

**Outcome: All people in Newry Mourne and Down get a good start in life and fulfil their lifelong potential**

**Indicator: Level of Connectivity**

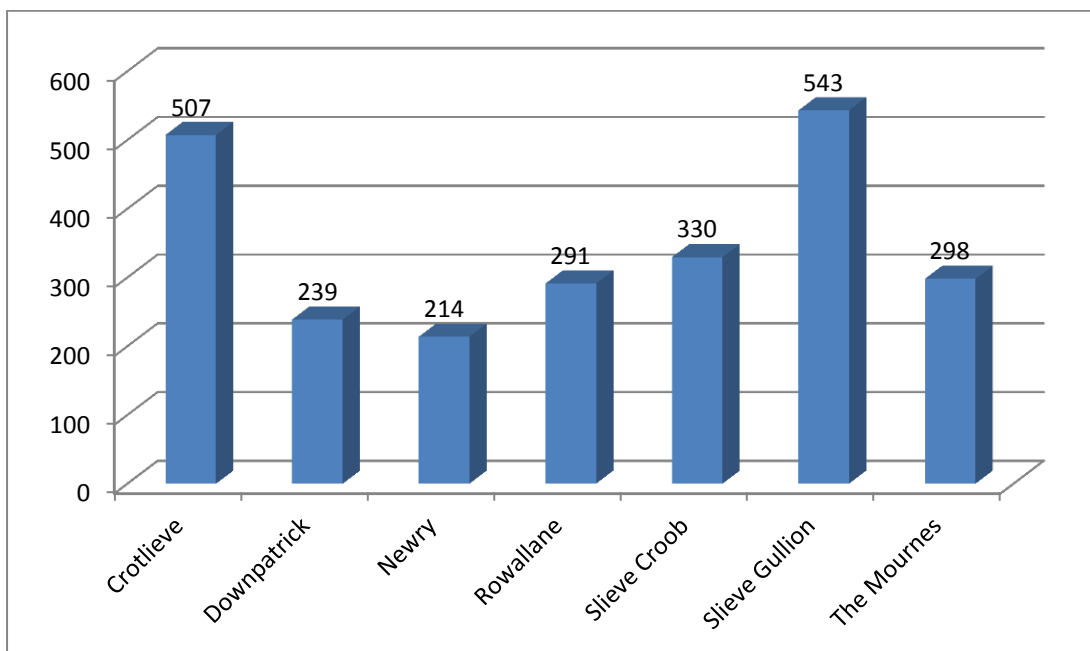
Underpinning development and wellbeing, connectivity is key to supporting access to services and employment for our communities, diversification and expansion of the business sector, access by tourists etc.

Internal connectivity is a problem, in terms of roads, transport and communications (broadband and mobile) infrastructure.

- Measures:**
- Level of infrastructure
  - Travel Times
  - Congestion Levels
  - Level of Broadband Connectivity

**Level of Infrastructure – Average Distance to Nearest Bus Stop**

**Average Distance to Nearest Bus Stop (Metres)**



The chart above shows that those living in Crotlieve and Slieve Gullion have a longer distance to travel to their nearest bus stop on average from their home. As expected Downpatrick and Newry DEA's have the shortest distance to their nearest bus stop on average.

The table below breaks this down further into wards and we can see that Newtownhamilton has the longest distance to their nearest bus stop on average followed by Crossmaglen. Cathedral and Ballybot have the shortest distance on average to the nearest bus stop.

<b>Average Distance to Nearest Bus Stop by Ward (Metres)</b>	
NEWTOWNHAMILTON	966
CROSSMAGLEN	774
HILLTOWN	643
ROSTREVOR	635
DERRYLECKAGH	559
FORKHILL	549
BURREN	541
LISNACREE	526
BALLYDUGAN	521
MULLAGHBANE	497
WHITECROSS	496
KILMORE	493
TOLLYMORE	479
MAYOBRIDGE	473
FATHOM	457
CAMLOUGH	454
DERRYBOY	430
STRANGFORD	398
BALLYWARD	393
ANNALONG	391
BINNIAN	327
QUOILE	301
DRUMANESS	296
LECALE	285
ST. PATRICK'S	258
DUNDRUM	252
WARRENPOINT	251
CASTLEWELLAN	244
ABBEY	244
CROSSGAR and KILLYLEAGH	235
SAINTFIELD	234
KILKEEL	193
DRUMALANE	177

BESSBROOK	171
BALLYNAHINCH	150
DONARD	133
DAMOLLY	127
KNOCKNASHINNA	120
MURLOUGH	117
CATHEDRAL	110
BALLYBOT	100

## **Travel Times – Translink Data**

We have put in a request from Translink for travel time data and are awaiting a response.

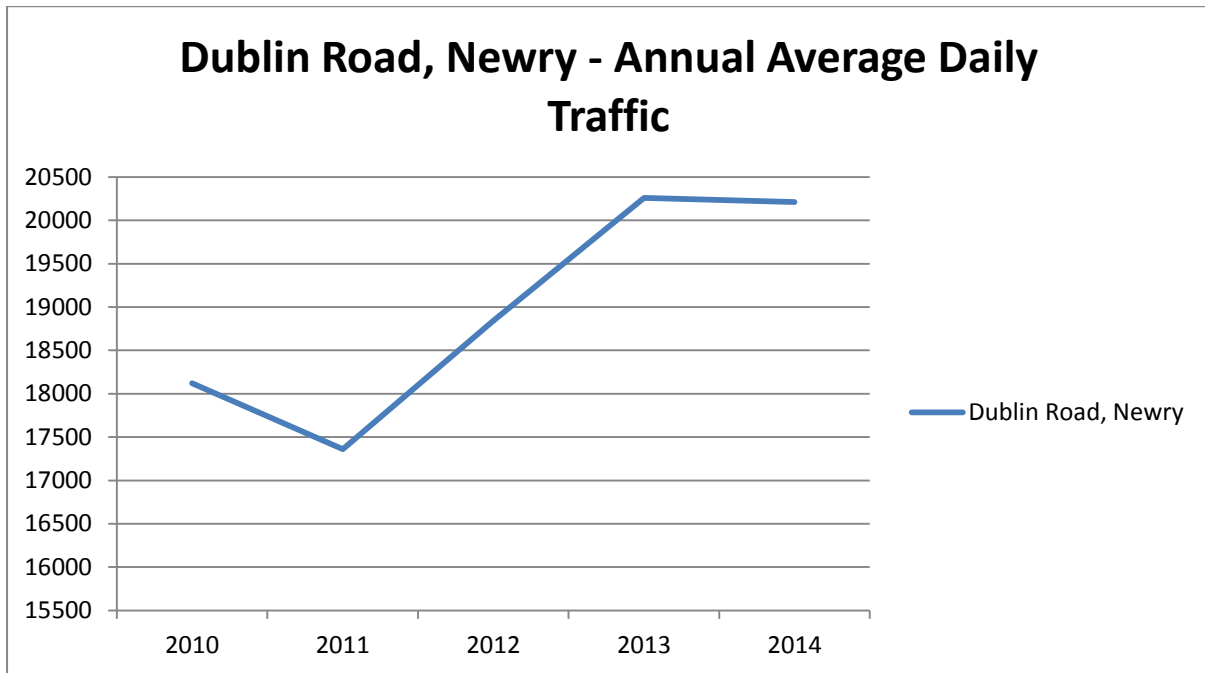
## Congestion Levels - Annual Average Daily Traffic

