and the very latest technology. There are currently 21 Transport NI maintained weather stations across Northern Ireland with an additional 4 stations maintained by the our partner companies, and with further data provided from 10 sites in Southern Ireland.

Information on our salting activities continues to be relayed electronically to the broadcast media to ensure that the latest news on road conditions is available to motorists across Northern Ireland. Additional information, including our winter service leaflet, can be found on our website along with advice on driving in poor weather conditions.



We intend to provide a full Winter Service, similar to previous years, during the 2017/18 season

2.1 Network Maintenance Updates

Asphalt Resurfacing Update

- B0175 Edendarriff Road Ballynahinch, from Drumsnade Rd jct to Watson's yard. 1.7km
Scheme put on hold due to on-going utility works
- B0001 Ardglass Road, Downpatrick. Phase II following on from last years work.
Scheme not started yet due to budgetary constraints
- A0025 Strangford Road, Downpatrick from Saul Mills Road towards Downpatrick
- A22 Comber Road, Killyleagh from Tullynacroiss Rd to Ringdufferin
Complete
- A28 Downshire Road, Newry from New Street to just before Niall Clarkes
Complete
- U6280 Cecil Street, Newry
Complete
- U6284 Mary Street, Newry
Complete
- U5656 Cloughreagh Park, Bessbrook Stage 1 & 2
Complete
- B30 Sturgan Brae, Camlough
Scheme not started yet due to budgetary constraints
- A25 Newtown Road, Camlough
Complete

Additional:

- A0021 Ballygowan Road, Saintfield. 1km length

Bitumen Macadam Resurfacing Update

- U0101 Edenavaddy Road, Ballynahinch. Both Sections from Grove Rd to Dromore Rd to Riverside Rd
Scheme put on hold due to on-going utility works
- B0007 Shrigley Road, Killyleagh. From Fredrick Street to Coily Hill School incorporating the restoration of the brick area at the castle
Start of scheme delayed due to operational difficulties

Surface Dressing Update

Roads which were regulated and resurfaced over the past few years require sealing.

Surface Dressing of the following roads was completed during the summer months of 2017:

U4355	Owen`s Road	U0337	Jericho Road
C0324	Backaderry Road	U0343	Lough Road
U4325	McCartans Road	U0340	Sundaywell Road
U4216	Legananny Hall Road	U0339	Tullyverry Road
U4212	Legananny Road	U0107	Drumnaconagher Rd
U4218	Whitehill Road	U0174	Old Belfast Road
U4320	Fruitvalley Road	U0181	Lisbane Road
C0308	Finnis Road	U0180	Craigy Road
U4354	Ballymaginaghy Road	C0290	Magherahamlet Road
U4356	Bannanstown Road	U1216	Crangles Rock
U0353	Crossgar Road East	U1227	Dillon Road
U0350	Tullykin Road	U1212	Loughkeeland Road
U1145	Annacloy Road North	U1211	Loughkeeland Road
U0166	Inch Abbey Road	U1211	Whitehills Road
C0275	Derryboye Road	U0258	Bannaghan Road
U0338	Ardigon Road	U1224	Saul Mills Road
U0340	Ballywillan Road East	C0285	Bonecastle Road
U0344	Beechview Road	C0366	Ballyhornan Road
U1224	Saul Road	C0366	Lismore Road
U6056	Bog Road	C0365	Greencastle Pier Road
U6080	Lisnamulligan	U6504	Forestbrook road
U6088	Ballyweely Road	C0329	Greenpark road
C321	Sandbank Road	U6148	Masters lane
U4391	Ballynagapoge Road	U6205	Ballymaconaghy Road

Surface Dressing Update

Surface Dressing of the following roads was completed during the summer months of 2017:

C319	Ballycoshone Road	U6176	The Avenue
U6193	Upper Burren road	U6176	Ballydesland Road
U6254	Smalls Road	U6539	Knockcree Avenue
U5012	Church Hill Road	U6254	Ballyardle Road
U6023	Ouley Lane	U6026	Lisserboy
U5019	Ashtree Hill	U5096	School Road
U5110	Eshwary Road	U5344	Low Road
U5143	Old Road	U5477	Drumboy Rd
U5053	Latt Road	U5438	Ballynamona Rd, Drumintee
U5054	Latt Road	U5475	Old Rd Cullaville
U5051	Latt Road	U5422	Lurgan Rd
C0226	Bog Rd, Mullaghbawn	C224	Drumalt Rd
C0224	Bonds Rd		

The following roads were withdrawn from the summer surface dressing programme due to operational difficulties;

