

NEWRY, MOURNE AND DOWN LOCAL TRANSPORT PLAN LOCAL TRANSPORT STUDY



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1.0 Introduction

1.1. Local Development Plans

- 1.1.1. The Department for Infrastructure (the Department) is working co-operatively with the Councils to produce a new family of Local Transport Plans (LTPs) integrated with the Local Development Plans (LDPs). These plans move through different stages, and increase in detail from an overall strategic direction, through to specific local policies and schemes. The integration of land-use and transport planning processes provides a unique opportunity to combine the shared regional and local ambitions which are set out in the draft Programme for Government (PfG) and also in the Councils' Community and LDPs.
- 1.1.2. This approach is in accordance with the stated aim of the Strategic Planning Policy Statement (SPPS) with regard to transportation "to secure improved integration with land-use planning". In addition, Section 3 of Part 2 of the Planning Act (Northern Ireland) 2011 refers to the "survey of the district" and the requirement for councils to keep under review matters which may be expected to affect the development of its district or the planning of that development, including "the communications, transport system and traffic of the district" (Section 3 (2) (d)).
- 1.1.3. This Newry, Mourne and Down District Council (NMDDC) Local Transport Study (LTS) has been prepared by the Department to supplement the overarching Sub-Regional Transport Plan (S RTP). Throughout the development of this study, the Department has shared the evidence used as it became available so that consideration of the emerging study could inform the NMDDC LDP – Draft Plan Strategy stage. Additional maps, tables and charts are provided in Annex 1 alongside this document.

1.2. Purpose of Local Transport Study

- 1.2.1. The purpose of this LTS is to set out an objective evidence-based assessment in relation to current and future transport issues, in the context of Council growth ambitions and future illustrative transport measures required to facilitate growth ambitions during the LDP period to 2030 in the NMDDC area. It will also ensure that the transport network and transport needs of the NMDDC area are taken into account when planning for future development. Whilst the transport elements are quite distinct in terms of the services they offer and benefits they bring, the key linkages with land-use planning will collectively help deliver on shared regional and local ambitions and outcomes.
- 1.2.2. These illustrative transport measures are developed in this LTS in line with the draft PfG, current government policies and with regard to the direction of the NMDDC Community Plan and the LDP Preferred Options Paper (POP).

- 1.2.3. This LTS presents the range of illustrative measures for active travel¹, public transport and roads for the period up to 2030, in addition to the linkages with the Regional Strategic Transport Network Transport Plan (RSTNTP), which will look at how best to develop the key transport corridors and other main routes.
- 1.2.4. At this stage, consistent with the LDP Plan Strategy stage, the location of the illustrative transport measures are not described in detail. Rather, the detail and specific schemes will be added at LDP Local Plan Policies (LPP) stage, when land use zonings are identified. However, in this LTS illustrative measures are described in terms of strategic locations. The population of NMDDC is both focused in the urban and rural areas of the District, and as such has particular needs for both land use planning and transportation infrastructure. The majority of key services and economic generators are located in the main urban centres of **Newry, Downpatrick, Warrenpoint** and **Newcastle**, therefore these towns naturally provide the focus for many of the illustrative transport measures.

1.3. Study Area

- 1.3.1. The Newry, Mourne and Down LTS is aligned to the NMDDC area, as shown in Figure 1, and includes illustrative transport measures for the four main settlements (**Newry, Downpatrick, Warrenpoint** and **Downpatrick**) as defined in the LDP POP. **Newry** and **Downpatrick** are recognised as the 'main city and town' and **Warrenpoint** and **Newcastle** are recognised as the 'local towns'. The next largest settlements of **Kilkeel, Ballynahinch** and **Saintfield** are smaller as summarised in Table 1.

¹ Active travel means making journeys by physically active means such as walking and cycling.