The table below shows the annual average daily traffic flow on our roads throughout the district as designated and measured by Transport NI

<b>Traffic and Travel Congestion - Annual Average Daily Traffic</b>					
<b>Roads</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Dublin Road, Newry	18120	17360	18840	20260	20210
Warrenpoint Road, Newry	13650	13610	13490	13200	13300
Newcastle - Annalong, at Bloody Bridge	5420	5310	5200	5220	5350
Newry - Camlough, West of Camlough Road Roundabout at Egyptian Arch				19810	19980
Junction with A29 - Cullyhanna	1070	1280	1030	940	890
Newtownhamilton (cemetery)	130	140	160	150	160
Newry - Dundalk North of Border	3970	3560	3660	3610	3660
Newry By-Pass (Stage 1)	8860	10120	10560	10760	11520
Newry By-Pass (Stage 2)	9400	11590	13300	12220	12830
Newry By-Pass (Stage 3)	19250	19940	20620	19520	21510
Rostrevor Road, Warrenpoint	11940	11600		11460	12200
A1-N1 near border with Co Louth	20830		18120	20210	18410
Belfast Road, Downpatrick, at Quoile	11710	11210	11410	11840	11620
Downpatrick - Clough, at Tullymurry	7900	7980	7840	7630	8280
Clough - Ballynahinch, at Castlenavan	8120	8320	8320	9110	8320
Dundrum - Clough	10570	11310	10540	10630	10690
Castlewellan - Newcastle	8020	8300	7970	8100	8000
Rathfriland Road, Castlewellan	5090	4980	5060	5000	5110
Castlewellan - Clough, at Magherasaul	5900	5770	6010	6480	6130
Belfast Road, Ballynahinch	8890	8700	8710	8480	8700
A1 Newry, North of A27 Junction					17940
Saintfield Road, Crossgar	10010	9900	9830	9910	9790
Comber - Killyleagh, at Comber	8730	8760	8730	8240	9090

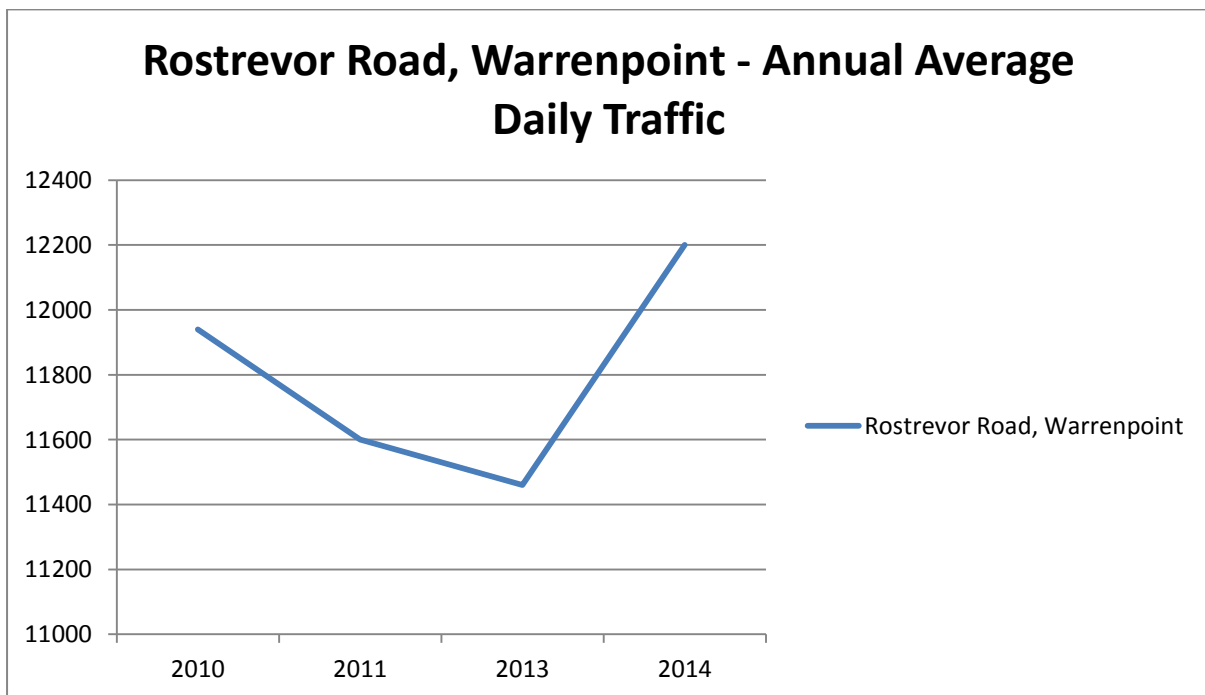
The annual average daily traffic from a road in each of our DEA's is looked at in more depth in the graphs below

