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**Democratic Services Section
Legal and Civic Services Department
Belfast City Council
City Hall
Belfast
BT1 5GS**



**Belfast
City Council**

25th November, 2025

SPECIAL MEETING OF THE CITY GROWTH AND REGENERATION COMMITTEE

Dear Alderman/Councillor,

As previously notified to you, I enclose a copy of the report for the following item to be considered at the meeting to be held on Wednesday 26th November, 2025 at 5.15 pm.

Yours faithfully,

John Walsh

Chief Executive

AGENDA:

- (a) Department for Infrastructure (DfI) Roads - Annual Report (Pages 1 - 64)

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Department for
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An Roinn

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EASTERN DIVISION

Report to
BELFAST CITY COUNCIL
Autumn 2025

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Foreword

I have pleasure in submitting the Roads 2025/26 Annual Report on the work of the Department for Infrastructure (DfI) Roads across the Belfast City Council area.

This report deals with works completed across the Council area during the year 2024/25 and sets out our initial proposals for schemes to be undertaken in the year 2025/26.

The Department's Final 2025-26 Resource Budget is £637.1m, representing an increase of £77.6m from the 2024-25 opening budget. The Department has been historically underfunded for many years, so this is a welcome increase in the Departments resource budget allocation. However, this does not fully meet the requirements of the Department and therefore decisions on prioritising the budget have been made.

The Department's Final 2025-26 Capital Budget is £917m, representing an increase of £63.4m from the 2024-25 opening budget. This recognises the importance infrastructure plays to everyday lives by delivering positive change for all as we continue to invest for future generations. The Department will continue to deliver priority capital schemes with the funding available for the benefit of all citizens.

To help prioritise, the Department is developing a Transport Strategy 2035, the Public Consultation for which closed in September 2025.

The Transport Strategy sets the long-term vision and the overarching strategic goals for the region, enabling economic growth, strengthening regional balance, and enhancing connectivity while the Transport Plans are more detailed and spatially focussed on specific areas.

Work has commenced on the local transport plans, and these are being developed in parallel with the council's Local Development Plans to ensure an integrated approach between transport and land use planning.

The opening Capital budget for structural maintenance of the road network in 2025/26 is £68M, which will enable the delivery of the highest priority resurfacing, roadside stability and drainage projects. Further details of those projects to be delivered within the Belfast City Council area are contained within this report.

The Department will continue to prioritise delivery of essential services for maintaining public safety, protecting the transport network, and addressing regional imbalance. To help address historic underfunding additional funding has been allocated to essential maintenance and enhancing signs and lining and builds upon the existing level of service.

In an effort to maximise the use of the resources available, we are continuing to develop the Road Maintenance Strategy which offers, a new approach to how the road network is maintained. It will be data driven and supported by sound engineering judgement and focused on delivering higher quality repairs ensuring a more reliable and safer road network.

The Department recognises the importance of investing in pedestrian and cycling infrastructure and developments are being made to the Belfast Cycling Network. The Department will continue to work closely with Councils to better understand your five-year active travel programme and to develop an effective grant and support framework for the effective delivery of greenways and other measures to promote and encourage active travel.

Road safety also remains a high priority for the Department, and we are committed to working proactively to make our roads safer and address the needs of all road users, particularly near schools.

In 2024 the Department launched the Road Safety Strategy to 2030 and the supporting 2024-25 Action Plan that contains 10 Strategic Interventions.

The strategy is an important document focused on creating safe roads, safe vehicles, and safe people and the Department delivers a programme of priority targeted road safety interventions through the Local Transport & Safety Measures (LTSM) programme to progress improvements across the road network.

Requests for LTSM improvements, including the provision of footway schemes or upgrading works, will continue to be assessed with progression of priority improvements within the funding available.

The introduction of part-time 20mph zones at schools is a significant intervention that has helped to ensure that children, parents and staff feel safer as they travel to and from school on a daily basis and in June 2025 it was confirmed an additional 40 schools will benefit from this key safety measure bringing the total delivered since 2020/21 to 273 schools.

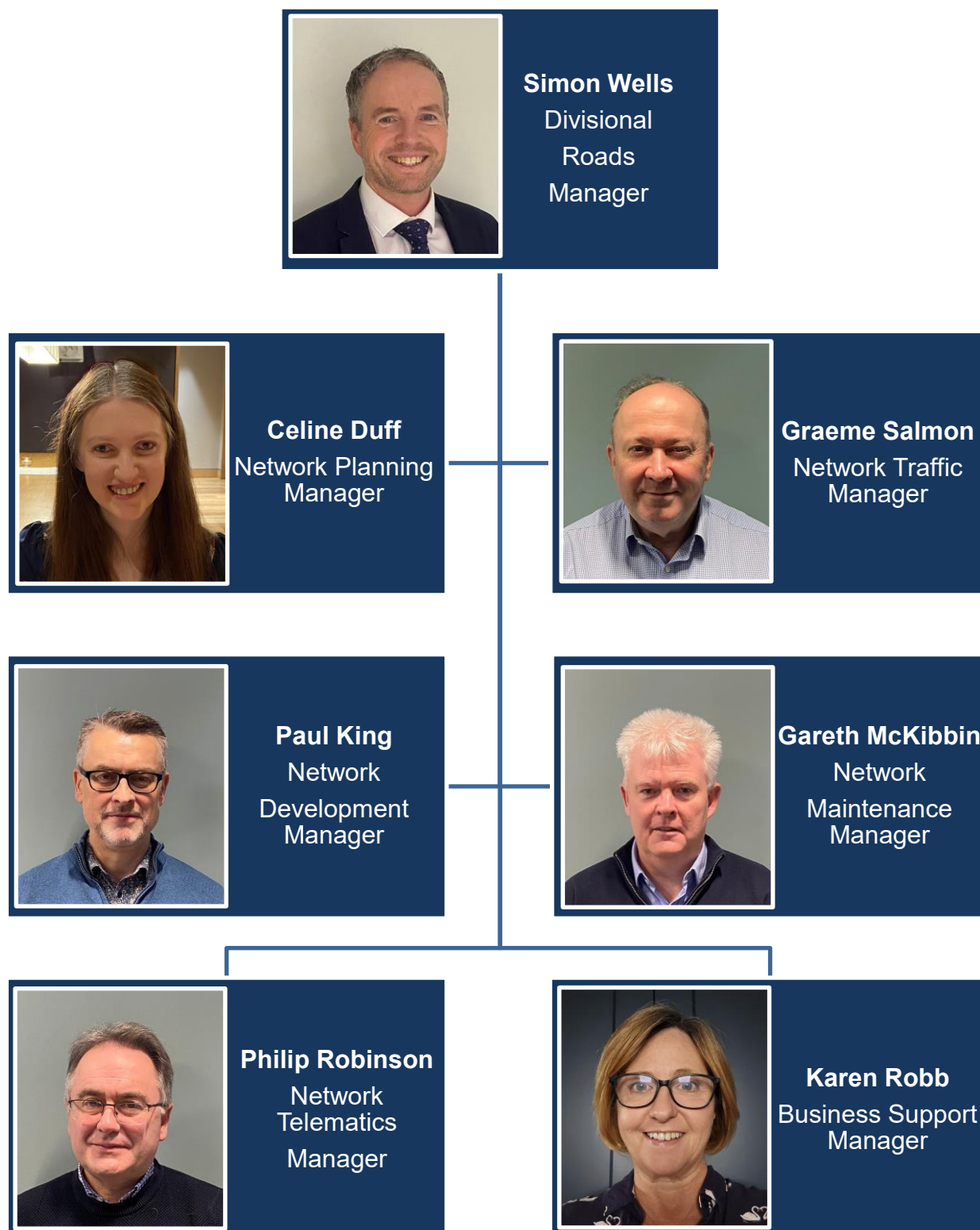
Regarding Major Projects in the Council area, the prioritised list of major projects includes the Belfast Rapid Transit Phase 2 BRT2 and The Lagan Pedestrian & Cycle bridge. Further detail on each of these schemes is provided within the content of the report.

I hope that you find this report informative. I, along with Paul King Network Development Manager and the Section Engineers from our two Belfast Section Offices, Joe Torney and David Williams, look forward to meeting the City Growth and Regeneration Committee.

Simon Wells
Divisional Roads Manager (Acting)

Eastern Division - Senior Management Structure

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



About Eastern Division

Eastern Division is one of four Client Divisions within DfI Roads. It spans the local Council areas of Belfast City and Lisburn & Castlereagh City.

In Eastern Division we are responsible for approximately 2,564 km of public road together with 355 bridges, 68,532 streetlights, 257 controlled crossings (Pelican/Puffin/Toucan & Zebra type), 264 traffic signalised junctions. We carry out functions under the headings: -

- **Network Planning** - Regulation of additions to the network proposed by developers
- **Network Development** - Improvements to the existing network to improve safety and traffic progression including Minor Works and Local Transport & Safety Measures.
- **Network Traffic** - Traffic Management minor improvements, pedestrian priority, traffic orders, signing, collision remedial schemes, resident and disabled parking, car parks and pay and display spaces, cycling and traffic calming.
- **Network Traffic Telematics** - Traffic signal control, operation of the Traffic Information and Control Centre, Traffic and travel information, TrafficWatchNI website, Motorway Control Systems, CCTV traffic cameras.
- **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.
- **Major Projects East** – Major capital projects (>£5M) on Key Transport Links.
- **Active Travel** - delivering projects that enable more people to walk, wheel and cycle for many of their shorter everyday journeys. In Belfast City this involves developing a programme of priority projects in line Belfast Cycle Network Plan and the upcoming Eastern Transport Plan.