Figure 1 Newry, Mourne and Down District Council Area

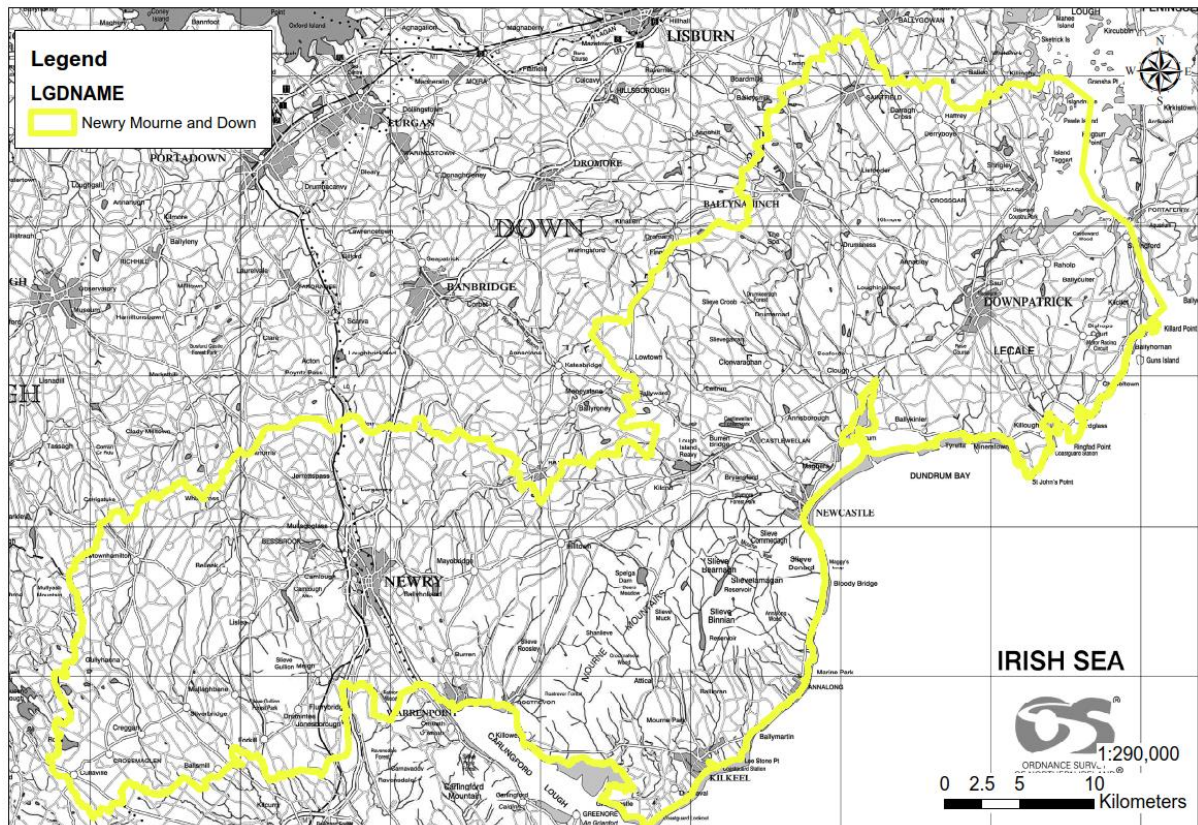


Table 1 Newry, Mourne and Down District Council Settlements and 2011 Population

SETTLEMENT	USUAL RESIDENTS 2011
Newry	26,967
Downpatrick	10,822
Warrenpoint / Burren	8,732
Newcastle	7,672
Kilkeel	6,541
Ballynahinch	5,703
Saintfield	3,400
Killyleagh	2,874
Rostrevor	2,800
Castlewellan	2,782
Bessbrook	2,750
Crossgar	1,874
Annalong	1,805
Hilltown	1,709
Crossmaglen	1,610
Dundrum	1,555
Drumaness	1,339
Camlough	1,074
Mayobridge	1,069
Killough	849
Newtownhamilton	794
Meigh	769
Ballyholland	668
Mullaghbane	598
The Spa	582
Ballymartin	503

- 1.3.2. The Council area is both urban and rural in character. Figure 2 summarises a number of the area's key demographic and transport-related characteristics and expresses these in terms of their percentage variation from Northern Ireland (NI) average. The full details are provided in Table 2.
- 1.3.3. The NMDDC area is a large council at 161,917 ha in area compared to the NI Average of 123,294 ha. Its population density is approximately 1.06 persons per hectare compared to the average Council value of 3.66 and a NI-wide density of 1.34. Only 39% of the population live in towns of 5,000 or more compared to the NI average of 58%. By comparison, 61% of the population live in rural areas which is significantly higher than the NI average of 42%. The large council area directly relates to a relatively high overall road length, which when combined with the population results in a road length per capita of 0.02km the same as the NI average. The average road speed is 61km/h the same as the NI average. Overall 18% of households do not own a car compared to the NI average of 21%. There is also a relatively low proportion of

residents (53%) living within a 30 minute journey by rail or bus from a town centre, compared to the NI average of 68%. The number of collisions in the Council area per 1,000 people is 50.6, which is higher than the NI average of 44.8.

Figure 2 Newry, Mourne and Down District Council Key Characteristics Compared to NI Average