### Dublin Road, Newry



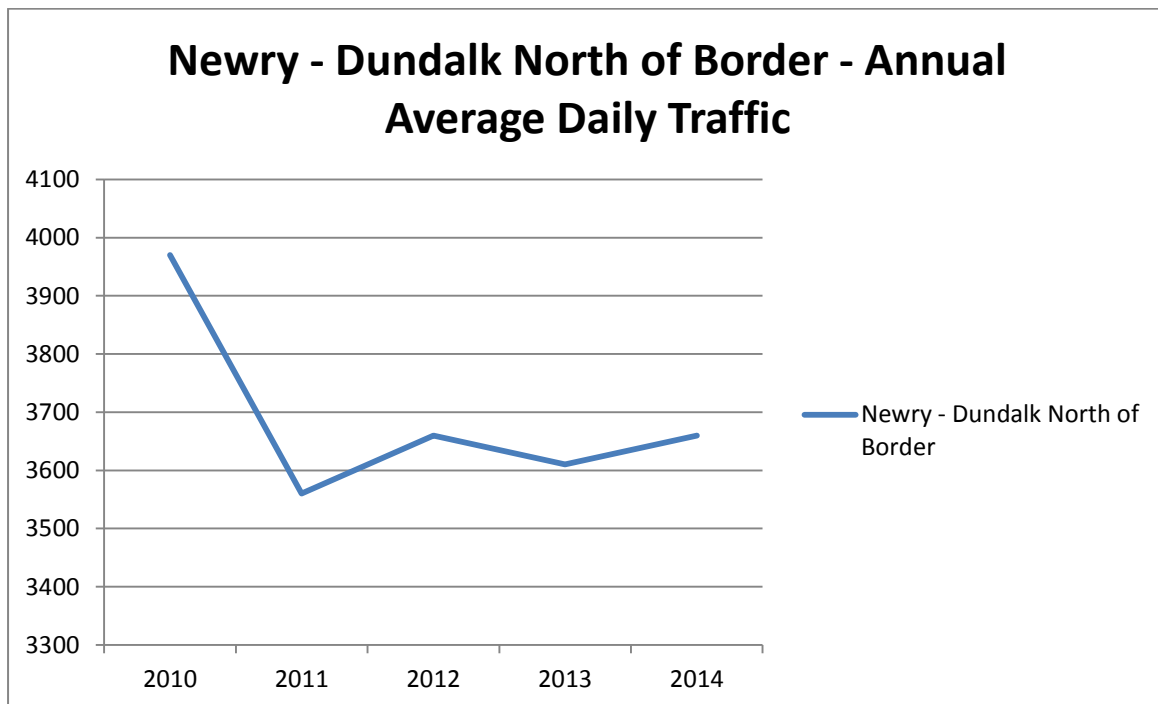
We can see that the Dublin road in Newry has seen a significant increase in traffic since 2010 although there has been a slight decrease between 2013 and 2014.

### Rostrevor Road, Warrenpoint



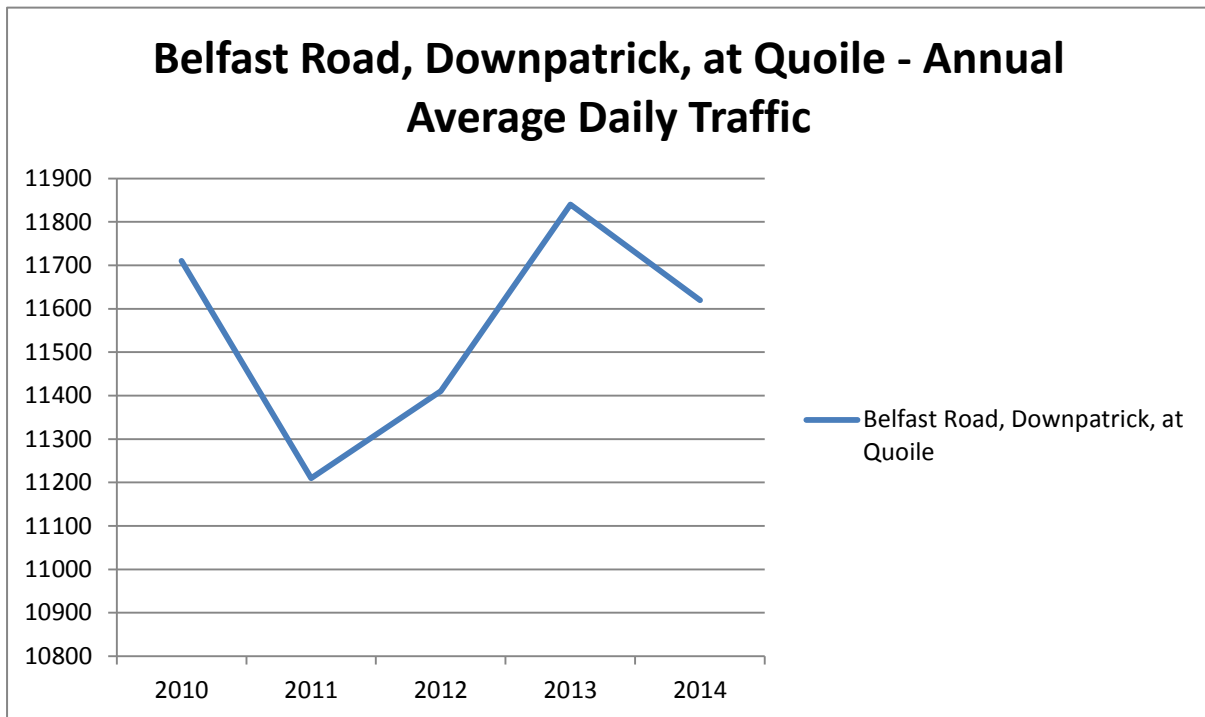
Although data was missing from 2012 we can see that there has been a significant increase in traffic on this road over the past 5 years from 2010-2014.