C0323	Leitrim Road	U0257	Carrownacaw Road
B0180	Ballyloughlin Road	U0257	Carrowvanney Road
C0308	Clonvaraghan Road	U1223	Ballintogher Road
U0350	Island Road	U1221	St. Patrick's Way
C0283	Crew Road	C0285	Bonecastle Road
U5121	Cluster Road	C0283	Churchtown Road
U5026	Drummond Road	U5035	Creggan West Road
U5417	Cully Rd	C0217	Lower Foughill Rd
C0224	Carrive Rd	U5341	Newtown Rd, Cloghoge
U6093	Stang Road	C0316	Corcreaghan Road
U6254	Ballyardle Road	U5169	Coach Road
U6091	Brae Road		

The following roads were added to the programme;

U6106	Cabra Road	U6146	Lower Knockbarragh Rd
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Structures Updates

• Bridge Strengthening update

Bridge No.	Name
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40627	Drumalt Road Bridge, Silverbridge— completed
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40619	Moan's Bridge, Bog Road, Mullaghbane— completed
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40603	Kilmonaghan Road Railway Bridge, Mullaghglass, Newry – assessment by Highway Structures Unit is ongoing
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All other bridges are inspected routinely in accordance with current policy and standards.
This generates an ongoing programme of strengthening/repairs to bridges and other structures.

• Bridge Maintenance update - Additional

Bridge No.	Name
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40384	Upper Fathom Road, Railway Bridge completed at a cost of £3k
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50033	Spa Road completed at a cost of £5k
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50094	Old Belfast Road completed at a cost of £8k
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U0314	Glen Road Nutgrove Road U0172 completed at a cost of £2k
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	Retaining Wall at 37 Lower Foughill Road Jonesborough completed at a cost £1k
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• Vehicle Restraint Systems update - Additional

It is proposed to carry out the replacement of sub standard Vehicle Restraint Systems (crash barrier) within Newry, Mourne & Down Council area during 2017/18 at the following locations;

Route No	Name	Estimated Cost
A28	Belfast Road Newry (Ref:65092)	£32k (completed Sept. 2017)
A24	Belfast Road Ballynahinch (Ref: 70056)	£28k
B2	Downpatrick Road / Cumber Road Drumaness	£30k

SECTION 3

NETWORK DEVELOPMENT

Network Development Manager: James Kelly

James is supported in Newry, Mourne & Down by the following staff



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Ciarán's team is responsible for the Newry and Mourne area



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Heather's team is responsible for the Down area

3.1 Network Development Updates

• Minor Works update

Fountain Street, Downpatrick — road widening and traffic calming - Complete

This scheme, to improve traffic progression, has spanned the 16/17 and 17/18 financial years.

The scheme has provided road widening to assist traffic progression and traffic calming measures, in the form of road humps to reduce traffic speeds. Traffic calming measures have also been provided in Kennedy Square. Work was completed in July 2017.



Before the scheme



Completed scheme



Formalised on-street parking areas have been provided on both sides of the street for local residents

• Minor Works update

Collins Corner, Downpatrick – Proposed Junction Improvement

This scheme, to improve pedestrian measures and traffic progression through the junction, was identified for delivery in 2016/17. However a geotechnical survey of the hospital site and existing embankment has resulted in a revised design being required.



Design work is continuing to negate land requirements and address topography issues to secure a suitable design.

The scheme, which provides an upgrade to the traffic signals, a new footway on Killough Road and a left turn lane from Pound Lane, has been programmed for delivery in 2017/18, subject to availability of funding and successful land acquisition.

The scheme will also include the re-management of traffic on Lower Stream Street with the potential for a one way traffic system being considered. This will be subject to legislation and extensive consultation before any measures are brought forward.

Update: Still to be completed this year, subject to Finance

- **Minor Works update**

To be provided:

It is proposed to provide new pedestrian and traffic islands on the **Old Warrenpoint Road, Newry**.

Following concerns raised by local residents, a review of existing measures was carried out in **Attical Village** and it is proposed to carry out traffic management works to enhance signs and road markings to improve safety and traffic management.

• Pedestrian Measures Update - Footways

A22 Killyleagh Road at Scaddy Road, Downpatrick - Scheme complete

This scheme has delivered a new 150m footway link to improve accessibility and road safety for pedestrians who regularly walk along the A22 Killyleagh Road from the junction of Scaddy Road to the bus stop 150m south of the junction.



Before the scheme



Completed scheme

• Pedestrian Measures Update - Footways

B176 Killough Road, Downpatrick

This scheme which aims to improve accessibility and road safety for pedestrians will provide a link to local amenities in the area including schools, shops and local community facilities. Work is due to commence later this year.