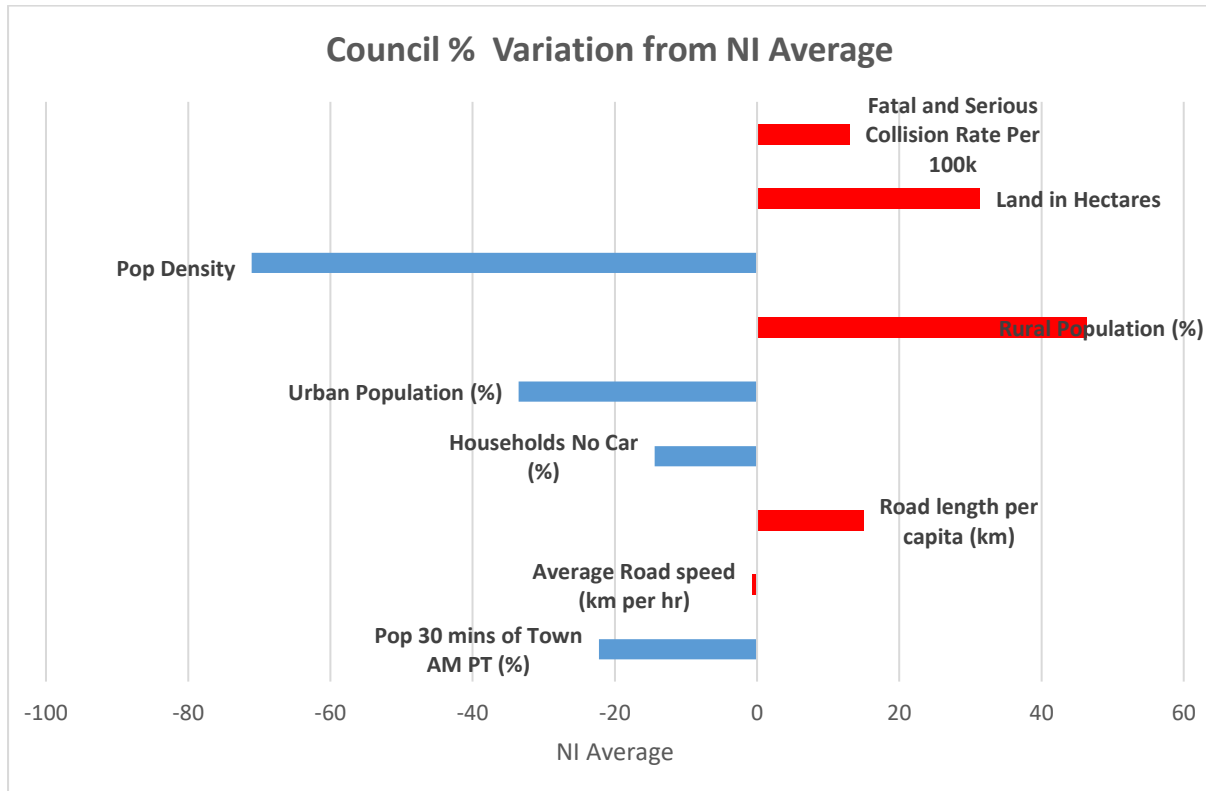


Table 2 Newry, Mourne and Down District Council Key Characteristics Compared to NI Average

	Council	NI Average	% Variation from Average
Pop 30 mins of Town AM PT (%)	53%	68%	-22
Average Road speed (km per hr)	61.35	61.79	-1
Road length per capita (km)	0.02	0.02	15
Households No Car (%)	17.55	20.51	-14
Urban Population (%)	38.56	58.01	-34
Rural Population (%)	61.44	41.99	46
Pop Density	1.06	3.66	-71
Land in Hectares	161,917	123,294	31
Fatal and Serious Collision Rate Per 100k	50.6	44.8	13

1.4. Report Structure

1.4.1. The structure of this LTS is as follows:

- Chapter 2 provides the Policy Context that outlines the principal policies and strategies that have informed the preparation of this LTS;
- Chapter 3 outlines the Transport Evidence Baseline in the form of regional connectivity, accessibility and transport networks;
- Chapter 4 outlines population growth and development proposals;
- Chapter 5 outlines a summary of the transport issues and opportunities as developed from an interpretation of the Transport Evidence baseline;
- Chapter 6 presents the Transport Objectives which have been developed in light of the strategic policy context and local NMDDC area issues and direction as set by the Community Plan and the LDP POP;
- Chapter 7 commences with a discussion of transport options and their merits before presenting the illustrative Transport Measures; and
- Chapter 8 summarises the conclusions of the LTS and the potential illustrative Transport Measures.

2.0 Policy Context

2.1. Transport Policy Context

- 2.1.1. The NMDDC LDP POP and accompanying Community Plan set out a wide range of objectives and outcomes which the Council and residents have agreed on through public consultation and expect to be achieved by 2030, for the benefit of the entire community.
- 2.1.2. Similarly, the draft PfG sets out the NI Executive's wider ambitions to address the major social, economic and environmental issues affecting all sections of society.
- 2.1.3. In addition to the PfG, There are a number of strategic planning and transport policies which set the context for this LTS, namely:
- The Regional Development Strategy 2035 – Building a Better Future (RDS);
 - Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation (the New Approach);
 - Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland; and
 - Exercise Explore Enjoy: A Strategic Plan for Greenways.
- 2.1.4. These strategic documents are NI wide and all Council areas are required to take account of their content and to plan accordingly. In particular the urban areas in NMDDC, most notably **Newry, Downpatrick, Warrenpoint** and **Newcastle** have a key role to play in helping to deliver any urban-related objectives.
- 2.1.5. This study has been developed to support the achievement of the both the objectives set out in these documents and the objectives of the future NMDDC LDP Plan Strategy.
- 2.1.6. An overview of the content of these key strategic documents and their context is outlined below.

2.2. Draft Programme for Government²

- 2.2.1. The NI Executive's PfG framework focuses on improving wellbeing for all through tackling disadvantage and driving economic growth. The draft PfG is outcomes-based and is focused on impact at a whole population level, rather than a list of activities or inputs. The ambitions contained in the draft PfG will only be realised through sustained collaboration, across organisational and sectoral boundaries.
- 2.2.2. The PfG identifies key strategic outcomes, supported by a number of indicators; draft Delivery Plans have been developed for each of these, setting out the key actions to support delivery of PfG outcomes.

² Outgoing Ministers have given cover to proceed with the policy direction set by the last Executive in the draft PfG, consequently, Departments are continuing to deliver public services in line with the policy direction in the draft PfG.

- 2.2.3. The Department's main contribution to the PfG is through:
- Outcome 2: We live and work sustainably – protecting the environment; and
 - Outcome 11: We connect people and opportunities through our infrastructure.
- 2.2.4. The key focus of Outcome 2 is on protecting the environment while supporting wider economic growth and social cohesion objectives. Outcome 11 has a focus on the importance of physical connectivity as a key enabler of economic growth and social cohesion. Under this framework the Department is directly responsible for delivery of two transport related PfG indicators:
- Indicator 23: Average journey time on key economic corridors; and
 - Indicator 25: % of all journeys made by walking, cycling and public transport.
- 2.2.5. The focus within the Delivery Plan for Indicators 23 and 25 is to ensure that investment in transport infrastructure supports economic and social progress while seeking to minimise the harmful effects on health and the environment generated by road traffic through congestion. Indicators 23 and 25 are strongly inter-dependent, for example, progress in increasing the uptake of active transport and public transport will help reduce pressure on the strategic road network, mitigate congestion and improve journey times on key corridors.
- 2.2.6. The variations in the rural / urban settlement balance across NI will provide different challenges and opportunities for Councils in delivering PfG outcomes. The Department's contribution to the successful delivery of PfG outcomes will also be highly reliant on the concerted and collaborative efforts of delivery partners working in partnership with the Department.

