GROSVENOR ROAD & SANDY ROW PUBLIC REALM SCHEME

GROSVENOR ROAD ANALYSIS



SITE PHOTOS



LANDSCAPING IMPROVEMENTS

Opportunities to introduce sustainable green open spaces within the existing under utilised spaces. This creates an attractive, multi-functional spaces for the local community.

UPGRADED CYCLEWAY

Existing pop-up cycleway is inconsistent and conflicts with existing pedestrian crossing points / bus stop arrangements. Opportunities to create an improved, continuous cycleway along the northern side of Grosnevor Road, improving connectivity for cyclists and safety for pedestrians.





IMPROVED STREET FURNITURE

Opportunities to introduce new, co-ordinated street furniture and street lighting will be explored to improve the appearance of Grosvenor Road, reduce visual clutter and create a more welcoming environment for pedestrians.

PUBLIC FOOTWAY IMPROVEMENTS

Existing damaged and uneven paving, including areas affected by tree roots, will be upgraded to improve pedestrian safety and accessibility. Opportunities to improve surrounding surfaces will also be explored to create smoother, more attractive walking routes.





RETAINED FEATURES

Existing mature trees and established landscaping features will be retained and incorporated into the proposed public realm improvements wherever practicable, helping to preserve the character of Grosvenor Road while enhancing the surrounding streetscape.

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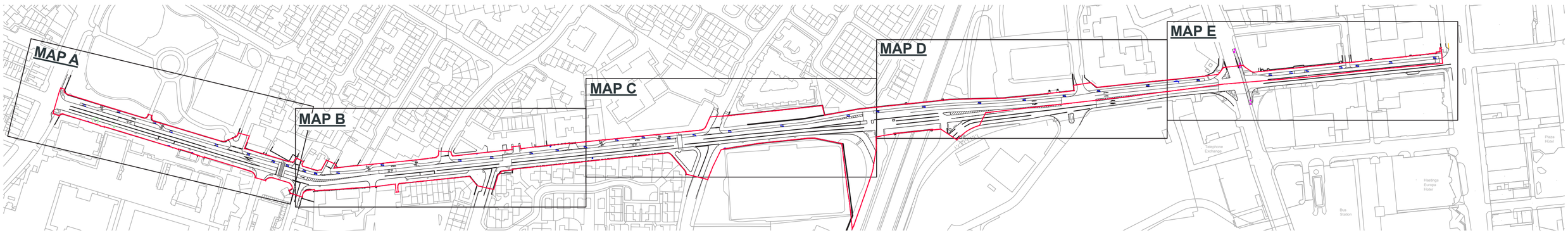
GROSVENOR ROAD - CONCEPT PROPOSALS

KEY PLAN

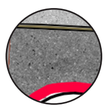


MATERIALS



1 WALKWAYS – ASPHALT

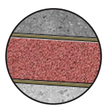
A smooth, durable asphalt finish will be used to create accessible pedestrian walkways that integrate with the surrounding streetscape.

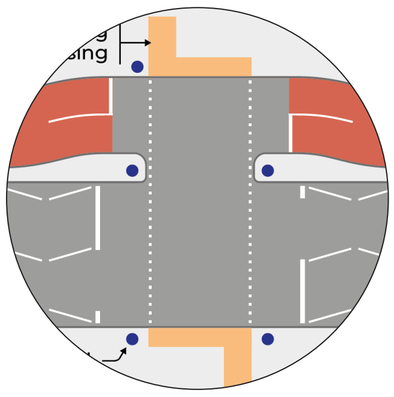




2 CYCLEWAY – RED ASPHALT SURFACING

A durable red asphalt surface will clearly define the cycleway and complement the surrounding streetscape.





3 CONTROLLED CROSSING POINT

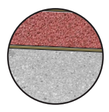
Provides safe, accessible passage for pedestrians.





4 KERBS – SILVER GREY GRANITE OR CONCRETE

Silver grey granite kerbs will be used where possible, complemented by concrete kerbs in other areas to create a cohesive streetscape.