Department for Infrastructure
Eastern Division HQ
Hydebank House
4 Hospital Road
BELFAST
BT8 8JP

Tel: 0300 200 7899 (24 hours a day)

E-mail: easternsecretariat@infrastructure-ni.gov.uk

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

SECTION 1 – NETWORK PLANNING

Network Planning Manager: Celine Duff

Celine is responsible for the Development Control, Private Streets and Development Plans.

Celine is supported in Belfast City Council area by the following staff:

Stephen Cash

Senior Engineer – Local Development Plans

Hydebank House

Hospital Road

Belfast

BT8 8JL

Tel: 0300 200 7899

Email: easternsecretariat@infrastructure-ni.gov.uk

Geoff Lawther

Senior Engineer – BCC Development Control

Hydebank House

Hospital Road

Belfast

BT8 8JL

Tel: 0300 200 7899

Email: easternsecretariat@infrastructure-ni.gov.uk

Russell Moore

Senior Engineer – Private Streets

Hydebank House

Hospital Road

Belfast

BT8 8JL

Tel: 0300 200 7899

Email: easternsecretariat@infrastructure-ni.gov.uk

1.1 Development Control

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

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

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

TABLE 1: Planning Consultations

Consultation Details	Belfast City Council Area
Number of consultations	751
Number of consultations replied to within 21 days	562
Number of Pre-Planning Enquiries	56

Examples of major applications being dealt with are included in Table 2.

TABLE 2: Planning Consultations – Examples of Major applications

Application Reference	Location, Town / Townland
LA04/2023/2557/F	Lands East of Meadowhill, North of Glencolin Cour
LA04/2024/0626/F	1 Havelock House, Havelock Place, Ormeau
LA04/2024/1592/F	Marlborough House, Victoria Street, Belfast

Roads (NI) Order 1993, Article 80

Article 80 applies to new vehicular accesses or agricultural accesses onto unclassified roads. It covers proposals such as new driveway entrances or alterations where planning permission is not required. During the reporting period DfI Roads dealt with **41** Article 80 applications.

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

Development Control also gives advice on various ad-hoc matters such as placing of planters and signage.

1.2 Private Streets

Private Streets Section inspects and manages the adoption of roads infrastructure in new developments. It also manages enforcement proceedings against developers who fail in their responsibility to provide road bonds before commencement of work on site. This takes the form of a series of warning letters followed, if necessary, by enforcement action.

DfI Roads will afford a developer every opportunity to fulfil their responsibilities in completing development infrastructure works to an adoptable standard. Where it becomes evident that a developer is either incapable or unwilling to complete the work, DfI Roads will consider initiating legal proceedings. This may result in the need for DfI Roads to complete the works and recover the costs.

DfI Roads has a finite contracting resource at its disposal and given the variation in annual funding levels, the availability of contracting resource to deliver private street enforcement works cannot be assured. In addition, DfI Roads has no control over the interests of other stakeholders, primarily Northern Ireland Water (NIW), which impact on the delivery of the completion of adoption works.

Completed Works 2024 – 2025

TABLE 3: Private Streets – Adoption numbers

Adoption Details	Belfast City Council Area
Number of adoptions	13

TABLE 4: Adoption locations

Adoption locations	Date of Adoption
Cairnmartin Crescent	22/11/2024
Donegall Park Gardens	15/05/2024
Frederick Street	08/05/2024
Gardenmore Way	05/03/2025
Harberton Park Crescent / Harberton Lane	28/02/2025
Harberton Park Crescent / Harberton Park Gardens	28/02/2025
Harberton Park Crescent	28/02/2025

Adoption locations	Date of Adoption
Harberton Park Gardens 1	14/06/2024
Harberton Park Gardens 2	14/06/2024
Harberton Square	14/06/2024
Harberton Crescent / Harberton Green / Harberton Lane	14/06/2024
Moyard Grove	06/06/2024
Upper Dunmurry Close	14/06/2024

During the reporting period Private Streets Section has been successful in adopting a total of 30 private developments comprising 3500m of carriageway and 21m of remote footway, into the publicly maintained road network.

1.3 Private Streets - Enforcement

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

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

The Planning Portal which was launched in December 2022 can be used to submit, view and comment on planning applications online by accessing the following link:

<https://www.nidirect.gov.uk/services/planning-portal>.

1.4 Local Development Plans

Advice

The Department provides advice to the Council area as requested, on road safety and traffic progression issues for Local Development Plans and Community Plans as well as work on strategic development planning applications.

There were no consultations dealt with, during the reporting period from 1 April 2024 to 31 March 2025 within the Belfast City Council Area.

SECTION 2 - NETWORK DEVELOPMENT & NETWORK TRAFFIC

Development Manager: Paul King

Paul is responsible for Transportation Projects, Local transport and Safety Improvement Schemes and Street Lighting.

Paul is supported in Belfast City Council Area by:

Lionel Walsh

Senior Engineer – Minor Works

Hydebank House

Hospital Road

Belfast

BT8 8JL

Tel: 0300 200 7899

Email: roads.end@infrastructure-ni.gov.uk

Tom McCormick

Senior Engineer - Transportation Team

Hydebank House

Hospital Road

Belfast

BT8 8JL

Tel: 0300 200 7899

Email: roads.end@infrastructure-ni.gov.uk

Evans Gibson

Senior Engineer – Street Lighting

Hydebank House

Hospital Road

Belfast

BT8 8JL

Tel: 0300 200 7899

Email: evans.gibson@infrastructure-ni.gov.uk

Traffic Manager: Graeme Salmon

Graeme is responsible for Traffic Management Minor Improvements, Pedestrian Priority, Traffic Orders, Signing, Collision Remedial schemes, resident and disabled parking, car parks and pay and display spaces, and Traffic Calming.

Graeme is supported in Belfast City Council Area by:

Andrew Miskimmin

Senior Engineer – Traffic Management (1)

Hydebank House

Hospital Road

Belfast

BT8 8JL

Tel: 0300 200 7899

Email: Andrew.miskimmin@infrastructure-ni.gov.uk

Stephen McMeekin

Senior Engineer – Traffic Management (3)

Hydebank House

Hospital Road

Belfast

BT8 8JL

Tel: 0300 200 7899

Email: Stephen.mcmeekin@infrastructure-ni.gov.uk

LOCAL TRANSPORT AND SAFETY MEASURES

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

- local improvements in towns to assist pedestrians and cyclists.
- local highway infrastructure measures to improve safety, such as collision remedial schemes and traffic calming schemes; and
- Network Development schemes (minor works).

LTSM expenditure tends to be widely spread and most communities benefit, as an individual scheme is relatively low cost in comparison to the cost of projects on the Strategic Works programme. They are usually very visible measures and provide good value for money in terms of a safer road transport system, which benefits society, the economy, the environment; and actively contributes to everyone's quality of life.

Types of LTSM projects include:

- Minor Works and Micro Schemes
- Traffic Management
- Pedestrian Measures
- Traffic Calming
- Collision Remedial
- Safer Routes to School
- Bus Priority Measures
- Cycling Measures
- Road and Lane Closures
- Legislation

2.1 Completed Works 2024 – 2025

TABLE 5: Transportation - Bus Priority

Road Number	Road Name, Location	Scheme Description	Status
A6	Antrim Road	Provision of a new bus cage and refresh of localised road markings	Completed

TABLE 6: Collision Remedial

Name, Location	Scheme Description	Status
Sydenham Bypass	Control of right turn into Dee Street within the signal phasing and adjustment to junction layout	Completed

TABLE 7: Road Signs, Markings, and Bollards

Road Number	Road Name, Location	Scheme Description	Status
U0812	Windsor Avenue	4m School Keep Clear Extension	Completed
U0832	Pasadena Gardens	18.5m I-Bar	Completed
U0819	Tildarg Street	4m I-Bar	Completed
A55	Ballygomartin Road	3 x Pedestrian guardrail	Completed
U0626	Galway Street	8.2m I-Bar	Completed
U0622	North King Street	10m extension DYL's	Completed
U0801	Glenveagh Drive	5 x pedestrian guardrail	Completed
U0199	Upper Galwally/Church Road	15m Corner restrictions	Completed
U0813	Galwally Avenue/Church Road	15m Corner restrictions	Completed
U0500	Church Road/Bradford Place	15m Corner restrictions	Completed
U0611	Allworthy Avenue	6m I-Bar	Completed
U7104	Glenburn Rd/Glenburn Court	15m Corner restrictions	Completed
A1	Kingsway	10 x parking plates	Completed