2.3. The Regional Development Strategy 2035 – Building a better Future

- 2.3.1. The RDS, published March 2012, is a long-term plan to deliver the spatial aspects of the PfG. The RDS recognises the need for balanced sub-regional growth and importance of key settlements as centres for growth and investment.
- 2.3.2. The RDS includes Regional Guidance (RG) to “deliver a balanced approach to transport infrastructure” (RG2) which will allow the region to remain competitive in the global market in a sustainable manner. The focus of this guidance is on managing the use of road and rail space and how we can use our network in a better, smarter way.
- 2.3.3. In particular, the RDS recognises the need to maximise the potential of the Regional Strategic Transport Network (RSTN) to enhance accessibility to towns; to help build an integrated regional economy; facilitate tourist travel including improving connections to key tourism sites; and reduces where possible, unsuitable traffic into towns.
- 2.3.4. The RDS contains a Spatial Framework and Strategic Planning Guidelines based on focusing development in principal cities, main hubs, hubs and clusters. It also prioritises the improvement of the main transport corridors that form the regional transportation network. The RDS identifies **Newry** as a gateway and a main hub, **Downpatrick** as a main hub and **Warrenpoint** and **Newcastle** as local hubs. It states that **Newry** and **Warrenpoint** have potential

to form a cluster, and also a cross border cluster with Dundalk. **Downpatrick** and **Newcastle** also have potential to form a cluster.

2.4. Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation

2.4.1. The New Approach, published April 2012, sets out proposals for regional transportation beyond 2015. The New Approach was developed to complement the RDS.

2.4.2. The New Approach sets out three High Level Aims for transportation, each of which is supported by a number of Strategic Objectives – these are outlined below:

A. Support the Growth of the Economy

- 1: Improve connectivity within the region*
- 2: Use road space and railways more efficiently*
- 3: Better maintain transport infrastructure*
- 4: Improve access in our towns and cities*
- 5: Improve access in rural areas*
- 6: Improve connections to key tourism sites*

B. Enhance the quality of life for all

- 7: Improve Safety*
- 8: Enhance Social Inclusion*
- 9: Develop transport programmes focused on the user*

C. Reduce the Environmental Impact of Transport

- 10: Reduce Greenhouse gas emissions from transport*
- 11: Protect biodiversity*
- 12: Reduce water, noise and air pollution*

2.4.3. The New Approach sets out the Policy Prioritisation Framework which is an objective-led decision-making tool which allows for transport schemes/ programmes to be assessed by taking a broad view on how they contribute to specific policy objectives. The aim is to link strategic transportation interventions to the PfG, based on qualitative and quantitative evidence.

2.5. Northern Ireland Changing Gear – A Bicycle Strategy for Northern Ireland

2.5.1. Northern Ireland Changing Gear - A Bicycle Strategy for NI, published April 2015, outlines the ambition to transform cycling in Northern Ireland over a 25 year period. The strategy outlines the vision for cycling in Northern Ireland as:

“A community where people have the freedom and confidence to travel by bicycle for every day journeys”

2.5.2. The document identifies a number of objectives which have been set to guide the delivery of the bicycle strategy. These are:

- *Making urban areas in Northern Ireland more accessible for people using the bicycle – improvements to cycling infrastructure will enable more people to access facilities in our urban centres by bicycle or by multi modal journeys.*
- *Improve opportunities for social interaction – 22% of households in Northern Ireland do not have access to a car/van. Improved cycling infrastructure enhances the travel opportunities for those who don't have access to a car/van. Perhaps more importantly, cycling is a social form of transport. It allows people to interact and engage with their surroundings, their community and their neighbours. This can help build a sense of community and contribute to personal well-being and social inclusion.*
- *Improvements in public health – increased levels of bicycle use have both direct (personal fitness) and indirect (improvements to air quality) benefits for public health.*
- *Increase safety for people using the bicycle – this includes reducing the proportion involved in collisions and increasing the 'feel safe' factor for people riding a bicycle.*

2.5.3. The Strategy outlines how a comprehensive network of bicycle facilities should be developed, including a focus on urban networks where detailed proposals for infrastructure should be outlined and delivered alongside specific behaviour change initiatives and campaigns. In the urban areas, radial routes (primary routes), quiet routes and greenways should be developed to form a comprehensive hierarchical network.

2.5.4. The Strategy outlines a 3 Pillar Approach, based around: Build (infrastructure, design, cycle parking and safety); Support (education and training, safety and security, legibility and mapping); and Promote (respect and understanding, marketing and flagship events and schemes).

2.5.5. The Bicycle Strategy is particularly relevant to the settlements of **Newry, Downpatrick, Warrenpoint and Newcastle.**

2.6. Exercise Explore Enjoy: A Strategic Plan for Greenways

2.6.1. In 2016 the Department published its greenways strategy entitled "Exercise Explore Enjoy: A Strategic Plan for Greenways". The document provides a vision for "A region where people have ready access to a safe traffic free environment for health, active travel and leisure".

2.6.2. The strategy sets out the plans for a network of greenways, connecting towns and cities to the villages and countryside from east to west and north to south across all eleven councils.

2.6.3. The document identifies 3 classifications of greenway routes that should be explored;

- Primary Greenway Network – to provide long distance connectivity;
- Secondary Greenway Network – to provide wider access to greenways; and,
- Community Paths – to provide doorstep opportunities to connect local communities to their local green space and neighbouring communities.