5 TACTILE CROSSING – TYPE A (UNCONTROLLED)

To be used at uncontrolled crossings to improve accessibility for visually impaired pedestrians.



MAP A



MAP B



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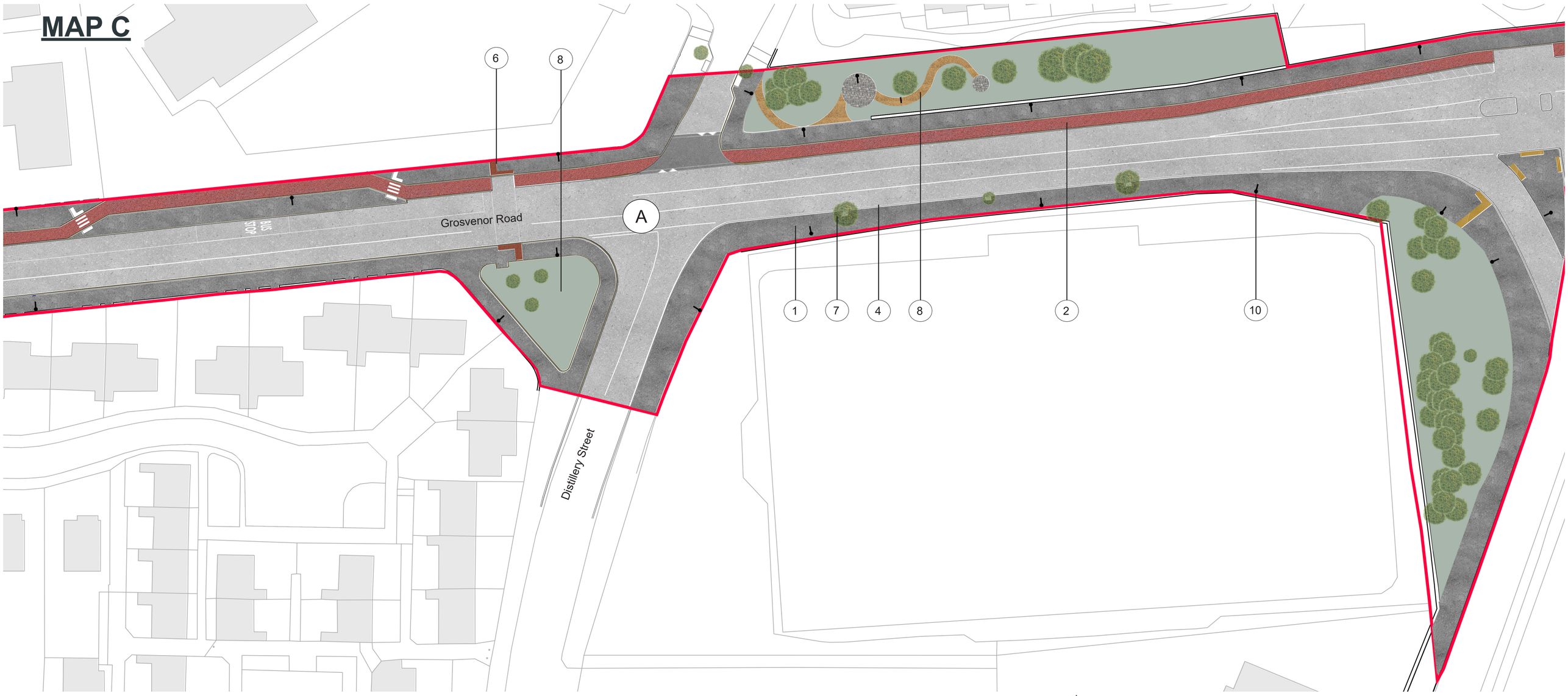
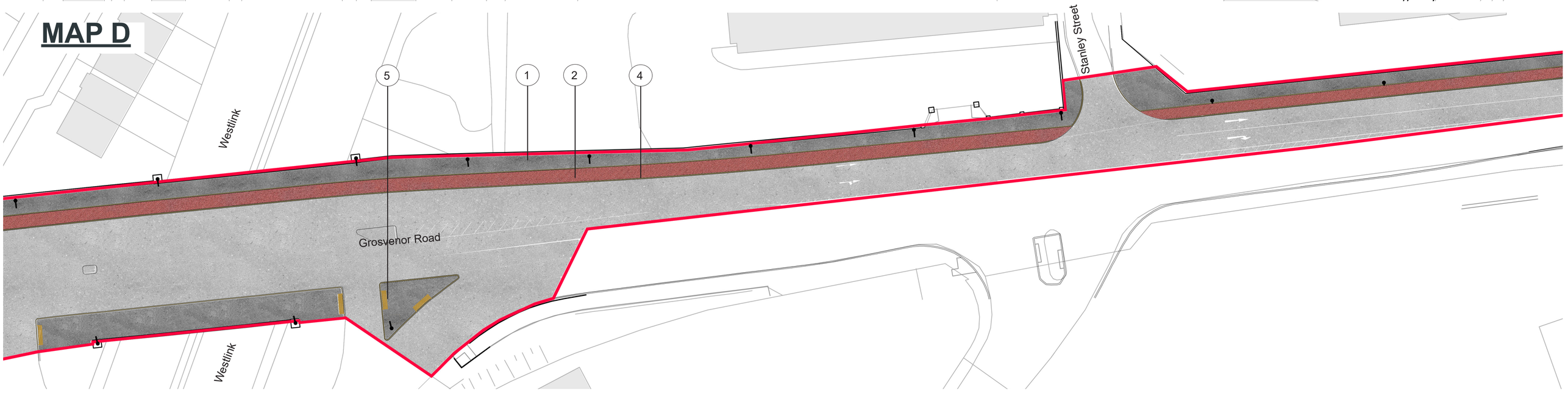
GROSVENOR ROAD - CONCEPT PROPOSALS