Update:

Land has now been successfully acquired to provide a 150 metre infill footway link along the Killough Road opposite Ballymote Sports Centre.



Existing layout

• Pedestrian Measures Update - Controlled Crossings

The pedestrian crossing on **Main Street, Crossgar** has now been upgraded to a new PUFFIN crossing.



Before upgrade



Upgraded crossing

PUFFIN stands for Pedestrian User Friendly Intelligent Crossing. The major differences between PUFFINS and PELICANS are that PUFFINS have the red/green man on the push button unit beside the pedestrian; there is no flashing amber signal to drivers, they are held on a red signal until pedestrians have completed their crossing and the time for pedestrians to cross the road can be extended by sensors which detect people still on the crossing.

Drivers also benefit from the provision of PUFFIN crossings, when a pedestrian pushes the push button and then moves away, the demand for the green man is cancelled so drivers do not experience any unnecessary delay.

• Pedestrian Measures Update - Controlled Crossings

Funding has been secured for the provision of new PUFFIN controlled crossings at the following locations:

Newry Road, Hilltown.—The crossing is located at the existing refuge island; work is due to commence in November

Main Street, Dundrum - The crossing will be located in the vicinity of the garage close to No 129 Main Street. It will commence later in the year



• Traffic Management update - Accessible Parking Bays

Provided

Central Promenade, Newcastle (Relocation of bay)

Thomas Russell Park, Downpatrick

Removed

Upper Scotch Street, Downpatrick

Church Avenue, Dundrum (3 No) bays

Applications for Accessible Parking bay are assessed before the completion of the necessary legislative process. Successful applications are required to be notified in local newspapers offering the opportunity for the general public to submit their views.

Any objections must be fully considered before the application can progress to the legislative stage

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

• Traffic Management update - Accessible Parking Bays

Planned

Applications for accessible parking bays are assessed on an individual basis as they are received.

The following bays are to be provided:

Dromore Street, Ballynahinch

Mary Street Warrenpoint

The Gardens Bessbrook

Killeavey Road Newry (2 No.)

Dominican Court Newry

Tievadoo Park Kilkeel

The Old Mill, Killyleagh

Charlotte Street Warrenpoint (6 No.)

Derrybeg Park Newry

Loanda Crescent Newry

Cambrook Estate Camlough

Bignian Avenue Kilkeel

To be removed:

Pemberton Park, Downpatrick (2 no. bays)

Highbury Avenue, Killyleagh

• Traffic Management update - Collision Remedial

B177 Lisburn Road/Ballycreen Road/Riverside Road, Ballynahinch

The traffic management measures identified for this location, to address a collision history, have now been provided with the erection of enhanced junction signs and red textured surfacing .

The "SLOW" road markings, on top of the red textured surfacing, are due to be provided shortly .

• Traffic Management update - Park & Ride / Park & Share

A24 Newcastle Road at Clough Roundabout - **Complete**

The existing 16 space park and share facility at the Clough roundabout has been extended to provide an additional 18 spaces following the increased need for such facilities at this location.

Work was completed in Summer 2017.



Prior to works commencing



Completed scheme on opening



The facility is being well used already.

Additional:

We intend to provide an additional facility along the A1 close to the junction at Sheepbridge.

• Traffic Management update - Traffic Signs provided

Ballyhornan Road, Downpatrick (Bend south of Ballyalton) – 1 No. Bend to the left warning sign, hazard marker posts and replacement chevron signs.

Clough Park & Share Car Park – 2 No. Direction signs.

A24 Newcastle Road/Cottage Road, Seaforde – 1 No. Side road to the right ahead warning sign.

Vianstown Road/Bishops Brae, Downpatrick – 1 No. Side road to the left ahead warning sign.

Vianstown Road, Downpatrick – 2 No. Pedestrians in the road ahead warning signs



• **Traffic Management update - Traffic Signs planned**

A50 Bann Road, Castlewellan – 2 No. Enhanced chevron signs

Mound Road, Warrenpoint—3T weight limit warning sign

A2 Warrenpoint dual carriageway— advanced 3T weight limit warning sign

Irish Street, Downpatrick – 2 No. Accessible Parking Bay Signs and 3 No. Limited waiting parking plate signs.

Additional Planned:

Darragh Road, Darragh Cross – 1 No. School composite warning signs & 1 No. Advance stop warning sign with distance plate.