### Newry – Dundalk North of Border



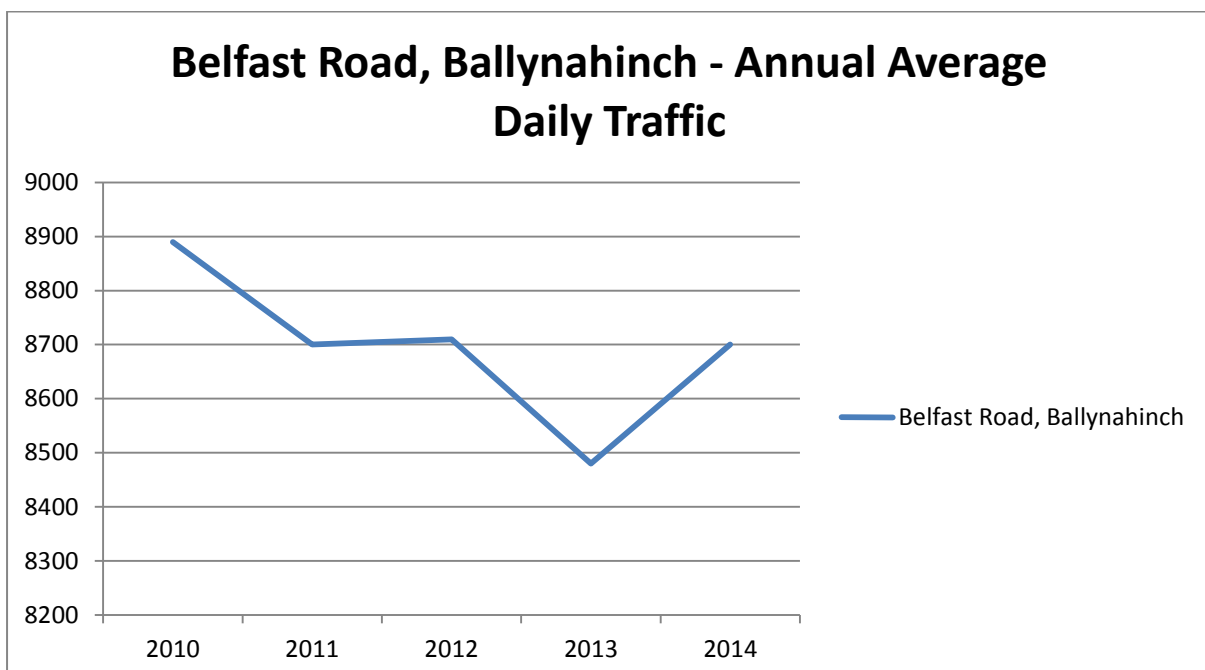
There was a considerable decrease in traffic flow between 2010 and 2011 on this road and the flow has fluctuated year on year since but with an increase between 2013 and 2014.

## Belfast Road, Downpatrick at Quoile



This particular road experienced a significant decrease in traffic flow between 2010 and 2011 followed by a considerable increase over 2012 and 2013 and has now decreased again between 2013 and 2014.