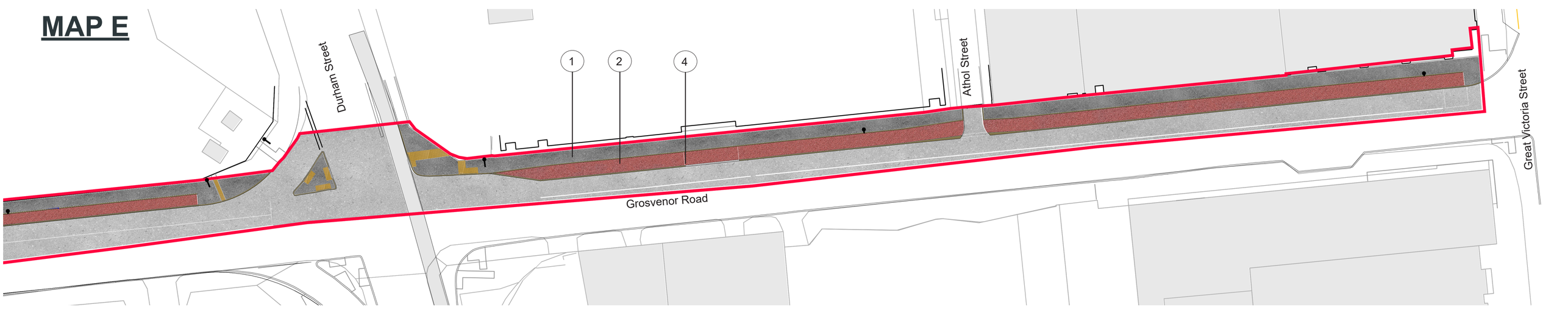
MAP C

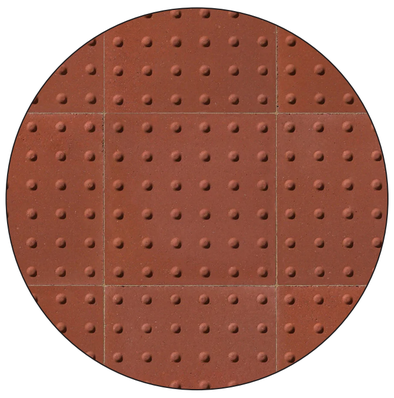


MAP D



MAP E





6 TACTILE CROSSING – TYPE B (CONTROLLED)

Red terracotta tactile blister paving will be used at controlled crossings to improve accessibility for visually impaired pedestrians.



7 TREE BASES – YELLOW RESIN BOUND SURFACING

Yellow resin bound surfacing will be used around tree bases to provide a neat, permeable finish.



8 LANDSCAPING – TREES & PLANTING

A mix of trees, raised planters and landscaping will enhance the streetscape, reflecting the approach at Belfast Grand Central Station.



9 RAISED TABLE CROSSING

Raised table crossings will improve pedestrian accessibility and safety while helping to reduce vehicle speeds into side streets where possible.



10 STREET LIGHTING – MODERN LIGHTING

Modern street lighting will be introduced to improve visibility, safety and the overall appearance of the streetscape.

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GROSVENOR ROAD - CONCEPT IMAGES



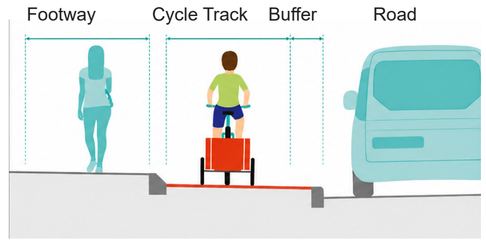
A ENHANCED LANDSCAPING & PUBLIC SPACE

The proposed landscaping will create a more attractive, welcoming and greener public space. Raised planting beds, new trees, seating and improved street furniture will provide opportunities for people to relax, socialise and enjoy the area, whilst introducing greenery and enhancing the overall character of the streetscape.



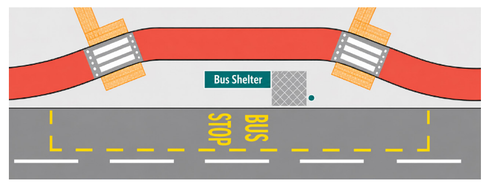
B IMPROVED BUS STOP SAFETY & ACCESSIBILITY

The proposed improvements will create a safer and more accessible environment for bus passengers, pedestrians and cyclists. New bus shelters and dedicated cycleway bypasses will provide clearer separation between cyclists and waiting passengers, reducing potential conflicts. Improved crossing points and accessible boarding areas will help create a safer, more comfortable and convenient public transport experience.



STEPPED CYCLE TRACKS

Stepped cycle tracks sit between road and footpath levels, providing physical separation from vehicles and pedestrians. Raised kerbs create clearly defined routes, improving safety and comfort for cyclists.



IMPROVED BUS STOP SAFETY

The proposed cycleway will be routed behind the bus shelter, separating cyclists from passengers boarding and alighting. Dedicated crossings and tactile paving will provide safer, more accessible connections to the bus stop.



CONNECTING MOVEMENT ROUTES

Connecting Movement Routes link key destinations within urban areas, balancing the needs of pedestrians, cyclists, public transport and vehicles. They promote continuous footpaths, safe crossings, dedicated cycle facilities and bus priority where possible, while maintaining access for general traffic.

Source: Department for Infrastructure, Eastern Transport Plan 2035 – Consultation Draft (October 2026), Page 72, Figure 25.

STREET FURNITURE



MODERN STREET LIGHTING

The introduction of modern street lighting will improve visibility and safety, while creating a more attractive and welcoming streetscape.



NEW STREET SEATING

New contemporary seating will provide comfortable places for people to rest and enjoy the area, enhancing the public realm and encouraging social interaction.

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