Road Number	Road Name, Location	Scheme Description	Status
B88	Frederick Street	2 x Mon-Fri 8-6:30pm timeplates	Completed
U0637	SL1 Richview Street	1 x Mon-Fri 8-6pm timeplate	Completed
U0637	SL2 Richview Street	1 x Mon-Fri 8-6pm timeplate	Completed
U0848	31 Landseer Street	1 x Mon-Fri 8-6pm timeplate	Completed
U0804	Broadway	2 x PM Urban Clearway signs	Completed
U0301	Stranmillis Road	1 x Mon-Fri 8-6pm timeplate	Completed
U0619	SL52 Duncrue Street	1 x DAERA sign	Completed
B506	692 Ravenhill Road	1 X Roundabout sign	Completed
U0848	Botanic Court	2 x No stopping timeplates	Completed
C701	Dundela Avenue	4 x No stopping timeplates	Completed
U0831	Earlswood Road	4 x No stopping timeplates	Completed
C701	North Road	2 x No stopping timeplates	Completed
B506	Ravenhill Road	10 x No stopping timeplates	Completed
U0307	Tates Avenue	2 X National Football Stadium signs	Completed
A1	Lisburn Road	2 X National Football Stadium signs	Completed
U0307	Boucher Road	2 X National Football Stadium signs	Completed
A55	Stockman's Lane	2 X National Football Stadium signs	Completed
A2	York Road	2 x Jennymount Business Pk signs	Completed
C002	Finaghy Road South	2 x Finaghy Community Ctr signs	Completed
U0301	Stranmillis Rd/Embankment	4 x Zebra crossing warning signs	Completed
B506	Ravenhill Road	10 x No stopping timeplates	Completed
U0307	Tates Avenue	2 X National Football Stadium signs	Completed
A1	Lisburn Road	2 X National Football Stadium signs	Completed
U0307	Boucher Road	2 X National Football Stadium signs	Completed

Road Number	Road Name, Location	Scheme Description	Status
U0504	Gilnahirk Walk	1 x No Through Road sign & pole	Completed
U0828	Knocknagoney Drive	1 x No Through Road sign & pole	Completed
B502	Westland Rd, Cliftonville Rd	3 x Cliftonville Golf Club signs	Completed
B502	Oldpark Road	2 x Our Lady's Nursery School signs	Completed
U0125	Gilnahirk Rd/Lower Braniel Rd	3 x Roundabout warning signs	Completed
A55	A55	1 x Traffic light warning sign & HVBB	Completed
U7102	Kilwee Lane	2 x Children crossing signs	Completed
C002	Finaghy Road South	2 x Finaghy Community Centre signs	Completed
U0624	Gloucester Street	3 x Timeplates Mon-Fri 8am-6pm	Completed
U0815	Carolan Road	4 x Timeplates Mon-Fri 8am-4pm	Completed
C0701	North Road	2 x School Keep Clear signs	Completed
U0831	Eastleigh Drive	1 x Timeplate accessible bay	Completed
U0831	Castleview Terrace	1 x Timeplate accessible bay	Completed
A23	Castlereagh Road	8 x Urban Clearway signs	Completed
A1	Bedford Street	8 x Timeplates	Completed
U0810	Rathmore Park	1 x No Through Road sign & pole	Completed
A2	Great Patrick Street	1 x Urban Clearway sign	Completed
U0619	Dock Street	1 x Urban Clearway sign	Completed
A2	Nelson Street	3 x Urban Clearway sign	Completed
B170	392 Belmont Road	2 x 30mph signs	Completed
B170	392 Belmont Road	2 x National speed limit signs	Completed
U0635	La Salle Gardens	1 x No Through Road sign & pole	Completed
B502	Cliftonville Circus	1 x Accessible bay sign	Completed
U5311	San Souci Park	2 x Time plates	Completed

Road Number	Road Name, Location	Scheme Description	Status
U0811	Finbank Gardens	2 x Pedestrian guardrail	Completed
B23	Ballylesson Road	2 x Road narrows signs	Completed
B506	91 Ravenhill Road	1 x No Through Road sign & pole	Completed
B23	Malone Road x 2 & Balmoral Avenue x 1	3 x Newforge sports complex	Completed
C0703	Donegall Road	2 x St James Farm signs	Completed
U0831	Belmont Church Road	19.5m Waiting Restrictions	Completed
U0801	Suffolk Road	51m Waiting Restriction	Completed
F0848	College Green Mews	62m Waiting Restriction	Completed
U0634	Sorella Street	19.3m Waiting Restriction	Completed
U0634	Dunville Street	20m Waiting Restriction	Completed
U0634	Dunville Street	63m Waiting Restriction (SYL)	Completed
U0648	Clowney Street	1 x 3m I-Bar + 1 x 3.5m I-Bar	Completed
U0638	Harmony Street	1 x New loading bay markings	Completed
U0815	Carolan Road	1 x 76m SYL	Completed
U0501	Rosetta Road	1 x Left arrow & Turn left wording	Completed
U0812	36 Eglantine Avenue	5.3m I-Bar	Completed
U0500	Church Road, Belfast	3.5m I-Bar	Completed
U0811	Glenarm Square	Give Way markings	Completed
B0501	Cavehill Road	Yellow box markings (Fire station)	Completed
A2	Dunbar Link	Yellow box markings	Completed
B502	Cliftonville Circus	Accessible bay markings	Completed
B88	Frederick Street	Yellow box markings	Completed
B170	Belmont Road	Dragons teeth markings	Completed
U0618	Tomb Street	27m DYL's	Completed
U0634	Lisvarna Place	15m Corner restrictions	Completed
C703	542 Donegall Road	Keep clear markings	Completed

TABLE 8: Legislation – Speed Limits

Road Number	Road Name, Location	Scheme Description	Status
A23	Ballygowan Road on approach to Church Road, Belfast	Section of 40mph	Completed

TABLE 9: Legislation - Waiting Restrictions

Road Number	Road Name, Location	Scheme Description	Status
U0618	Tomb Street	27m Double yellow lines	Completed
U0634	Sorelli Street	Small length of DYL	Completed
U0634	Dunville Street	Small length of SYL and DYL	Completed
U0831	Belmont Church Road	Extension of DYL at Upper Newtownards Road	Completed
U0801	Suffolk Road	DYL at Community Centre	Completed
U0815	Carolyn Road	175m SYL Mon-Fri 8.00am-16.00pm	Completed

TABLE 10: Legislation – Parking Bays

Road Number	Road Name, Location	Scheme Description	Status
A2	Nelson Street	Loading bay	Completed
U0638	Harmony Street	Loading bay	Completed

TABLE 11: Legislation – Disabled Parking Bays

Road Number	Road Name, Location	Scheme Description	Status
U0601	33 Ballysillan Drive	Bays placed	Completed
U0839	25 Ballynafoy Close	Bays placed	Completed
U0836	40 Hollycroft Avenue	Bays placed	Completed
U0811	56 Locksley Gardens	Bays placed	Completed
U0648	5 Cavendish Square	Bays placed	Completed
U0648	6 Cavendish Square	Bays placed	Completed
U7101	74 Colinmill	Bays placed	Completed

U0639	21 Eliza Street Close	Bays placed	Completed
U0607	81 Joanmount Park	Bays placed	Completed
C0019	108 Ligoniel Road	Bays placed	Completed
U0614	5 Thorndale Avenue	Bays placed	Completed
B502	Cliftonville Circus	Introduction of accessible parking bay	Completed

TABLE 12: Legislation – Pedestrian Measures

Road Number	Road Name, Location	Scheme Description	Status
C003	Upper Dunmurry Lane	Pedestrian Crossing	Completed
U0632	Westrock Gardens	Dropped kerb scheme	Completed
U0608	Glenbank Place Area	Dropped kerb scheme	Completed
U0844	Chadwick Street Area	Dropped kerb scheme	Completed
U0646	Ashmore Street/Conway Street Area	Dropped kerb scheme	Completed
U0630	Snugville Street Area (incl. Tudor Grove)	Dropped kerb scheme	Completed
U7106	Summerhill Drive Area	Dropped kerb scheme	Completed
U0502	Downshire Park central	Dropped kerb scheme	Completed

TABLE 13: Carriageways- Minor works - Footways

Road Number	Road Name, Location	Scheme Description	Status
	Church Road	<p>Provision of 465m of new footway along the eastern side of Church Road to link existing footway at Grey Castle Manor with the entrance to the Henry Jones playing fields and provide continuous pedestrian access along Church Road.</p> <p>Scheme substantially completed in March 2025 with a short stretch of footway on approach to the Henry Jones playing fields surfaced in September 2025. NIE diversion works remain to be completed.</p>	Substantially complete
			

2.2 Planned Works 2025 – 2026

Please note that the delivery of the schemes listed below will be dependent on availability of Contractor resources.