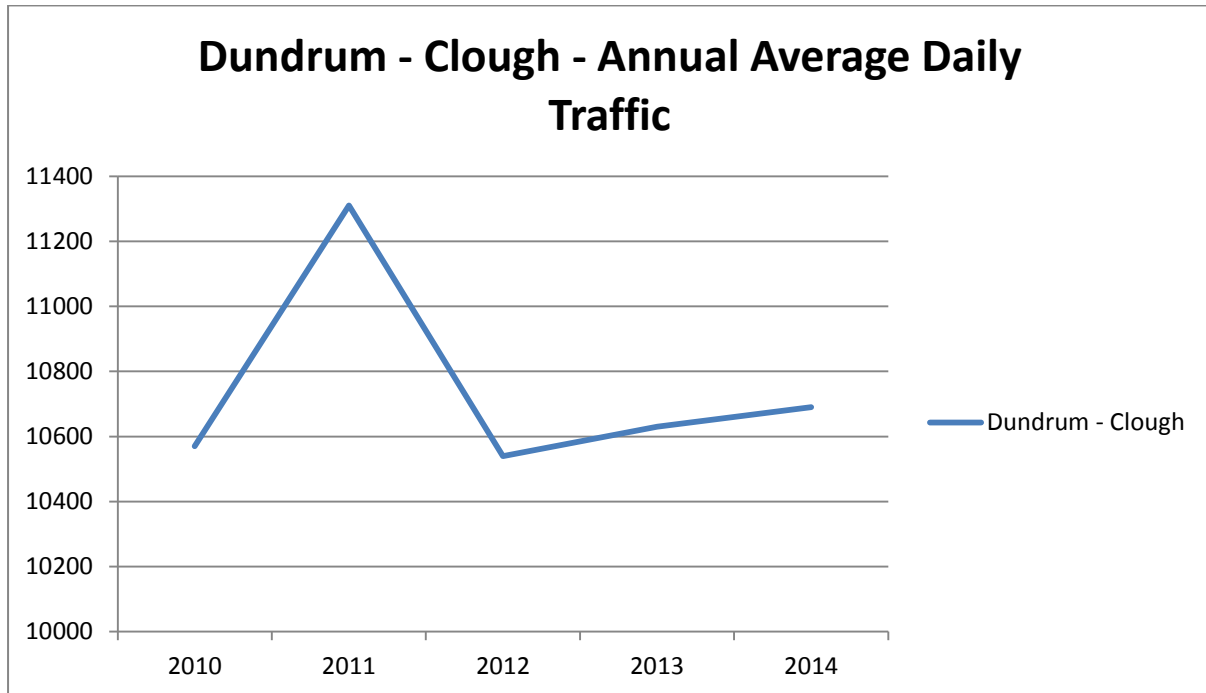
## Belfast Road, Ballynahinch





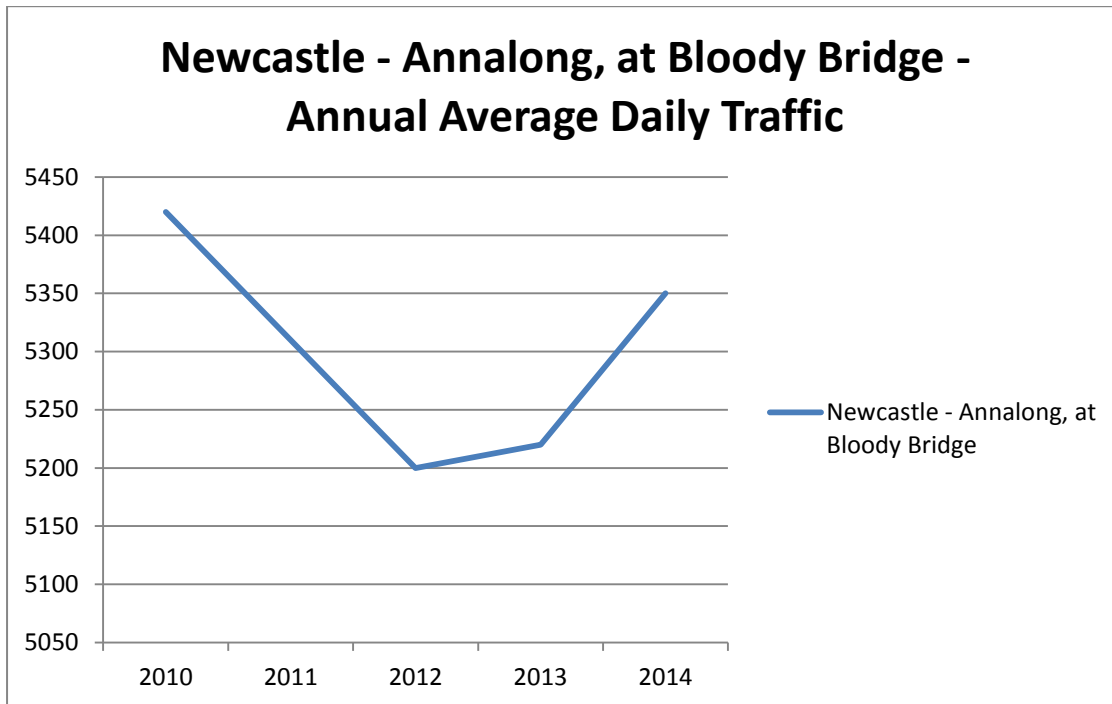
The traffic flow on this road peaked in 2010 and has since shown a steady decline until 2013 where the traffic has again increased.

### Dundrum - Clough



The traffic flow on this road has ebbed and flowed for the period in question with significant increase and decreases between 2010 and 2012. The traffic has been continuously increasing however since 2012.

## Newcastle – Annalong, at Bloody Bridge



The traffic flow on this road decreased steadily from 2010 to 2012 and has been increasing steadily since.

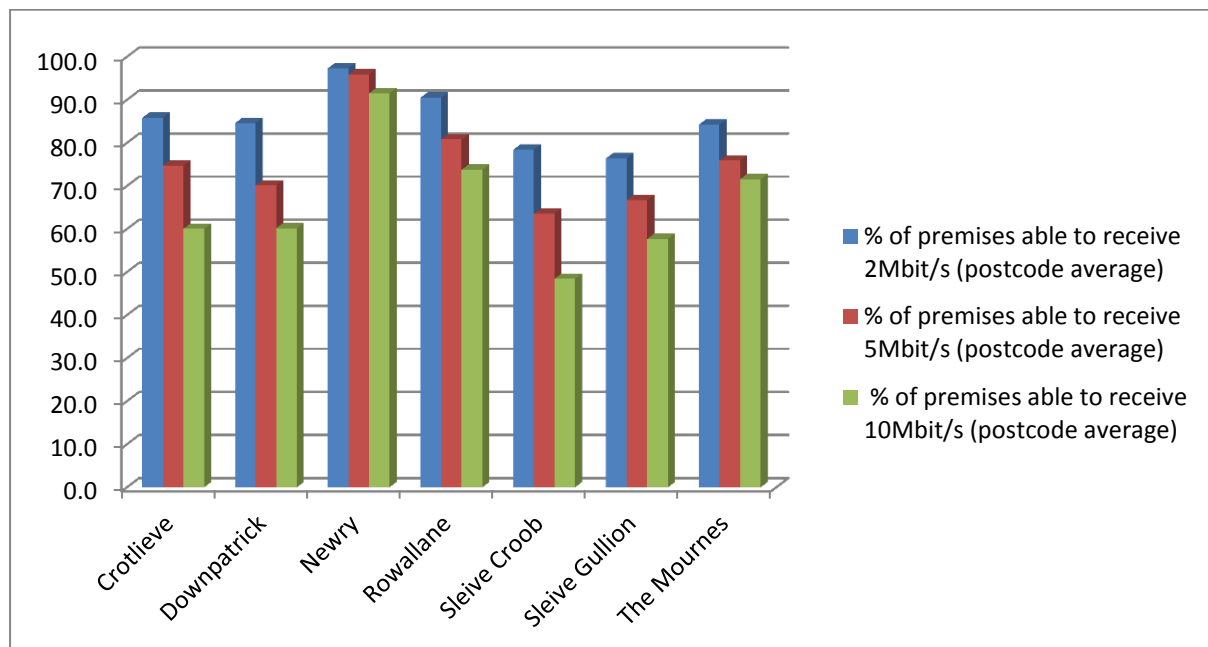
## Level of Broadband Connectivity – Broadband Speed

The table below shows broadband speed in the Newry Mourne and Down DEA's.