2.7. Planning Policy Context

Reform of local government & development planning

- 2.7.1. Reform to the NI planning system came into operation on April 2015. The unitary system where all planning powers rested with the Department of the Environment³ was replaced by a new two-tier system model of delivery, with Local Government Councils being made responsible for a number of planning functions including local plan-making, development management and planning enforcement.
- 2.7.2. Within this system the Department has responsibility for regional planning policy, the determination of regionally significant planning applications and called-in applications, and planning legislation. It also provides oversight, guidance for councils, audit, governance and performance management functions. In addition the Department is the competent authority for devolved transport matters in NI.

Strategic Planning Policy Statement

- 2.7.3. The SPPS was published in September 2015 and provides the government's policy on important planning matters that should be addressed across Northern Ireland. It reflects expectations for delivery of the planning system.
- 2.7.4. The document consolidates the 20 separate Planning Policy Statements into one document, and sets out strategic subject planning policy for a wide range of planning matters. It sets out the core planning principles to underpin delivery of the two-tier planning system with the aim of furthering sustainable development.
- 2.7.5. The SPPS identifies a number of regional strategic objectives for transportation and land-use planning as follows:
- promote sustainable patterns of development which reduce the need for motorised transport, encourages active travel, and facilitate travel by public transport in preference to the private car;
 - ensure accessibility for all, with the needs of people with disabilities and others whose mobility is impaired given particular consideration;

³ The Department of the Environment no longer exists. Functions and services delivered by the Department of the Environment have been transferred to new departments, including the Department for Infrastructure.

- promote the provision of adequate facilities for cyclists in new development;
- promote parking policies that will assist in reducing reliance on the private car and help tackle growing congestion;
- protect routes required for new transport schemes including disused transport routes with potential for future reuse;
- restrict the number of new accesses and control the level of use of existing accesses onto Protected Routes; and
- promote road safety, in particular for pedestrians, cyclists and other vulnerable road users.

2.7.6. Accessibility is considered to be a key strand throughout the SPPS. The SPPS must be taken into account in the preparation of LDPs and in the determination of planning applications. The SPPS also recommends that councils undertake transport studies to identify transportation and land use planning issues to be addressed in through the delivery of LDPs. This is to have consideration of transport infrastructure (as related to development proposals / land use zoning); new transport schemes; active travel; and car parking etc.

Local Development Plan

2.7.7. Part 2 of the Planning Act (NI) 2011 places a statutory requirement on each council to prepare an LDP for its district. An LDP consists of two separate development plan documents, covering the council district:

- (i) a Plan Strategy which will set out the council's vision, objectives and growth strategy for the area along with strategic policies; and
- (ii) a LPP which will set out the council's detailed policies in relation to the development and use of land in its district.

2.7.8. The Plan Strategy is produced first with scrutiny at the independent examination stage. The LPP is prepared subsequently to be consistent with the Plan Strategy.

2.7.9. As an initial task, each council is also required to prepare and publish a POP which sets out for consultation purposes:

- a series of options for dealing with the key issues in the plan;
- evidence to appraise the different issues and options; and
- the council's preferred options and its justification for selecting/recommending its preferred approach.

2.7.10. NMDDC completed this initial task by publishing their POP in May 2018.

Community Plan

- 2.7.11. The NMDDC 2030 Community Plan sets out the vision that the Council area is “a place with strong, safe and vibrant communities where everyone has a good quality of life and access to opportunities, choices and high quality services which are sustainable, accessible and meet people’s needs”.
- 2.7.12. This overarching vision of the Plan outlines the Council’s ambition to deliver five main outcomes, and they include, to enable residents to get a good start in life and fulfil their potential, enjoy good health and wellbeing, benefit from prosperous communities, benefit from a clean, quality and sustainable environment and be respected and live in respectful, safe and secure vibrant communities. These themes are fundamental in guiding the emerging vision and strategic objectives of the LDP – Plan Strategy and the LTP. Figure 3 provides an illustration of the NMDDC Community Planning Vision, Themes and Aims.

Figure 3 - NMDDC Community Planning Vision, Themes and Aims



3.0 Transport Evidence Baseline

- 3.1. Figures 1 and 2 in Section 1 – Introduction, have provided a demographic and transport context for the NMDDC area. This section introduces a more detailed transport evidence baseline for the NMDDC area as presented in Annex 1.
- 3.2. The evidence is presented in Annex 1. The evidence has been gathered from a range of published sources including the 2011 Census, Translink public transport timetables, and Police Service of NI statistics, in addition to analytical analyses undertaken by the Department and fieldwork surveys on behalf of the Department. The evidence baseline focuses on the performance of the transport networks and features accessibility and modal choice.
- 3.3. The key public services and economic generators are centred on the largest settlements of **Newry, Downpatrick, Warrenpoint** and **Newcastle**. Therefore consideration of transport and access in and around the main towns are key to the performance of the area as a whole. The evidence is presented for a range of issues; for some cases across all of the Council area and for others, where appropriate, with a focus on the towns of **Newry, Downpatrick, Warrenpoint** and **Newcastle**. Annex 1 answers the following questions:
- Regional connectivity from **Newry, Downpatrick, Warrenpoint** and **Newcastle** by road and public transport – what time is required to travel to the economic centres and travel gateways of NI?
 - Accessibility within the area, to essential local services by public transport from across the Council area – to what degree do current rural bus services allow residents, including those in rural areas to reach essential services such as health, shops and banks?
 - Urban walking and cycling infrastructure in **Newry, Downpatrick, Warrenpoint** and **Newcastle** – how well developed are the current networks?
 - Local urban bus services in **Newry, Downpatrick, Warrenpoint** and **Newcastle** – to what degree do they provide coverage for urban residents?
 - Travel to work journeys – where do residents of the NMDDC area work?
 - Modal choice for journeys to work and education across the Council area – how far do people travel to work and school / college and what mode of travel do they use?
 - Road network speeds at peak and off-peak time periods – to what degree is the road network congested?