TABLE 14: Carriageways / Minor Works planned

Road Number	Road Name, Location	Scheme Description	Status
A512	McKinstry Road/Derriaghy Road/ The Cutts	Junction improvement, carriageway widening, upgrade and widening of footways, shared use cycle tracks. Control of all vehicle movements with the signal phasing. (On the boundary of Belfast and Lisburn Council areas)	Completed

McKinstry Road/ Derriaghy Road/ The Cutts scheme design

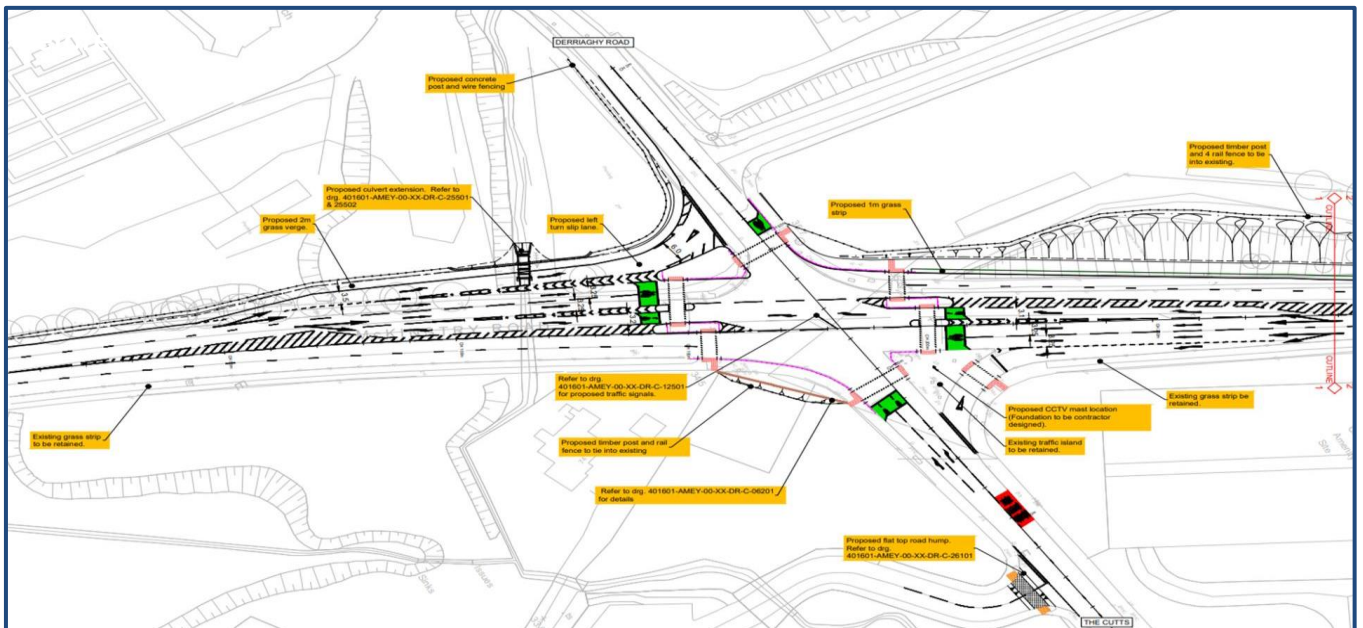


TABLE 15: Transportation - Bus Priority Measures

Road Number	Road Name, Location	Scheme Description	Status
A2	York Road & Shore Road Bus Priority	Enhancement of existing bus corridor - introduction of additional bus lanes, local carriageway widening and drainage, provision of new and upgrade of existing signalised pedestrian crossings to PUFFIN, and draft associated legislation.	Preliminary design stage
Various	Experimental Scheme	Bus Lanes - Introduction of an operational time change to AM/PM peak periods on both inbound & outbound bus lanes on southern radial routes to Belfast City Centre and draft associated legislation.	Complete
Various	Linenhall Street	Provision of a temporary coach bay and draft associated legislation.	Feasibility stage
Various	Glider Bus Corridors	Review maintenance issues and defects highlighted by Translink and prioritise for repair.	Feasibility stage
A20	Albertbridge and East Bridge Street	Reallocation of road space on Albert Bridge and East Bridge Street to facilitate pedestrian demand, cycling and public transport.	Awaiting outcome of Eastern Transport Plan
B505	Hollywood Road	Reallocation of road space on Hollywood Road corridor to provide new/extended lengths of bus lane to facilitate improved public transport and cycling.	Preliminary design under consideration.
A6	Antrim Road	Reallocation of road space on Antrim Road corridor to provide new/extended lengths of bus lane to facilitate improved public transport and cycling.	Awaiting decision on BRT2
A24	Ormeau Road	Reallocation of road space on Ormeau Road corridor to provide new/extended lengths of bus lane to facilitate improved public transport and cycling.	Preliminary design under consideration.

TABLE 16: Transportation – Park and Ride

Road Name, Location	Scheme Description	Status
Tillysburn Park and Ride	A proposal has been developed for a Park and Ride site on the A2 Belfast to Bangor transport corridor. It will be located at Tillysburn Junction, on ground situated between Holywood Road and Sydenham Bypass. Statutory consultations are ongoing.	Preliminary designs under consideration.

TABLE 17: Transportation – Linen Quarter

Road Name, Location	Scheme Description	Status
Linen Quarter	Transportation measures to limit traffic movements in the Linen Quarter, Belfast in accordance with objectives set out in the Eastern Transportation Plan	At design stage

TABLE 18: Traffic Calming

Road Number	Road Name, Location	Scheme Description	Status
U0644	Flax Street	Traffic Calming Scheme	Complete
U0812	Windsor Park	Traffic Calming Scheme	In progress
U0812	Derryvolgie Avenue	Traffic Calming Scheme	In progress
U0810	Orpen Park	Traffic Calming Scheme	Under review
U0817	Ravenhill Park / Onslow Parade	Traffic Calming Scheme	Consultation complete
U0810	Orpen Road, Porter Park & Orpen Drive	Traffic Calming Scheme	Under review
U0605	Somerton Road	Traffic Calming Scheme	Deferred
U0612	Alexandra Park Avenue	Traffic Calming Scheme	Deferred

TABLE 19: Collision Remedial

Road Number	Road Name, Location	Scheme Description	Status
A512	McKinstry Road / The Cutts	Junction improvement. Control of right turns (As above on the boundary of Belfast and Lisburn)	Completed

TABLE 20: Safer Routes to School - Part time 20mph limits

Road Number	Road Name, Location	Scheme Description	Status
U0208	Edenbrooke Primary School, Tenant Street, Belfast.	Part time 20mph	Programmed
B0170	Belmont Primary School, Belmont Road, Belfast.	Part time 20mph	Programmed
U0801	Bunscoil Phobal Feirste Primary School, Rosgoil Park, Shaws Road, Belfast.	Part time 20mph	Programmed

TABLE 21: Road Signs, Markings and Bollards

Road Number	Road Name, Location	Scheme Description	Status
Various	2 x Bignian Drive, 2 x North Green, 2 x Bearnagh Drive	6 x Holy Child P.S signs	Completed
Various	2 x Lisburn Rd, 2 x Balmoral Avenue, 2 x Boucher Road	6 x Clearer Twist National Stadium	Completed
U0610	Ardoyne Rd & Cranbrook Court	3 x Playground signs	Completed
A2	Middlepath Street	2 x No Entry & hi vis backing board	Completed
A2	Nelson Street	1 x Loading bay sign & pole	Completed
U0819	Roseberry Road	2 x Road humps signs	Completed
U0624	Wellington Street	3 x Bus lane & 3 x No left turn signs	Completed

Road Number	Road Name, Location	Scheme Description	Status
Various	Various locations	15 x Affidea Stadium signs	Completed
U0837	Templemore Street	2 x Avoneil Leisure Centre signs	Completed
U0801	Glenveagh Drive	15m Pedestrian guardrail	Completed
A55	3 x Rocky Road & 2 x A55	5 x Not suitable for HGV's	Completed
U0644	Havanna Way	2 x Children crossing signs & Plates	Completed
U0644	Herbert Street	2 x Children crossing signs & Plates	Completed
U0613	Duncairn Gardens	Parking bay lines	Completed
A2	Nelson Street	Loading Bay markings	Completed
U0620	Hill Street	Pedestrian Zone signage	Programmed
U0620	Gordon Street	One way signage	Programmed
U0634	Ross Road	15m Corner restrictions	Programmed

TABLE 22: Legislation - Waiting Restrictions

Road Number	Road Name, Location	Scheme Description	Status
A1	Bedford Street	Extension Legislation for Double yellow lines	Completed
A55	Upper Knockbreda Road	Double yellow lines in maintenance bay	In progress
U0812	Marlborough Park	Double yellow lines	In progress
U0614	St James Street	Single yellow line	In progress

TABLE 23: Legislation – Traffic Movements

Road Number	Road Name, Location	Scheme Description	Status
B126	College Avenue	Ban on U-turn	In progress

Road Number	Road Name, Location	Scheme Description	Status
A1	Great Victoria Street onto Grosvenor Road	Prohibition of left turn	In progress

TABLE 24: Legislation – Parking Bays

Road Number	Road Name, Location	Scheme Description	Status
A2	Middlepath Street	Limited waiting bays	In progress

TABLE 25: Legislation – Grand Central Station

Road Number	Road Name, Location	Scheme Description	Status
Various	Boyne Bridge Place/Great Victoria Street/ Glengall Street/ Hope Street	Legislation associated with Grand Central Station	Completed

TABLE 26: Legislation – Waiting Restrictions

Road Number	Road Name, Location	Scheme Description	Status
A1	Bedford Street	Extension Legislation for Double yellow lines	Completed
A055	Upper Knockbreda Road	Double yellow lines in maintenance bay	In progress
U0812	Marlborough Park	Double yellow lines	In progress
U0614	St James Street	Single yellow line	In progress

TABLE 27: Legislation – Disabled Parking Bays

Road Number	Road Name, Location	Scheme Description	Status
U0835	9 Knock Link	Bays to be placed	Ongoing
U0604	54 Fairhill Walk	Bays to be placed	Ongoing
U0827	27 Edenvale Crescent	Bays to be placed	Ongoing
U0613	30 Lothair Avenue	Bays to be placed	Ongoing
U0814	8 Posnett Court	Bays to be placed	Ongoing

Road Number	Road Name, Location	Scheme Description	Status
U0848	46 Stranmillis Gardens	Bays to be placed	Ongoing
A55	Springfield Road	Accessible parking bay	In progress

TABLE 28: Pedestrian Measures

Road Number	Road Name, Location	Scheme Description	Status
U0620	Hill Street	Pedestrianisation	Programmed
C701	Knockbreda Road	Pedestrian crossing	At design

Accessible Parking Bays – General

Individual Accessible Parking Bay applications are assessed in line with policy before the completion of the necessary legislative process. Successful applications are required to be notified in local newspapers offering the opportunity for the public to submit their views.