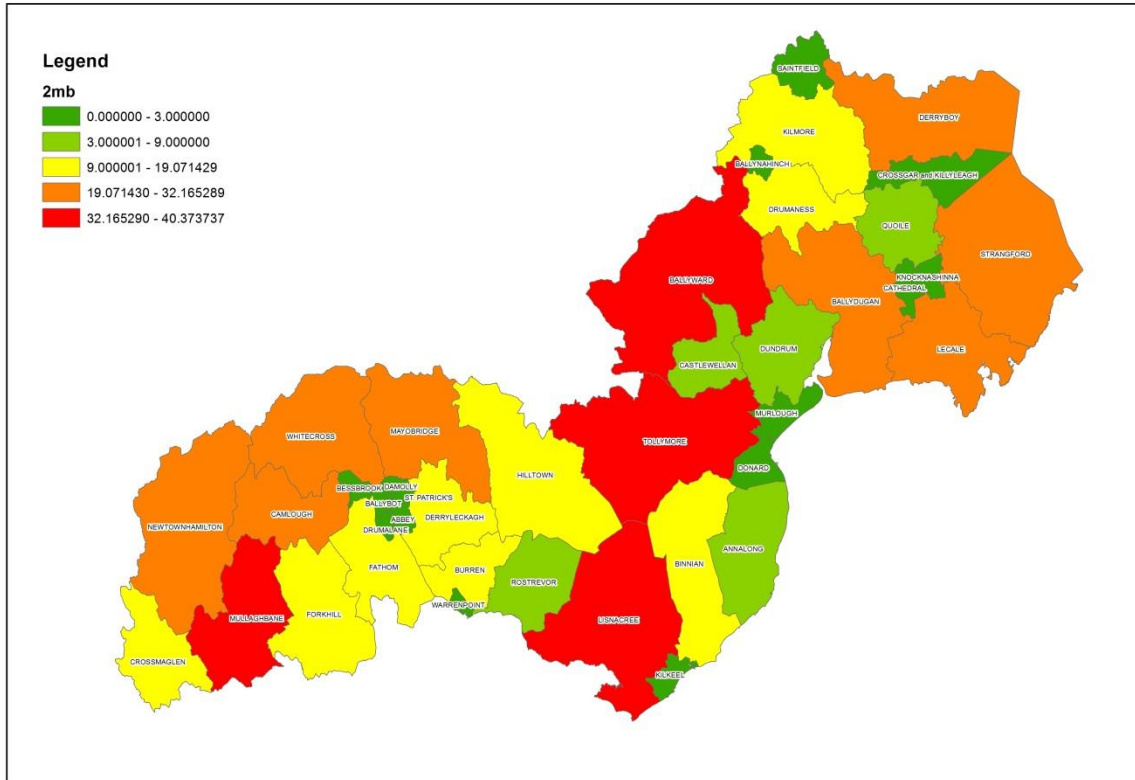
Ward	% of premises able to receive 2Mbit/s (postcode average)	% of premises able to receive 5Mbit/s (postcode average)	% of premises able to receive 10Mbit/s (postcode average)
<b>Crotlieve</b>	85.84364821	74.73452769	60.0504886
<b>Downpatrick</b>	84.58872305	70.09618574	60.17910448
<b>Newry</b>	97.31445313	95.88476563	91.50195313
<b>Rowallane</b>	90.52052239	80.81529851	73.76492537
<b>Sleive Croob</b>	78.41503268	63.5751634	48.42810458
<b>Sleive Gullion</b>	76.42278481	66.7	57.69746835
<b>The Mournes</b>	84.24787535	75.89518414	71.58215297

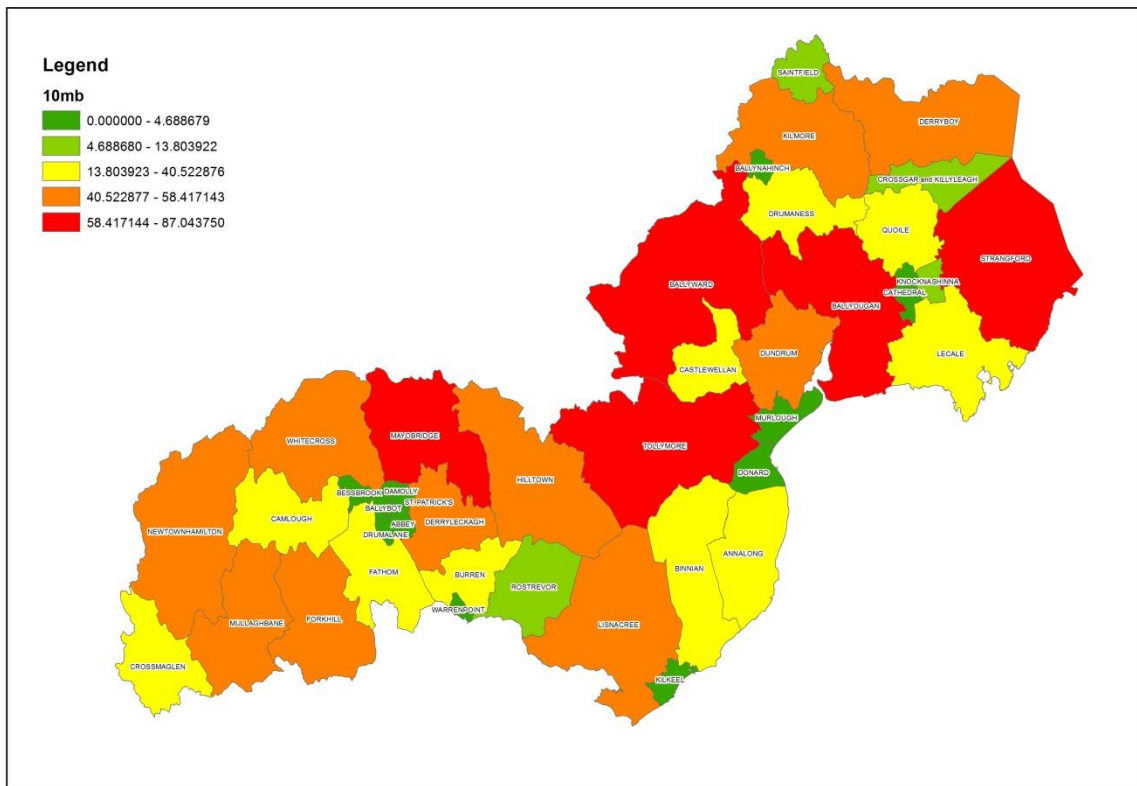
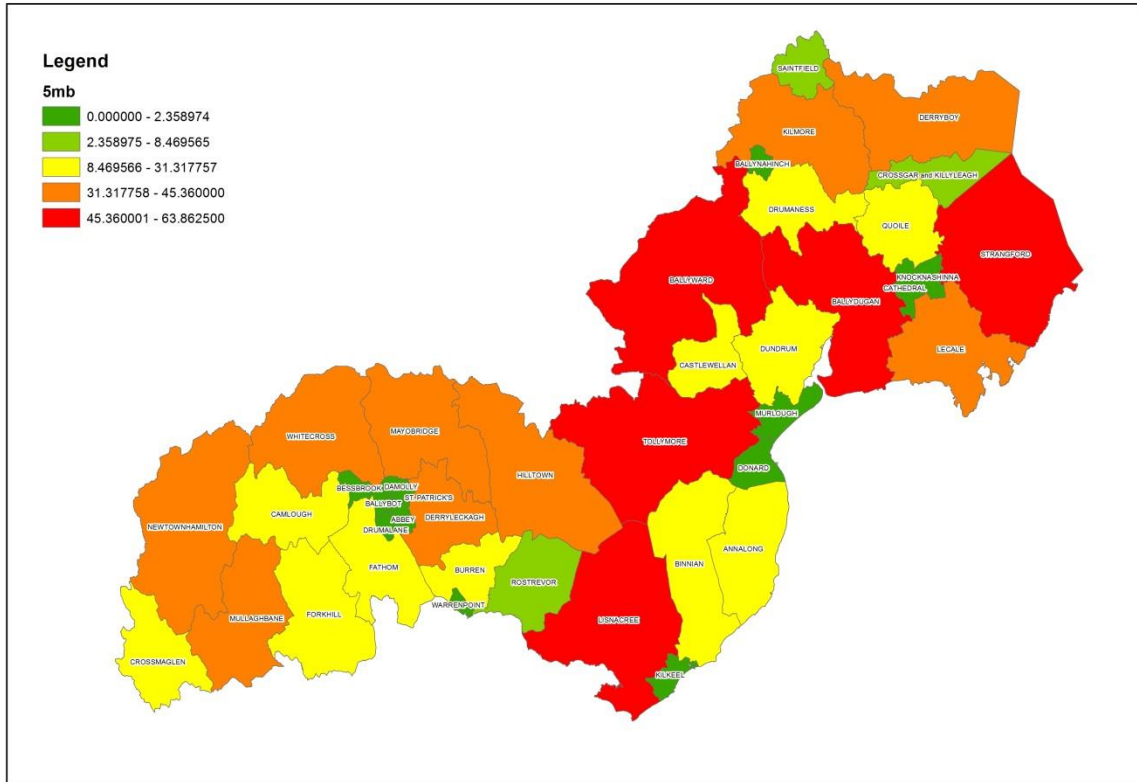
It shows that Newry has the highest percentage of its properties able to access all levels of broadband speed. Looking at the 10Mbit/s (which is the PfG indicator) we can see that over 50% of premises located in Slieve Croob are not able to receive 10Mbit/s, followed by over 42% of premises located in Slieve Gullion.