- Road collision history in **Newry, Downpatrick, Warrenpoint** and **Newcastle** – how many people are injured or killed on roads and streets in the towns and which modes are most vulnerable? and
 - Parking provision in **Newry, Downpatrick, Warrenpoint** and **Newcastle** – how many parking spaces are there in the town centres, where are they located, what tariffs are in place and how they are designated?
- 3.4. Interpretation of the evidence and identification of transport issues and opportunities are described in the Section 5 – Transport Issues and Opportunities.

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4.0 Growth and Development proposals

4.1. Growth in Population and Employment

4.1.1. The NMDDC POP foresees a population increase of **17,000** and **15,092** new houses required over the period 2015 – 2030. The proposed allocation of housing would locate **32%** of the new houses in the main hubs, **30%** in the towns, **12%** in the villages, with the remainder allocated between the small settlements and rural area. Additional population, new houses and households will lead to increases in the demand for travel. This gives rise to the following transport challenges and opportunities:

- Addressing additional congestion which would be created by an increase in private cars. The urban road network is already congested at peak times whilst relatively few people choose to walk, cycle or use public transport.
- Additional demand for travel needs to be minimised through land-use planning and sustainable infrastructure provided to reduce growth in road traffic. In all cases the consideration of safety for all road users will be a primary concern. This links with the Council's ambition to bring forward health-enabling local policies and sustainable transport.
- Housing growth in the main settlements is the most integrated land-use and transport planning solution. It offers the greatest opportunity to minimise congestion, social exclusion, air quality problems and increase walking and cycling. However, it is recognised that where there are committed housing sites which have planning permission or where development is ongoing, the ability to provide alternative modes of travel as part of any current development management process may be more difficult to achieve. The Council's LDP POP recognises that: *'at a district wide level there would therefore appear to be more than sufficient housing land to meet the district's housing need over the Plan period.'* Reflecting this the Council's preferred option in relation to housing allocation is to: complete *'a full review of all housing land, including the potential for delivery will be undertaken. A phased approach to the release of housing land would be introduced with surplus zoned land held in reserve to meet long-term housing need.'*
- Outside the four main settlements, those settlements that have frequent and direct bus or rail services to **Newry, Downpatrick, Warrenpoint** and **Newcastle** offer the best locations for sustainable transport opportunities, offering people an alternative to the private car. These should be the focus of most new housing outside the main four settlements (and taking into account the Housing Evaluation Framework, RDS).
- Houses in the countryside are unlikely to contribute to a meaningful shift towards alternative transport modes. However, where houses can be located within easy walking distance of existing bus routes, this may help minimise the potential for social exclusion.

- 4.1.2. The potential for increasing social inclusion is magnified by the predicted differential ageing effect and the growth in people living alone. The proportion of over 65's is expected to increase to **13,346** by 2030.
- 4.1.3. The POP estimates that **9,213** new jobs may be required by 2030 in a variety of locations.
- 4.1.4. The transport impacts differ according to the type of employment and are generally as follows:
- Service industry, such as a business park, would generate a relatively high number of people movements and a primary concern should be its accessibility by public transport, walking and cycling.
 - Manufacturing would require a balance concerning accessibility for employees and the traffic impacts of heavy goods vehicles carrying materials and finished goods to and from the site.
- 4.1.5. However, in both cases it should be noted that the location, and in particular its distance from residential areas will dictate whether accessibility by walking and cycling is practical and whether public transport becomes the primary consideration for employee accessibility. In all cases the consideration of safety for all road users will remain a primary concern.

5.0 Transport Issues and Opportunities

5.1. Introduction

5.1.1. This section provides an interpretation of the Evidence Baseline and proposes issues and opportunities for illustrative transport measures to be considered for inclusion in the LTS. All of the figures referred to in this section are contained in Annex 1.

5.1.2. The following are dealt with in turn:

- Regional connectivity from **Newry, Downpatrick, Warrenpoint** and **Newcastle** by road and public transport;
- Accessibility to essential local services by public transport from across the Council area;
- Urban active travel infrastructure and bus services in **Newry, Downpatrick, Warrenpoint** and **Newcastle**;
- Modal choice for journeys to work and education across the Council area;
- Road network speeds at peak and off-peak time periods;
- Road collision history in **Newry, Downpatrick, Warrenpoint** and **Newcastle**;
- Parking provision in **Newry, Downpatrick, Warrenpoint** and **Newcastle**; and
- Legacy Road Alignments.

5.2. Regional connectivity

5.2.1. The towns of **Newry, Downpatrick, Warrenpoint** and **Newcastle** are currently reasonably well connected by road. Belfast can be accessed by the Strategic Road Network and can be reached within 60 minutes. However peak period congestion on the M1 and A12 Westlink results in significantly increased journey times at these times. Regional off peak travel times increase slightly the further east the towns are located, as demonstrated in Figures 2a - d.

5.2.2. Public transport travel times are dependent on the bus network coverage and timetable integration. **Newry** has a train station providing frequent services to Belfast and cross the Irish border. The Ulsterbus network is also important in providing accessibility to and from the key settlements of **Newry, Downpatrick, Warrenpoint** and **Newcastle** to Belfast. The Ulsterbus network also provides fairly regular services to and from the key hubs to smaller towns and villages in the NMDDC area. Goldline 'limited-stop' bus services currently provide accessibility from **Newry, Downpatrick** and **Newcastle** to Belfast or other transport gateways.