Any objections must be fully considered before the application can progress to the Legislative Stage. Due to the processes involved, approved applications are required to be grouped and processed in batches of two or maybe three occasions during the year.

Deillumination of signs

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

Legislation

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

2.3 Street Lighting

The total number of streetlights in Eastern Division is approximately 68,250, of which 45,757(67%) are in the Belfast City Council area.

Completed Works 2024 – 2025

TABLE 29: Street Lighting – completed

Location	Scheme Description	Status
River Terrace, Cooke Street, Cooke Mews, Cooke Place and Cooke Court, Belfast.	Street Lighting Renewal Scheme	Complete
Sandringham Mews, Belfast.	Street Lighting Renewal Scheme	Complete
Knockdene Park, Belfast.	Street Lighting Renewal Scheme	Complete

Street Lighting Maintenance

Since April 2015, in line with reductions in available staff, DfI Roads only repairs those defective streetlights reported by the public or their representatives. In order to facilitate this process, reports of defective lights can now be made directly online via the NI Direct website at the web address: <https://www.nidirect.gov.uk/services/report-street-light-fault>

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

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

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

Repair of faults to streetlights

Our response times are: -

Emergency, responded to a Road Traffic Collision within an hour and a half to site (1.5 hrs) where a streetlighting column has been damaged. This is only to make safe and protect the public from danger to exposure of live cables or the column falling.

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

Normal lamp maintenance within five days (5 days). It is not always possible to fulfil the 5-day response. This can be down to a combination of factors. The number of outages on the system, cable faults on the cable network or staff shortages. We also try to ensure that at least 95% of streetlights are recorded as working on the LMS at anytime, subject to budget being available.

Planned Works 2025– 2026

Street Lighting – planned

There are no planned schemes in the Belfast City Council for 2025/26.

SECTION 3 - NETWORK TELEMATICS

Philip is responsible for Traffic signal control, operation of the Traffic Information and Control Centre, Traffic and travel information, TrafficWatchNI website, Motorway Control Systems, and CCTV traffic cameras.

Philip is supported by:

Ian Duff

Senior Engineer – Intelligent Transport Systems & Control Room Operations

Traffic Information and Control Centre

1B Airport Road

Belfast

BT3 9DY

Telephone: 028 9025 4517

Email: belfast.ticc@infrastructure-ni.gov.uk

Neil Graham

Senior Engineer – Road Safety

Traffic Information and Control Centre

1B Airport Road

Belfast

BT3 9DY

Telephone: 028 9025 4517

Email: belfast.ticc@infrastructure-ni.gov.uk

Gary McCracken

Senior Engineer – Traffic Signals and Road Safety

Traffic Information and Control Centre

1B Airport Road

Belfast

BT3 9DY

Telephone: 028 9025 4517

Email: belfast.ticc@infrastructure-ni.gov.uk

NETWORK TRAFFIC TELEMATICS

The Traffic Information & Control Centre (TICC) operates 24/7 and carries out a variety of functions, including traffic control; dissemination of traffic and travel information; incident management; and out of hours incident handling.

TICC manages and co-ordinates the control of traffic on Belfast's urban road network and on our motorway networks. TICC is also responsible for control of traffic signals in some other towns, such as Bangor, Newry Carrickfergus and Lisburn.

Operators use a computerised Urban Traffic Control (UTC) system which allows them to monitor and control the traffic signals at junctions in Belfast and make changes to timings, if necessary, to help traffic flow more freely and prevent queues building up, wherever possible.

There are permanent CCTV traffic cameras throughout Northern Ireland and these provide a visual aid to monitor the network. The cameras cover Belfast City Centre, the motorway network and other strategic routes, including the A1 to Newry and the Belfast Rapid Transit routes. Additional cameras have recently been installed in Coleraine, Derry, Omagh, Cookstown and on the A6 Belfast to Derry route.

A Motorway Control System allows operators to add information to the overhead signs and set advisory speed limits on the motorway network, Westlink, A1, A6 and A8.

When incidents occur on the road network, they inevitably result in traffic congestion, unreliable journey times and have an adverse effect on air quality. Staff in TICC work closely with other organisations to manage incidents as effectively as possible, to ensure that the network is safe and is operating at its optimum capability.

Incident and event management are integral parts of the TICC operation. Regular meetings are held with stakeholders including PSNI, Belfast City Council, SSE Arena, Titanic Belfast and Belfast Harbour Police. Through these forums, planned events have special traffic management plans developed and implemented with the aim of ensuring that journey times are optimised for road users.

It is also responsible for the provision of traffic information throughout Northern Ireland and a key aspect of monitoring and managing the road network is the provision of up-to-date and accurate information to the public and local radio stations.

This is facilitated via the TrafficWatchNI website, email alerts and a X account (formerly Twitter) to which increasing numbers are now subscribing. All dynamic information on the website is verified visually by the operators or through communication with the PSNI. The number of Twitter followers has increased from 29,000 in January 2017 to over 84,000 currently.

Other work areas within TICC's remit include the:

- Network Management team that manages the computer systems behind the traffic signal control operation;
- Motorway Control team that manages installation, maintenance and the computer systems behind motorway signs, signals and emergency telephones;
- Traffic signal installation and maintenance team; and
- Contract Management

3.1 Completed Works 2024 – 2025

TABLE 30: Network Telematics

Scheme Description	Status
TRAFFIC AND TRAVEL INFORMATION	
We have increased the number of CCTV sites available on the website to provide coverage at critical network junctions and improve traffic control capabilities.	Complete
Ensure systems remain maintained and up to date	Complete
We have upgraded the TrafficWatchNI website to ensure it remains robust, secure and fit for purpose.	Complete
URBAN CLOSED-CIRCUIT TELEVISION (CCTV) CAMERAS	
We will continue to identify new locations where the provision of cameras will enhance the coverage of the CCTV network to improve traffic control capabilities.	Ongoing
We have upgraded a number of our Westlink and motorway CCTV cameras from analogue to digital.	Complete
Deployed mobile CCTV at numerous events.	Complete
TRAFFIC CONTROL SYSTEMS	
We will continue the rollout of Server to Server Bus priority on Quality Bus Corridors throughout Belfast.	Ongoing
Commenced a project to examine fibre shortfall on the network, subject to funding and resource.	Ongoing
Upgraded CCTV instation hardware	Ongoing

Scheme Description	Status
TRAFFIC MANAGEMENT	
Utilise TICC's communications and control infrastructure together with the CCTV network to ensure traffic flows are monitored and effectively managed on the urban and motorway networks.	Ongoing
We will monitor traffic signal timings to ensure they are appropriate for the prevailing traffic conditions.	Ongoing
Purchased new equipment to replace some of the aging infrastructure currently on the network.	Complete
<p>Signal junction upgrades incorporating extra low voltage equipment and puffin crossing facilities at:</p> <ul style="list-style-type: none"> Frederick St / York St Bradbury Pl / Lisburn Rd / Sandy Row <p>Controlled crossing equipment upgrades incorporating extra low voltage equipment and puffin crossing facilities were completed at:</p> <ul style="list-style-type: none"> York St @ Mineral St Castlereagh St @ Frank St North Queen St @ Cultra St Donegall Pass @ Apsley St 	<p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Complete</p> <p>Complete</p>

3.2 Planned Works 2025 – 2026

TABLE 31: Network Telematics

Scheme Description	Status
TRAFFIC AND TRAVEL INFORMATION	
We will upgrade and enhance the TrafficWatchNI website to ensure it remains robust, secure and fit for purpose.	Ongoing
We have plans to further increase the number of CCTV sites available on the website from 150 to 160 to provide coverage at critical network junctions and improve traffic control capabilities.	Ongoing

Scheme Description	Status
We will investigate the addition of Automatic Number Plate Recognition (ANPR) Cameras on the network. Any new ANPR cameras will be high quality and use the latest optical recognition technology which will continue to provide reliable and timely journey times to Road Users.	Ongoing
URBAN CLOSED-CIRCUIT TELEVISION (CCTV) CAMERAS	
We will continue to identify new locations where the provision of cameras will enhance the coverage of the CCTV network to improve traffic control capabilities.	Ongoing
Investigate options of installing a new CCTV site on Sydenham by-pass.	Ongoing
Subject to funding and resource investigate the upgrade of analogue CCTV cameras to digital throughout the network.	Ongoing
Deploy mobile CCTV at various events	Ongoing
TRAFFIC CONTROL SYSTEMS	
We will continue to upgrade and add to our Urban Traffic Control System (UTC) to ensure the system remains robust and secure.	Ongoing
We will commence design on IP to the Roadside for our Motorway network to enable growth in Intelligent Mobility and Connected Vehicles, when feasible.	Ongoing
We will implement software improvements for the M1 and M2 Busway signs.	Ongoing
We will investigate new platforms and technologies to be able to communicate with infrastructure on the network.	Ongoing
TRAFFIC MANAGEMENT	
We will investigate the options to re-introduce SCOOT into the city centre.	Ongoing