Looking then at the lowest speed analysed we can see that there are over 23% of premises located in Slieve Gullion which do not have access to at least 2Mbit/s broadband. The chart below graphs this in more detail.



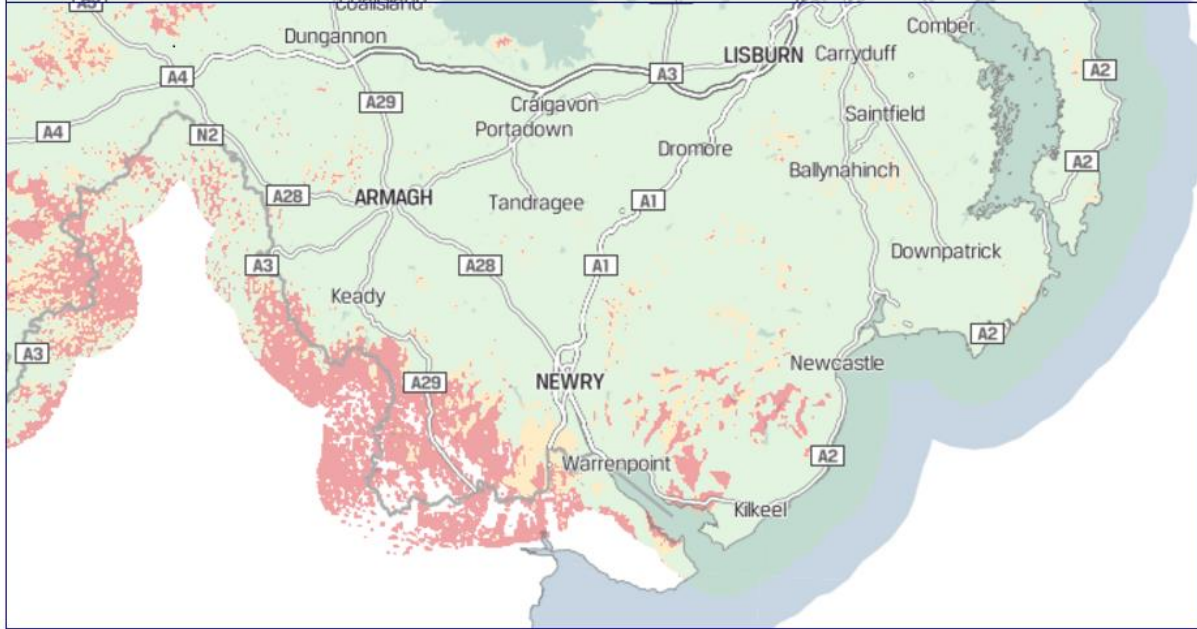
Below are colour coded maps of the district broken down into wards showing the 2, 5 and 10Mbit/s of broadband across our district. The red indicates that a high level of premises within that ward do not have access to broadband at the speed specified, showing therefore where the need is greatest across our district.