5.2.3. From **Newry** travel times to Belfast are within 1 hour and to Derry City are 3 – 3.5 hours, as shown in Figure 3a. Regional travel times from **Downpatrick** are similar to **Newry**, with Belfast accessible in 1 hour and Derry City within 3 – 3.5 hours, as shown in Figure 3b. Regional travel times from **Warrenpoint** to Belfast are 1.5 – 2 hours and Derry City within 3.5 – 4.5 hours, as shown in Figure 3c. Travel times from **Warrenpoint** to other key towns are up to 1 hour longer on account of its more southerly location. Regional travel times from **Newcastle** to Belfast are 1 – 1.5 hours and Derry City within 3 – 3.5 hours, as shown in Figure 3d.

- 5.2.4. In **Newry, Downpatrick, Warrenpoint** and **Newcastle**, and at strategic locations along the routes, park and ride facilities may have a role to play in encouraging use of public transport, particularly for journeys to Belfast. These facilities may be especially important for residents of smaller towns and villages and outlying rural areas.

5.3. Accessibility to essential local services

- 5.3.1. Figure 4 shows accessibility by public transport to health facilities (GP Surgeries and Acute Hospitals). The maps show that there is good accessibility to health services in the morning peak period.
- 5.3.2. People living on the bus routes have travel times of up to 90 minutes. Accessibility is provided by bus services scheduled to provide access to work and education to **Newry, Downpatrick, Warrenpoint** and **Newcastle** town centres.
- 5.3.3. Rural bus services from towns/villages to the main towns of **Newry, Downpatrick, Warrenpoint** and **Newcastle** typically operate return trips every few hours throughout the day and therefore the timeframe for access may not always be convenient. The ferry service between Portaferry and Strangford also provides connectivity to local services in Ards and North Down Borough Council. Without improvements in services car dependency will likely continue. In addition, some rural catchment areas have no access to bus services.
- 5.3.4. Any changes to the provision of local services could result in increases in journey time which may effectively put these services out of reach for residents outside the main towns, without access to private car. Also any reductions in rural bus services could have a direct detrimental impact on these residents. Any additional residential development in rural areas not currently on a bus route will add directly to the number of people who have no access to essential local services except by private car.
- 5.3.5. It is important to note that the viability of rural bus networks is an NI-wide policy issue for the Department and other statutory transport providers and is the subject of separate current work. The findings and recommendations will be fed back to the TP and LDP processes.

5.4. Urban sustainable transport infrastructure in Newry, Downpatrick, Warrenpoint and Newcastle

Newry

- 5.4.1. Figure 5a shows the current provision of pedestrian infrastructure in **Newry**. The length of radial road within the development limit of **Newry** totals 21km. A length totalling 1.5km does not have footways. There is reasonably consistent provision of dropped kerbs at breakpoints and 6.2km of footway exceeds 2.5m in width.

- 5.4.2. Within **Newry** city centre there are 87 crossing facilities for pedestrians and cyclists. The most common form of provision are pedestrian signalised crossings. There are also 24 pedestrian refuge islands.
- 5.4.3. Figure 6a shows details of the cycling infrastructure in **Newry**. There is 9.3km of cycle network infrastructure in **Newry** and this is made up of:
- 3.2km of traffic free cycle route;
 - 3.6km of mandatory cycle lane; and
 - 2.5km of shared use footway.
- 5.4.4. In total 24 cycle stands provide 80 bicycle spaces. There is also a limited cycle network in **Newry** predominantly comprising (73%) mandatory cycle lane or traffic free cycle way. Therefore there are gaps in the provision of pedestrian and cycling infrastructure in **Newry**.
- 5.4.5. Figure 7a shows details of the local bus network in **Newry**. **Newry** has 5 town centre bus services that operate local routes at various headways. Ulsterbus service 338A route serves the western sector of the city from **Newry** Buscentre via Damolly and Drumgullion. Ulsterbus service 338B route serves the northern sector from **Newry** Buscentre via Ballyholland. Ulsterbus service 338C serves the north western sector from **Newry** Buscentre via Derrybeg, Carnaget and Francis Street. Ulsterbus service 338E serves the south eastern sector of the city from **Newry** Buscentre via Bessbrook and Camlough. Ulsterbus service 338F serves also serves the north western sector from **Newry** Buscentre via Father Cullan Park. However, the services typically operate once during the morning period and typically twice throughout the remainder of the day. Each service route also operates twice during the interpeak period on a Saturday, however no Sunday services currently operate. The service provides accessibility to the town centre for residents who may live up to 2km from the centre and find walking or cycling impractical. It is likely that the service will be most attractive to people without a car and for those who have free concessionary fares.
- 5.4.6. The town centre bus service in **Newry** could be improved by:
- Extending the hours of operation, especially to support the city centre evening economy;
 - Extending the days of operation to provide Sunday services to support local residents; and
 - Increasing the number of services to ensure full coverage of all residential areas in the city.

Downpatrick

- 5.4.7. Figure 5b shows details of the pedestrian infrastructure in **Downpatrick**. The length of radial road within the development limit of **Downpatrick** totals 12.6km. A length totalling 3.5km does not have footways. Generally there is consistent provision of dropped kerbs at breakpoints, only a small length of footway exceeds 2.5m in width (1.2km).