Darragh Road & Barnamaghery Road, Darragh Cross – 4 No. Speed Limit gateway signs and 8 No. 40 mph speed limit repeater signs.

Seaford Road / Drumgooland Road, Seaford – 2 No. Crossroads on a bend ahead warning signs.

Ballydonnell Road / Vianstown Road, Downpatrick – 2 No. Crossroads on a bend ahead warning signs.

Saul Road / Slievegrane Road, Downpatrick – 2 No. Side road on bend ahead warning signs.

A2 Shore Road / Killard Road, Kilclief – 1 No. Side road to the right on bend to the left ahead warning sign.

A2 Main Street/South Promenade, Newcastle – 1 No. Accessible Parking Bay Signs and 2 No. Limited waiting parking plate signs.

B2 Dromore Road / Burren Road, Ballynahinch – 1 No. Additional give way sign and 1 No. Composite advance give way sign with distance plate.

A7 Belfast Road / Main Street / Todd's Hill, Saintfield – 2 No. Non-primary composite direction signs.

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

• **Traffic Management update - Carraigeway markings provided**

St Patrick's Drive, Downpatrick – 3 No. T-bar road markings.

Strangford Ferry Terminal – Revised lane destination arrows.

• **Traffic Management update - Carraigeway markings planned**

Dolly's Brae Road, Leitrim at St Matthew's Primary School – 2 No. "SCHOOL" road markings on red textured surfacing.

Additional Planned:

King Street, Newcastle at All Children's Primary School – 1 No. "KEEP CLEAR" road marking.

A25 Downpatrick Road, Strangford – 1 No. Enhanced gateway marking with red textures surfacing and 2 No. "SCHOOL" road marking on red textured surfacing.

B177 Lisburn Road / Riverside Road, Ballynahinch – 2 No. "SLOW" road markings on red textured surfacing.

• **Traffic Management update - Waiting restrictions provided**

The Slip/Stella Maris Street, Strangford – 15m Corner Restriction double yellow lines.

• **Traffic Management update - Waiting restrictions planned**

Irish Street, Downpatrick – Revised on-street parking restrictions and the introduction of 2 No. Accessible Parking Bay and 1 No. Loading bay

Lynn Doyle Place, Downpatrick – Extension to the existing double yellow line waiting restrictions at the entrance to the estate.

Meadowlands, Downpatrick – Extension to the existing double yellow line waiting restrictions at the entrance to the estate.

Listooder Road, Saintfield – Additional waiting restriction within the vicinity of Academy Primary School.

King Street, Newcastle – Additional waiting restriction within the vicinity of All Children's Primary School (to operate during school year/times).

Beverley Gardens, Newcastle - Additional waiting restrictions along one side of the street.

Downs Road, Newcastle - Extension of existing double yellow lines to cover and uncontrolled crossing point.

Network Development Schemes Proposed 2017/2018

Traffic Management - Traffic Orders

One way Experimental Order at Barcroft Park, Newry

The legislation to implement the experimental one way order in Barcroft in Newry is now complete and the one way system operational. The one way system will operate in clockwise direction with traffic entering the low entrance to Barcroft and exiting at the upper junction.

Update:

This experimental order will operate for a minimum of 6 months and a maximum of 18 months acting as an ongoing consultation period during which the public can comment and the impact can be fully evaluated before a permanent decision is reached.

SECTION 4

NETWORK PLANNING

Network Planning Manager: Reynold Nicholson

Reynold is supported in Newry, Mourne & Down by the following staff



Rowan Laughlin

Development Control

Rathkeltair House

Downpatrick

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Thomas Kelly

Development Control & Private Streets

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4.1 Development Control

Planning Applications

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

DFI Roads, in its consideration of planning applications, takes into account aspects of development which could prejudice traffic progression and safety in terms of junction capacity, access arrangements, parking standards and provision, road width, radii, gradients, drainage and sight lines. 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 2016 to 31 March 2017 within the Newry, Mourne and Down District Council Area, our Development Control Team dealt with:

Planning Applications:	1750
Pre Planning Enquiries:	30
Planning Appeals:	7

Examples of major applications being dealt with include:

Community Care Treatment Centre, Newry
Saul Road Housing, Downpatrick
McKnight's Hill Housing, Bessbrook
Watsons Road Housing, Newry
Craigmore Way Housing, Newry
North Business Park, Newry
Greencastle Ferry, Kilkeel

Woodlands Housing, Warrenpoint
Old Warrenpoint Road Housing, Newry
Crossgar Road Housing, Ballynahinch
Lisburn Road Housing, Ballynahinch
Middle Tullymore Road, Newcastle
Brackhill Housing, Annesborough

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 44 Article 80 applications.

