

Belfast Metropolitan Transport Corridor A2 Shore Road, Greenisland

Need for Scheme

The A2 at Greenisland is part of the strategic road network and provides a link between the two urban centres of Belfast and Carrickfergus, before continuing northwards to Larne.

The standard of carriageway on the A2 between Belfast and Carrickfergus varies considerably.

While most of the road has two lanes in each direction – either as a motorway (M5), dual carriageway or single carriageway – there is a 2.5km section at Greenisland that has only one running lane in each direction with footway provision.

The A2 presently carries some 26,000 vehicles per day north of Greenisland rising to 35,000 vehicles a day south of Greenisland. The A2 Shore Road at Greenisland can cause delays for road users and public transport services, particularly at peak times.



The Proposed scheme

The proposed widening scheme will run from north of Jordanstown Road, at the end of the existing four lane carriageway, to the Seapark Junction.

'Online' widening will be constructed between Shore Avenue (University) and Station Road. This section will be designed as an urban dual carriageway with pedestrian crossing facilities at intervals and a wide shared cycleway / footway running along one side.

Heading north from Station Road the scheme will veer off the existing Shore Road and a new 'offline' section of road will be constructed to Seapark Junction. This 'offline' section will be designed as a rural dual carriageway, with grass verges. There will be no direct access to the new offline section of road and, as a result a bridge at Whinfield Lane will be constructed to connect the land either side of the new dual carriageway. Pedestrians and cyclists will continue to use the bypassed section of the existing Shore Road.

There will be a signalised junction at Jordanstown Road; three new signalised roundabouts at Shore Avenue (University), Shorelands and Station Road; and a new roundabout at Seapark.

Benefits

The scheme will reduce journey times which will help strengthen the economic and social links between Carrickfergus (and Newtownabbey) and Belfast thus assisting economic growth in the area.

The scheme will reduce congestion and there will be an improvement of facilities for pedestrians and cyclists with the construction of a new cycleway and provision of pedestrian crossings.

The scheme will reduce noise and air pollution along the majority of the route. Appropriate design, landscaping and screening will reduce the visual impacts associated with the scheme.

Progress

A Public Inquiry into the proposal was held in October 2007 with the resulting statement by the Department published in October 2008. The DRD Investment Delivery Plan for Roads estimates that the scheme will be delivered by 2013.