Scheme Description	Status
We will investigate the options to introduce FUSION into the city centre.	Ongoing
We will monitor traffic signal timings to ensure they are appropriate for the prevailing traffic conditions.	Ongoing
We will utilise TICC's communications and control infrastructure together with the CCTV network to ensure traffic flows are monitored and effectively managed on the urban and motorway networks.	Ongoing
We will seek to purchase and install new equipment and replace aging infrastructure on the network, when funds and resource are available.	Ongoing
We have commenced a review of our ITS infrastructure to ensure that we are delivering the best service possible to the public.	Ongoing
Signal junction upgrades incorporating extra low voltage equipment and puffin crossing facilities at the following sites: Old Hollywood Road/Belmont Road Shaftesbury Square	Oct 25 Feb 26
MOTORWAY NETWORK SAFETY	
Subject to adequate resource and funding being available we will undertake feasibility work on the replacement of the end-of-life motorway Emergency Roadside Telephone (ERT) system and commence design on a replacement system.	Ongoing
We will undertake feasibility into upgrading access to sites for maintenance personal and subject to adequate funding commence design on improving health and safety going forward.	Ongoing
We will improve communication resilience to assets on the network.	Ongoing
We will examine options for the control of the motorway infrastructure when resource is available.	Ongoing
We will investigate future technologies and infrastructure needed for C-ITS implementation.	Ongoing

Scheme Description	Status
PEDESTRIAN MEASURES	
<p>Controlled crossing equipment upgrades incorporating extra low voltage equipment and puffin crossing facilities at the following sites:</p> <ul style="list-style-type: none"> • Kingsway @ Rowan Drive • Antrim Rd @ Ben Madigan • Antrim Rd @ Serpentine Rd 	<p>Completed Feb 26 Feb 26</p>

SECTION 4 - NETWORK MAINTENANCE

Maintenance Manager: Gareth McKibbin

Gareth is responsible for Road Maintenance, Structural Maintenance, Highway Inspections, Utility Street Works, Street Tree Maintenance, Public Liability Claims, Winter Service and Emergency Planning.

Gareth is supported in Belfast City Council Area by:

Joe Torney

Section Engineer for Belfast North

DfI Roads Belfast North Section Office

1A Airport Road

Belfast

BT3 9DY

Tel: 0300 200 7899

E-mail: BelfastNorth@infrastructure-ni.gov.uk

David Williams

Section Engineer for Belfast South

DfI Roads Belfast South Section Office

1A Airport Road

Belfast

BT3 9DY

Tel: 0300 200 7899

E-mail: BelfastSouth@infrastructure-ni.gov.uk

Sean O'Neill

Senior Engineer

Network Maintenance Support

1A Airport Road

Belfast

BT3 9DY

Tel: 0300 200 7899

E-mail: maintenance.eastern@infrastructure-ni.gov.uk

EXPLANATION OF MAINTENANCE OPERATIONS

Resurfacing and Strengthening

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

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

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

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

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

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

Surface Dressing

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

Drainage Works

The quick and effective drainage of surface water from the carriageway contributes significantly to road safety and helps to prevent damage to the road itself. Improvement works carried out include the upgrading of the existing drainage facilities to ensure effective dispersal of surface water and prevent as far as possible the occurrence of standing water or flooding

of the road. In many cases the provision of new drainage facilities has to be undertaken including the installation of road gullies, pipes and manholes leading to a suitable discharge point.

Grass Cutting

Grass cutting is carried out for road safety reasons rather than for amenity purposes. The Department's grass cutting policy has evolved to focus on protecting wildlife and promoting biodiversity when managing roadside verges. A single swathe will be cut along the verges on the strategic road network twice per year. Other areas that are needed for road safety purpose, such as sightlines at junctions, will also be cut at least twice each year with additional cuts as and when needed. A similar approach will be introduced on heavier trafficked rural roads and on lighter trafficked rural roads, one cut will be carried out late in the growing season.

Gully Emptying

In 2025/26 as in the previous year, the Department currently aims to maintain the level of service and inspect and clean, where necessary, all gullies once annually. Open outlets are also cleaned once per year.

Dealing with Correspondence / Public Interface

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

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

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

In an effort to reduce the volume of correspondence reporting routine defects, we are encouraging the reporting of defects through the on-line "Report a Fault" section on our website. Alternatively, a phone call can be made to one of our telephone operatives who will

record the details directly onto the “Report a Fault” system. You can report a fault on-line at <https://www.nidirect.gov.uk/> or by telephone to 02890 540540.

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

Defects

Section Office staff regularly inspect the local network for actionable defects in accordance with the Road Maintenance Guidelines. These guidelines classify the local roads according to traffic volume and establish corresponding deadlines for the repair of any defects identified. Also, in an effort to maximise our effectiveness in delivering key road maintenance functions, we ask that members of the public and elected representatives who have access to the internet to please report road defects via the DfI online reporting facility provided by NI Direct; <https://www.nidirect.gov.uk/information-and-services/travel-transport-and-roads/problems-roads-and-streets>. Alternatively, faults that are considered to be an emergency can be reported by telephone as shown on Page 64.

Street Tree Maintenance

DfI Roads Eastern is responsible for over 14,500 street trees throughout the Division. The management and maintenance of these trees is undertaken through a longstanding arrangement with Belfast City Council (BCC). A Project Management Agreement is in place to allow the Department to draw on the advice and expertise of BCC arboriculturists to manage street trees (trees on adopted carriageways). This partnership with BCC dates back over 40 years.

Street trees are inspected on a 2-year cyclical programme by BCC arboricultural staff. Regular monthly meetings are held with BCC arboriculturists, as well as informal daily/weekly contact to discuss any street tree issues or problems that may arise. Where the need for tree maintenance works is identified this is progressed by BCC on a priority basis, in liaison with DfI Eastern Division, subject to the availability of the necessary resources. This maintenance work, and also any required replacement tree planting, is completed using the BCC arboricultural contract. This arrangement is in place throughout Eastern Division and may on occasions include necessary DfI Roads tree maintenance located within the Lisburn and Castlereagh City Council area. In 2024/25 routine tree maintenance costs within DfI Roads Eastern Division were £368,000. A further £180,000 was spent on reactive and storm related tree works.

In addition to tree maintenance, over the past 4 years DfI Roads Eastern Division has planted over 5,800 new trees on DfI owned land in partnership with BCC as part of the Belfast Million Trees project. These have mainly been native species such as Rowan, Hawthorn, Lime, Cherry and Birch and this new tree planting links into the objectives of the BCC Belfast Tree Strategy - Belfast Tree Strategy (belfastcity.gov.uk). Furthermore, 104 heavy standard street trees were planted.

Open Sites / Planters

The DfI / BCC Project Management Agreement also includes the maintenance of 65 DfI Open Sites / Planters throughout the BCC area, which are mainly located in Belfast City Centre and gateway areas. Open Site maintenance is undertaken three times per year (April, August, and November) by BCC arboricultural staff, using the BCC horticultural contract. Works include trimming and pruning of bushes and vegetation, grass cutting, landscaping and litter picking, as well as any required replacement planting. In 2024/25 open site maintenance costs within DfI Roads Eastern Division were £106,000.

4.1 STRUCTURAL MAINTENANCE COMPLETED WORKS 2024 – 2025

Structural Maintenance - Carriageway

TABLE 32: Trunk Road Network Resurfacing – Cost and Length Completed

Structural Maintenance Cost	
£4,500,000	
	Total Length Completed
Total length completed	7.43 lane kms

TABLE 33: Resurfacing –Trunk Road Network Locations

Road Number	Road Name, Location
A0002	Sydenham Bypass – Citybound

TABLE 34: Non-Trunk Road Network Resurfacing – Cost and Length Completed

Structural Maintenance Cost	
£6,414,000	
	Total Length Completed
Non-trunk Road Network	18.66 lane kms
Road Recovery	5.19 lane kms

TABLE 35: Resurfacing - Non-Trunk Road Network Locations

Road Number	Road Name, Location
U0647	Lyndhurst Park View*
U0606	Inver Avenue*
U0633	New Barnsley Parade*
U0637	Felt Street*
U0637	Eureka Drive*
U0637	Bentham Drive*
U0637	Boyne Court*
U0632	Rockmount Street*
U0632	Beechview Park*

Road Number	Road Name, Location
U0610	Balhom Drive*
A0512	Creighton Road Stage 1
U0647	Forthriver Park
U0609	Mountainhill Road
U0615	Wolfhill Avenue
U0628	Townsend Street
U0607	Oldpark Terrace
U0631	Lanark Way
A0002	Sydenham By Pass
C0265	Kings Road – Knock Road to Gilnahirk Road
U0304	Connsbrook Avenue – Hollywood Road to Strandburn Street
U0831	Belmont Church Road
U0812	Myrtlefield Park
U0820	Loopland Park
U0500	Grays Park Avenue
U0500	Grays Park Gardens
U0500	Grays Park Drive
C0003	Dunmurry Lane
U0835	Orangefield Road/Sandhill Gardens
U0831	Wandsworth Road
U0835	Kerrsland Drive
U0835	Kerrsland Parade
U0835	Kerrsland Crescent
U0844	Balmoral Road 1*
U0844	Balmoral Road 2*
U0844	Balmoral Road 3*
U0844	Balmoral Road 4*
U0301	Stranmillis Embankment
U0828	Hawthornden Gardens*

Road Number	Road Name, Location
U0840	Inglewood Court*
U0810	Beechlawn Avenue*
U0835	Sandhill Parade*
B0023	Upper Malone Road at Dunmurry Lane*
U0835	Orangefield Grove*
U0835	Orangefield Avenue*