Adoptions

During the reporting period Private Streets Section has been successful in adopting a total of 34 private developments comprising 5631 metres of carriageway, 1869 metres of footway and 610m of parking into the publicly maintained network.

These developments include.

- Tarive lane Carnagat, Newry
- Rarcawillan Upper Burren Rd., Burren
- Tullymacreeve Road, Mullaghbawn
- Chancellors Road, Newry
- School Meadows, Newtownhamilton
- Ur-Chill, Creggan
- The Demesne Carnagot Rd., Newry
- Milltown Street, Burren
- Edenvalley Rd. Edenappa Rd., Jonesborough
- Owen Roe Old Rd., Bavan, Mayobridge
- Forest Hills, Newry
- Moor Rd., Kilkeel
- Tollymore Brae, Newcastle
- Saintfield Mill, Saintfield
- Cathedral View Downpatrick

4.2 Private Streets

Enforcement

Private Streets Section endeavours to work with developers to ensure that streets are brought up to an adoptable standard. If the developer does not complete the street works or ceases trading and house building and occupancy is sufficiently advanced, then DfI Roads will take enforcement action and appoint its own contractor, recovering the costs of works from the 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 DfI Roads instigated enforcement procedures within the following developments under the provisions of the Private Streets (NI) Order 1980:

- Forest Hills, Newry— Completed
- Poets Glen Creggan—Completed
- Strangford Manor, Downpatrick— Substantially Complete
- Owenbeg Avenue, Downpatrick—Ongoing
- Carrickshane, McShanes Road, Bessbrook—Started
- Meadowview Ballymoney Rd Kilcoo—Substantially Complete
- Derrymore Meadows, Bessbrook—Substantially Complete

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

- Vianstown Heights, Downpatrick
- Liska Manor, Newry
- Windsor Manor Newry
- Moume Wood & Hall Rostrevor

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 the Department's decision to approve or reject any application.

The following abandonments have taken place within the reporting period.

Location	Operative Date	Length/Area
Rann Rd/Annacloy Rd, Downpatrick	19/10/16	91m2 of superceded road

Property certificates

Private Streets Section coordinates DFI Roads response to Property Certificate Enquiries. A total of 8984 Property Certificate Enquiries were proceeds during the reporting period in

4.3 Street Lighting

The total number of streetlights in Southern Division is approximately 82,000, of which 24,000 (32%) are in the Newry Mourne and Down council area.

Street Lighting Maintenance

Since April 2015, DfI Roads only repairs those defective street lights reported by the public or their representatives. In order to facilitate this process, reports of defective lights can now be made directly on line via the NIDirect website at the web address:

<https://www.nidirect.gov.uk/services/report-street-light-fault>.

Reports made via this web page automatically generate a works order to the appropriate contractor to have the defect repaired.

Reports can also be made by telephone at 0300 200 7899.

Priority is given to emergency defects i.e. those defects posing a direct structural or electrical hazard, then to groups of lights out, groups of lights burning continuously and finally to individual lights out.

Upgrading Schemes Completed or nearing completion

Location	Town/Townland	No of Lights
Trevor Hill	Newry	16
Asghrove Avenue	Newry	24
Vianstown Road	Downpatrick	28
Woodridge	Ballynahinch	15
Martin Court	Crossgar	1
Moss Road	Ballynahinch	13
Seaview	Ardglass	10
Kirkwood Park	Saintfield	14
Lexington Chase	Saintfield	3
Maryville	Newry	4
Derrybeg Cottages	Newry	9
Whinney Park	Strangford	2
Jordanstown	Clough	15
Oliver Plunket Park	Tullydonnel	5

New Housing Developments

In the 2016/2017 financial year, Southern Street Lighting Section accepted responsibility for 110 street lights installed by developers on private housing developments constructed under the Private Streets (Construction)(Amendment) Regulations (Northern Ireland) 2001 in the Newry, Mourne & Down District Council area.

Upgrading Schemes Proposed 2017/2018

Location	Town/Townland	Type of Scheme
Warrenpoint Road	Newry	Relighting
Carnmore Drive	Newry	Relighting
Needham Court	Kilkeel	Relighting

4.4 Strangford Ferry

General Level of Service

In general the ferry has operated smoothly during the period 1 April 2017 to 30 September 2017. Of a total of 12,345 scheduled sailings, 35 were cancelled because of weather and tide conditions. A further 7 sailings were cancelled due to mechanical breakdowns and staffing problems. This represents an overall reliability of 99.42%.