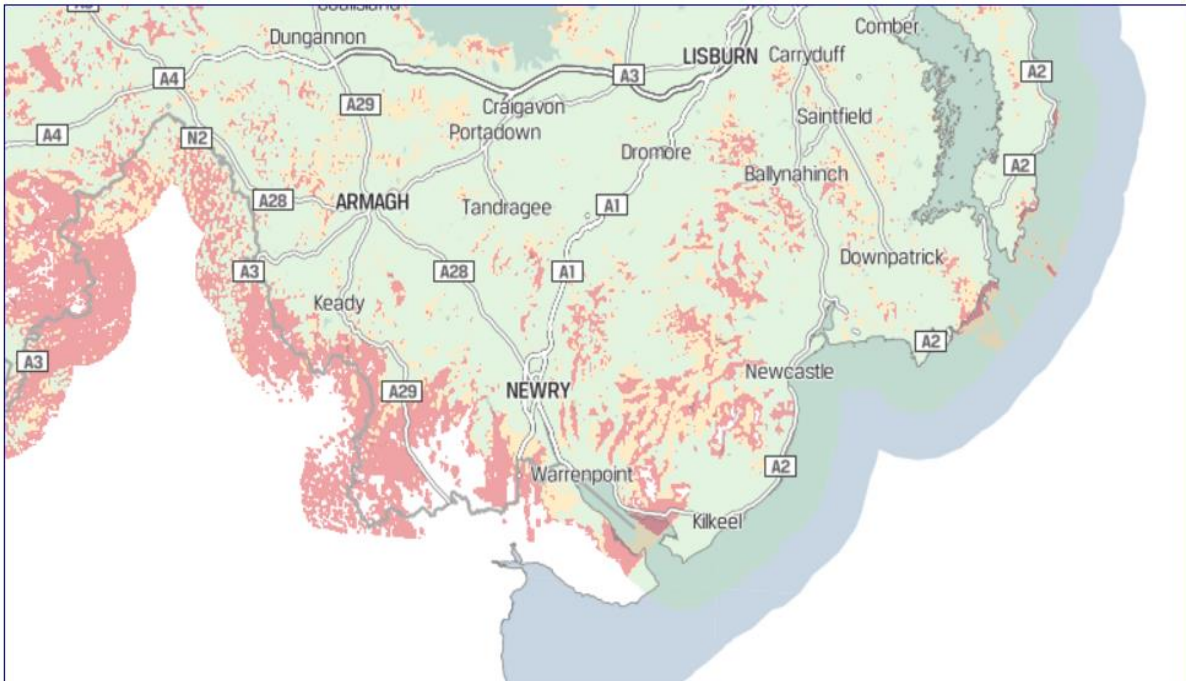


# Level of Broadband Connectivity – Mobile Coverage – (Indoor)

## Vodafone

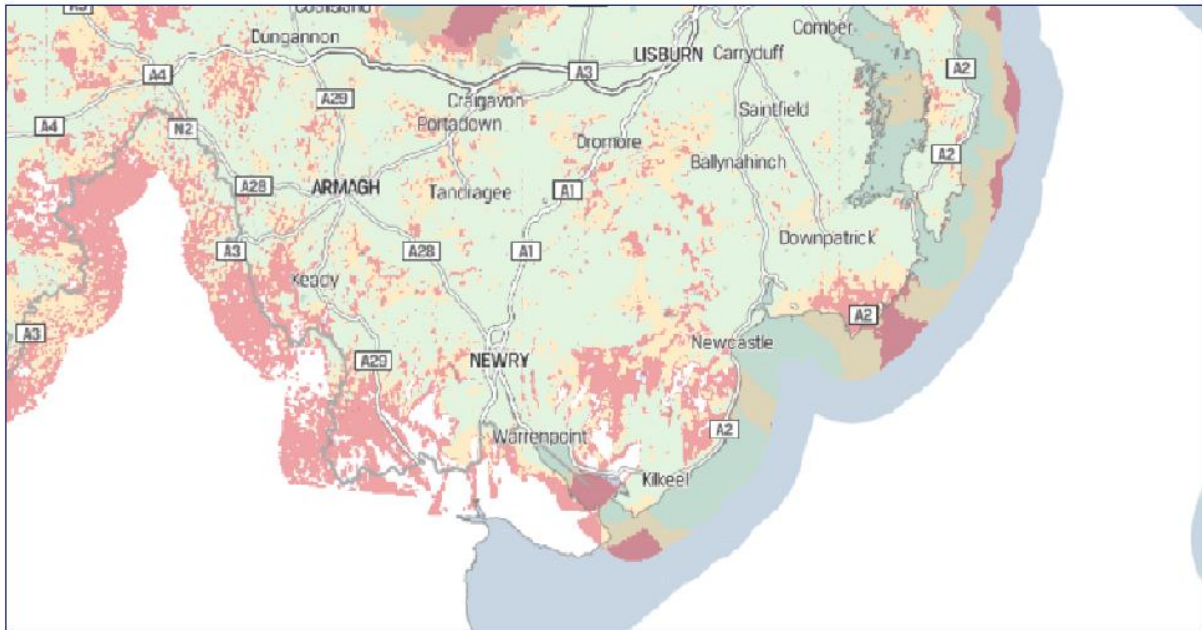


## O2

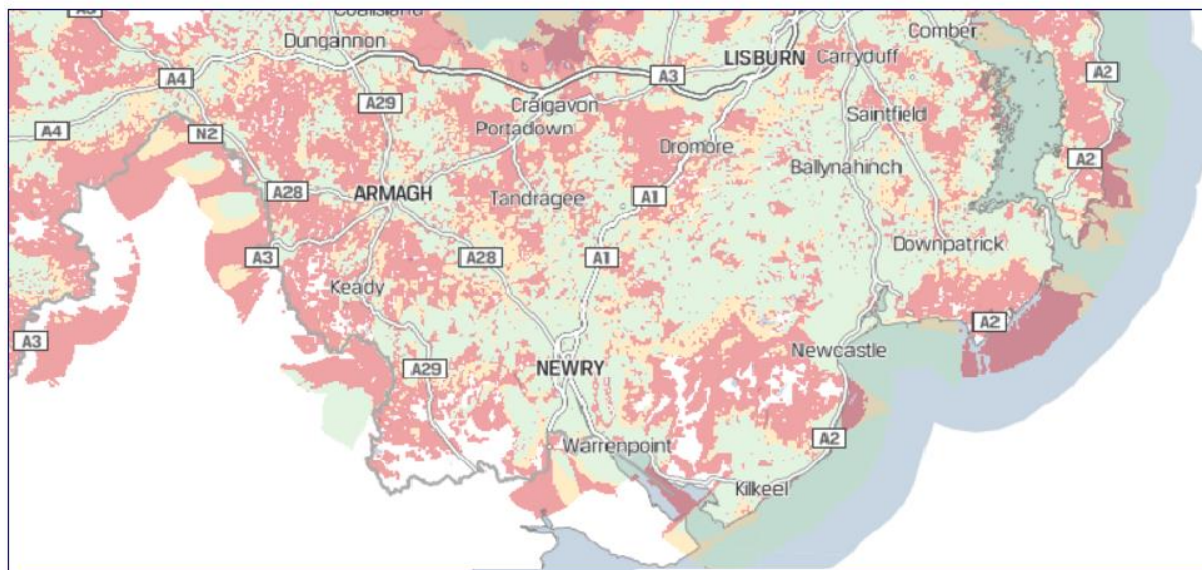





## EE





## Three



### Voice Calls Key

 Good coverage likely in most buildings

 Coverage in some buildings may be poor

 Poor coverage in most buildings

We can see from the maps that the three network has the poorest coverage in the NMDDC area. Both Vodafone and 02 have the best coverage although we can see from all the maps that the Slieve Gullion area is heavy with red indicating poor coverage.