***Road Recovery**

TABLE 36: Footway Resurfacing - Cost and Length Completed

Structural Maintenance Cost
Included in resurfacing cost above
Total length completed
21.5km

TABLE 37: Footway Resurfacing locations

Road Number	Road Name, Location
U0647	Forthriver Park
U0609	Mountainhill Road
U0615	Wolfhill Avenue
U0607	Oldpark Terrace
U0801	Creelough Park
U0800	Glencolin Way
C0265	Kings Road – Knock Road to Gilnahirk Road
U0304	Connsbrook Avenue – Hollywood Road to Strandburn Street
U0831	Belmont Church Road
U0812	Myrtlefield Park
U0820	Loopland Park
U0500	Grays Park Avenue
U0500	Grays Park Gardens

Road Number	Road Name, Location
U0500	Grays Park Drive
U0831	Wandsworth Road
U0835	Kerrsland Drive
U0831	Kerrsland Parade
U0835	Kerrsland Crescent
F0510	Milltown Estate

TABLE 38: Drainage - Cost and sites Completed

Structural Maintenance Cost
£322,000
Number of Sites completed
10

TABLE 39: Drainage Locations

Road Number	Road Name, Location
A0002/A0023	Bridge End, Short Strand and Mountpottinger Link – Replacement gully lids and channel jetting
A0002	Bridge End - Mastic improvement to inspection chambers
U0830	Tweskard Lodge
U0130	Rocky Road
U0844	Balmoral Link
U0638	Bains Place - New drainage and carriageway reconstruction
U0843	Derrin Pass – System diversion preventing carriageway flooding
A0002	Nelson Street – Re-siting gullies into verge
U0630	Snugville Street – All gullies replaced
U0613	Queens Parade Pedestrian ramp – New drainage system installed

4.2 STRUCTURAL MAINTENANCE PROPOSED WORKS 2025 – 2026

Structural Maintenance - Carriageway

TABLE 40: Non-Trunk Road Network Resurfacing - Cost and Length Proposed

Structural Maintenance Cost	
Non-Trunk Road Network - £3,107,000	Road Recovery - £150,000
	Total Length Proposed
Non-Trunk Road Network	16.9 Lane km
Road Recovery - 6 sites	6.4 Lane km

TABLE 41: Resurfacing – Non-Trunk Road Locations

Road Number	Road Name, Location	Status
U0830	Castlehill Road	Complete
A0023	Short Strand	Complete
A0023	Mountpottinger Link	Complete
C0265	Old Dundonald Road	Complete
U0827	Sydenham Avenue	On site
U0844	Balmoral Link*	Complete
U0810	Wilmont Park*	Complete
U0800	Hannahstown Hill	Complete
U0801	Horn Drive	Complete
U0636	Norglen Parade	On Site
U0601	Strathmore Park	Complete
U7108	Lagmore Avenue (Extents of Active Travel Scheme)	Programmed
U0694	McDonnel Street*	Complete
U0806	Brooke Court*	Complete
U0806	Moor Park Mews*	Complete
U7101	Pembrooke Court*	Complete

***Road Recovery**

TABLE 42: Footway Resurfacing – Length Proposed

Total Length Proposed
14.68km

TABLE 43: Footway Resurfacing Proposed Locations

Road Number	Road Name, Location	Status
U0830	Castlehill Road	Complete
A0023	Short Strand	Complete
U0827	Sydenham Avenue	On site
U0500	Belvoir Drive	Complete
U0801	Horn Drive	Complete
U0636	Norglen Parade	On Site
U0601	Strathmore Park	Complete

Structural Maintenance - Drainage

TABLE 44: Drainage – Proposed Sites and Costs

Number of Sites Proposed	Total Estimated Cost
5	£260,000

TABLE 45: Drainage Sites - Proposed Locations

Road Number	Road Name, Location	Status
A0055	Stockmans Lane – Pipe re-lining	Complete
U0807	William Alexander Park	Complete
U0844	Balmoral Link	Complete
U0802	Deanwood Drive	On site
U0612	Alexander Park Avenue	Planned

4.3 ROUTINE MAINTENANCE COMPLETED WORKS 2024 – 2025

Grass Cutting

TABLE 46: Grass Cutting Completed

Total cut	
Total Length cut 75km.	Total area cut 218,060m ²

Defects

Section Office staff regularly inspect the local network for actionable defects in accordance with the Road Maintenance Guidelines. These guidelines classify the local roads according to traffic volume and establish corresponding deadlines for the repair of any defects identified.

TABLE 47: Defects details

Description	Detail Total
Total priority defects recorded	29,926

Public Liability Claims 2024-25

TABLE 48: Public Liability Claims details

Description	Detail Total
Total claims received in Eastern Division	689
- vehicular damage	661
- personal injury	165
- property damage	18
Total claims settled	524
Total claims rejected	134

Please note that statistics above for total claims settled are claims where compensation was paid, and statistics for total claims rejected are for claims where no compensation was paid.

The Department's road related claims data between 2019/20 to 2024/ 25 can be accessed via the following webpage; <https://www.infrastructure-ni.gov.uk/publications/road-asset-maintenance-directorate-management-information-roads-related-claims-period-20202021-20242025>

The link to general information relating to road related claims on NI Direct is via the following webpage; <https://www.nidirect.gov.uk/articles/claim-compensation-due-road-or-street-problem>

4.4 MAINTENANCE OF STRUCTURES

Structures Section manages 355 bridges and culverts within the Division, 127 of which are in the Belfast City Council Area. Typically, these have a span of 1.8m and greater. Smaller structures are managed by the local Section Office.

Completed Works 2024 – 2025

Six structures projects were completed within the Belfast City Council area during 2024/25 at a cost of £80,000.

TABLE 49: Structures Schemes Completed 2024/25

Location	Scheme Description
Vegetation Removal from 3 No Road over Rail Structures	Completed
Structure No 20251 – Lower Windsor Avenue Footbridge Steps Washing	Completed
Saintfield Rd at Upper Galwally - Wall Repairs	Completed
Baroda Drive Replacement Wall	Completed
Structure No 90390 – Upper Springfield Road P4 Undermining	Completed
Ligoneil Rd Wolfhill – Wall Repairs	Completed

Proposed Works 2025 – 2026

Eleven structures projects are proposed within the Belfast City Council area during 2025/26 at an estimated cost of £150,000.

TABLE 50: Structures Schemes Proposed 2025/26

Location	Status
Structure No 90395 – Kingsway, Dunmurry – Undermining & Scour Protection Works	Complete
Structure No 20172 – Queen’s Bridge – Replacement of parapet handrail straps	Complete
Structure No 20184 – Dee Street Bridge Vegetation Removal	Ongoing

Location	Status
Structure No 20250 – Tate’s Avenue Bridge – Removal of Guano – Replacement of Mesh Panels and Installation of Doors for Inspections	Ongoing
Deacon Street Steps – Investigatory Works	Ongoing
Westlink Suicide Deterrent Measures	Design
Structure No 20256 – King’s Bridge Waterproofing, Resurfacing and Concrete Repairs	Design
Structure No 20262 – Bells Bridge – Spalling Concrete Repairs	Programmed
Structure No 90397 – Upper Dunmurry Lane – Masonry Repairs and Scour Protection Works.	Programmed
Structure No. 20152 - Westland Road Culvert – Metal Railing Repair / Replace (Structure Maintenance)	Programmed
Structure No 20235 – Falls Road – Parapet Improvement	Programmed

Bridges are inspected routinely. This generates an ongoing programme of maintenance / repairs to bridges and other structures.

4.5 MAINTENANCE OF VEHICLE RESTRAINT SYSTEMS

Completed Works 2024/25

Vehicle Restraint Systems (VRS) works undertaken within the Belfast City Council area during 2024/25.

TABLE 51: Vehicle Restraint Systems Completed 2024/25

Road Name, Location	Status
Sydenham Bypass	Complete
Sydenham Bypass – repair/replace defective VRS	Complete
Sydenham Bypass - repair/replace defective VRS	Complete
Tillysburn Roundabout - repair/replace defective VRS	Complete
Upper Knockbreda Road - clear vegetation and repair VRS	Complete
Belfast South TCB Tensioning project	Complete
Belfast South Vegetation Removal (9 locations)	Complete
Belvoir Road (West section)	Complete
Baroda Drive Wall repair	Complete
York Link - Replacement VRS	Complete
Nelson Street East - Replacement VRS	Complete
Nelson Street West - Replacement VRS	Complete
Loughview Terrace - Repair	Complete
Cairnmartin Road - Repair	Complete
Fortwilliam Roundabout - Off slip to Shore Road - Replacement VRS	Complete
Belfast North TCB tensioning project	Complete
Belfast North Vegetation Removal (6 locations)	Complete

STRATEGIC ROAD IMPROVEMENTS

Proposed Works 2025/26

Vehicle Restraint Systems (VRS) works proposed for the Belfast City Council area during 2025/26.

TABLE 52: Vehicle Restraint Systems Schemes Planned 2025/26

Road Name, Location	Status
Upper Knockbreda Road at F/Bridge SE Median	Programmed
Upper Knockbreda Road at F/Bridge NW Median	Programmed
Upper Knockbreda Road at F/Bridge SE F Way	Programmed
Upper Knockbreda Road at F/Bridge NW F Way	Programmed
Middlepath Street - repair / replace defective OBB	Programmed
Glen Road – VRS Replacement	Planning
Shore Road East – VRS Replacement	On Site
Shore Road West – VRS Replacement	On Site
Fortwilliam Roundabout Perimeter – VRS Replacement	On Site
Fortwilliam Roundabout Median (approach from Shore Road) – VRS Replacement	On Site
Fortwilliam Roundabout Median (departure to Shore Road) – VRS Replacement	On Site
Fortwilliam Roundabout LHS Footway (from Shore Road to roundabout) – VRS Replacement	On Site
Colinwell Road - Repairs	Complete

4.6 WINTER SERVICE

TABLE 53: Winter Service - dates of operations

Description	Start date	Completion date
Official winter maintenance period 2024-25	16 October 2024	31 March 2025
Salting Operations in this period	78	

STRATEGIC ROAD IMPROVEMENTS

TABLE 54: Winter Service - details of operations

Description	Details
Depot locations in Eastern Salting Area	Airport Road Depot, Belfast Sprucefield Depot, Lisburn Balloo Depot, Bangor
Number of gritters used during 1 gritting action	12
Number of personnel involved in gritting operation in Eastern Salting Area	135
Length of roads salted in Eastern Salting Area	1306 km
Total volume of salt used during 2024-2025 winter season in Eastern Salting Area.	12,515 tonnes



SECTION 5 – MAJOR PROJECTS EAST

MAJOR PROJECTS EAST

5.1 York Street Interchange

District Council area(s)	Belfast
Location	York Street, Belfast
Scheme description	This scheme will address a major bottleneck on the strategic road network, replacing the existing signalised junctions at York Street with direct links between Westlink, M2 and M3, three of the busiest roads in Northern Ireland. It will also separate strategic traffic from local traffic movements via underpasses below the existing road and rail bridges and underneath a new bridge at York Street.
Scheme length	Grade separated junction intersection, approx 3km
Scheme estimated cost	£120m-£165m (2015 estimate, currently under review)
Scheme website	York Street interchange - overview Department for Infrastructure (infrastructure-ni.gov.uk)
Any related schemes?	None
Current stage	Development Phase, stage 3 report complete. Gateway 2 approval needed to advance to procurement.
Current position	<p>A scheme proposal has been developed and taken through public inquiry in 2015, followed by publication of the Public Inquiry Inspector's Report and the Departmental Statement in 2016. The statutory processes have been completed with the exception of the Vesting of the required lands, which would take place prior to construction.</p> <p>The procurement process to award a contract for the detailed design phase of this scheme was halted in early 2017 as result of a legal action. This legal action concluded in September 2019, with the award of contract being set aside.</p> <p>In July 2020 the former Minister announced an external review into the scheme to provide assurance on how and to what extent the scheme reflects key Ministerial, Executive and Council objectives and priorities. This included interviews with stakeholders and was conducted in November 2020. In March 2021 the former Minister announced the outcome of the review,</p>

	<p>accepting the six recommendations from it and outlined proposals to address them. Consultants were asked to carry out some further work, particularly around placemaking and active travel, to maximise ambition in terms of what can be delivered for communities, connectivity and the wider living places agenda.</p> <p>This work was completed, and the final report was published in October 2022. It recommended three options for further development. The former Minister asked for these to be developed, exploring any implementation issues and engage further with stakeholders. This was completed and a report submitted to the Minister in August 2024 for consideration.</p> <p>In January 2025 the former Minister asked for further engagement with elected representatives on the latest placemaking and active travel options. This has been completed and submitted to the Minister in July 2025 for consideration.</p> <p>On 14 August 2023 the Department published a prioritised list of major road schemes that will continue to be progressed. No funding was identified for this scheme and the decision was made to pause the scheme development, (other than complete the ongoing placemaking and active travel work). Any future decision on the overall scheme progression will be informed by the Department's emerging Regional Strategic Transport Plan.</p>
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5.2 Belfast Rapid Transit Phase 2 – BRT2

District Council area(s)	Lisburn Castlereagh City Council, Belfast City Council, Antrim and Newtownabbey Borough Council
Location	The G3 route will run along the Antrim Road in the north, and along the Ormeau Road and Saintfield Road in the south. The existing City Centre to Titanic Quarter Glider service will also be extended to connect with Queen's University and the City Hospital.
Scheme description	The Belfast Rapid Transit Phase 2 (BRT2) project is the further development of the Belfast Bus Rapid Transit system to North and South Belfast with an extension of the existing G2 route to serve Queen's University and Belfast City Hospital.
Scheme estimated cost	£142m - £148m
Scheme website	Belfast Rapid Transit - Glider Department for Infrastructure (infrastructure-ni.gov.uk)
Current stage	<p>Completion of the OBC.</p> <p>The estimated cost of the North Belfast to South Belfast Glider route is currently in the range of £142m to £148m. To date, £35m of funding has been secured through Belfast Region City Deal and an additional £13 million allocated from the Department of Infrastructure. As such, a considerable shortfall of some £100m remains.</p>
Current position	<p>On 25 February 2025 Minister Kimmins announced the next steps for the Belfast Rapid Transit (BRT2) project, which will see the Glider service extended to north and south Belfast, using the £35m funding within the Belfast Region City Deal, with an additional £13 million allocated from the Department of Infrastructure.</p> <p>The Outline Business Case is being finalised and will concentrate on a phased approach given the limited funding available at this time. Subject to business case approval, detailed design of the proposed routes will commence. This will involve further engagement with residents, businesses and other stakeholders along the selected route.</p>

5.3 Lagan Pedestrian & Cycle Bridge

District Council area(s)	Belfast City Council
Location	The Lagan Pedestrian and Cycle Bridge will be built across the River Lagan from the Lagan Towpath at the Gasworks site to the Ormeau Embankment, close to the 'Ozone' indoor tennis centre and leisure complex.
Scheme description	The bridge will be a twin-pylon cable-stayed steel bridge spanning 143m across the River Lagan. The steel superstructure will be supported on piled reinforced concrete piers and abutments, with approach ramps provided beyond the bridge at each end to tie into the existing pedestrian and cycle infrastructure. The width of the bridge at 5.0m, will accommodate both pedestrians and cyclists and improve linkages between communities from both sides of the River Lagan. It will also improve transport linkages to the City Centre for pedestrians and cyclists and accessibility to leisure facilities and parks for local communities and commuters. It will encourage sustainability by enabling people to choose healthier cleaner forms of transport and improve road safety to provide an alternative traffic free route.
Scheme estimated cost	Estimated Cost £23 to £28m
Scheme website	Lagan pedestrian and cycle bridge Department for Infrastructure (infrastructure-ni.gov.uk)
Current stage	Procurement stage.
Current position	Submitted tenders are currently being assessed and it is hoped that the contract could be awarded soon. The design & build phase is expected to take up to 24 months from contract award with a possible completion date in 2027. However, this will be dependent on the contractor's programme and resources.



SECTION 6 – ACTIVE TRAVEL

Active Travel teams are responsible for making walking, wheeling and cycling an attractive travel option for many everyday journeys.

Completed Works 2024/25

1 Active Travel project was completed within the Belfast City Council area during 2025/26.

TABLE 55: Active Travel Schemes Completed 2024/25

Scheme	Scheme Description	Status
Stranmillis Embankment	Pedestrian and cycling improvements between Ormeau Road and Governors Bridge	Complete
Design of various BCN Schemes	Preliminary and detailed design of various short term BCN schemes	Complete

Proposed Works 2025/26

12 Active Travel projects are proposed for development within the Belfast City Council area during 2025/26.

TABLE 56: Active Travel Schemes Proposed 2025/26

Scheme	Scheme Description	Status
Lagmore Avenue	BCN 003	Construction
West Belfast Greenway: Phase 1a	BCN 016	Construction
Island Street	BCN 010	Construction
Sydenham Greenway Phase 1	BCN 014	Legislation Phase

STRATEGIC ROAD IMPROVEMENTS

Scheme	Scheme Description	Status
Durham Street/College Square North	BCN 029	Legislation Phase
Montgomery Road	BCN 011	Legislation Phase
Sailortown & Ulster University	BCN 015	Design
West Belfast Greenway: Phase 1b	BCN 016	Design
Ravenhill Road & Ormeau Embankment	BCN 013	Design
Dublin Road & Botanic Avenue	BCN 005	Design
Limestone Road & Cavehill Road	BCN 002	Design
West Belfast Greenway: Phase 2	BCN 037	Design

USEFUL NUMBERS

Out of Hours Emergencies

Telephone: 0300 200 7899

Flooding Incident Line

Telephone: 0300 200 0100

Street Lighting Faults

Telephone: 0300 200 7899

Website: www.nidirect.gov.uk/services/report-street-light-fault

General Enquiries

email: DfIRoads.Eastern@infrastructure-ni.gov.uk

Website: www.infrastructure-ni.gov.uk

Telephone: 0300 200 7899

Blue Badge Unit

Provides on-street parking concessions for Badge Holders who travel either as drivers or passengers.

Contact: BBU PO Box 64 Enniskillen BT74 0BL

email: bluebadges@infrastructure-ni.gov.uk

Telephone: 0300 200 7818

Parking Enforcement Processing Unit

Processes all penalty notices under Decriminalised Parking Enforcement.

Contact: Roads.Parking@infrastructure-ni.gov.uk

Website: <https://www.nidirect.gov.uk/articles/parking-enforcement>

Telephone: 0300 200 7895