- 5.4.8. Within **Downpatrick** town centre there are 27 crossing facilities for pedestrians and cyclists. The most common form of provision is at signal controlled traffic junctions, and there are also 8 pedestrian refuges.
- 5.4.9. Figure 6b shows details of the cycling infrastructure in **Downpatrick**. However no formal cycle network is provided.
- 5.4.10. In total, 1 cycle stand provides a total of 12 cycle spaces. Therefore there are gaps in the provision of pedestrian and cycling infrastructure in **Downpatrick**.
- 5.4.11. Figure 7b shows details of the local bus network in **Downpatrick**. **Downpatrick** has 3 town centre bus services that operate local routes at a range of headways. Ulsterbus service 315a serves the eastern sector of the town from **Downpatrick** Buscentre to Downshire Hospital via St Mary's High School. Ulsterbus service 315b serves the southern sector from the Buscentre via De La Salle. Ulsterbus service 315c serves the north eastern sector from the Buscentre via Quoile Park. Two of the services operate Saturday services, however none of the services operate Sunday services. The services are looped in nature and hence may not be competitive with car travel. The services will be most attractive to people without a car and for those who have free concessionary fares.
- 5.4.12. The town centre bus services in **Downpatrick** could be improved by:
- Extending its hours of operation, especially to support the town centre evening economy;
 - Extending weekend services to support local residents; and
 - Increasing the number of services to ensure full coverage of all residential areas in the town.

Warrenpoint

- 5.4.13. Figure 5c shows details of the pedestrian infrastructure in **Warrenpoint**. The length of radial road within the development limit of **Warrenpoint** totals 8.4km and footways are provided along the extent of each radial route. Overall there is consistent provision of dropped kerbs at breakpoints, however only a small length of footway exceeds 2.5m in width (1.6km).
- 5.4.14. Within **Warrenpoint** town centre there are 8 crossing facilities for pedestrians and cyclists. The most common form of provision is puffin crossings. There are also 3 pedestrian refuge islands.
- 5.4.15. No cycle network routes or infrastructure are provided in **Warrenpoint**.
- 5.4.16. In **Warrenpoint** there are significant gaps in sustainable transport infrastructure both in terms pedestrian and cycling infrastructure. No cycle network or infrastructure is provided.
- 5.4.17. Within **Warrenpoint** no town centre bus services operate. While the provision of such services would be beneficial to residents with no car or from areas where walking and cycling are less attractive, Warrenpoint town centre is compact at around 600m in length and 300m in breadth.

As such, town centre services may not be viable. The inter-urban Ulsterbus routes serve the urban areas in **Warrenpoint** along their routes.

Newcastle

5.4.18. Figure 5d shows details of the pedestrian infrastructure in **Newcastle**. The length of radial road within the development limit in **Newcastle** totals 11.4km. A length totalling 1.6km has no footway. Generally there is consistent provision of dropped kerbs at breakpoints and the majority of footways exceed 2.5m in width (6.6km).

5.4.19. Within **Newcastle** town centre there are 19 crossing facilities for pedestrians and cyclists. The most common form of provision are pedestrian refuge islands. There are also 5 puffin crossings.

5.4.20. Figure 6d shows details of the cycle network and infrastructure in **Newcastle**. There is 0.5km of cycle network infrastructure in **Newcastle** which is provided as follows:

- 0.5km shared cycleway / pedestrian footway.

In addition, 2 advance cycle stop lines are provided in **Newcastle**.

5.4.21. In total 10 cycle facilities provide 76 bicycle parking spaces. In **Newcastle** there are gaps in sustainable transport infrastructure both in terms pedestrian and cycling infrastructure including missing sections of footway and a lack of cycle network routes.

5.4.22. Figure 7c shows details of the local bus network in **Newcastle**. **Newcastle** has 3 town centre bus services that operate local routes at a range of headways. Ulsterbus services 320a serves the southern and western sectors of the town from **Newcastle** station to Maghera via Dundrum. Ulsterbus service 320b serves the northern sector from the station to Dundrum via Maghera. Ulsterbus service 320c also serves the northern sector from the station to Kinghill via St Mary's Boys Primary School. None of the routes operate Sunday services and the service frequency during the weekday and on a Saturday is infrequent. The services are looped in nature and hence may not be competitive with car travel. The services will be most attractive to people without a car and for those who have free concessionary fares.

5.5. Modal choice for journeys to work and education

Introduction

5.5.1. The 2011 census results for journey to work present a summary of movements between council areas. As reported at 2011, it is possible to inspect the results for the legacy Newry and Mourne District Council and the Down District Council areas separately, as shown in Figures 8a and 8b respectively. These show that:

- 74.9% of Newry and Mourne residents and 51.6% of Down residents worked within their own council area; and
- 7.2% of Newry and Mourne residents and 23.9% of Down residents worked in the legacy Belfast City Council.

5.5.2. The 2011 census results also allow contrasts to be drawn between the NMDDC area and NI in terms of travel behaviour, differentiating between working adults and school children and students.

Results

5.5.3. Figure 9 shows that the use of sustainable modes in the NMDDC area are below the NI average for journeys to work, with only 11% walking, cycling or using public transport compared to 16% across NI. It is notable that for short journeys (less than 2km) 34% use active modes (walking and cycling) in the NMDDC area compared to the NI average of 37%, as shown in Figure 10.

5.5.4. In the NMDDC area the use of sustainable modes for journeys to education is less than the NI average, with 44% walking, cycling or using public transport compared to 46% across NI, as shown in Figure 11. For short journeys (less than 2km) 33% use active modes which is less than the NI average of 44%. This differential is repeated for the next shortest journeys (2km to less than 5km) where 5% use active modes compared to 9% in NI, as shown in Figure 12.

5.5.5. Comparing journeys to education and work presents a stark contrast in terms of use of public transport. Public transport accounts for 32% of journeys to education, but only 3% to work. It is notable that only 9% of shortest (less than 2km) education journeys are made by public transport whilst by far the greatest share is car passenger (55%).

Conclusions

5.5.6. The 2011 census concludes that the NMDDC area has low levels of active travel modes. In the NMDDC area 49% of journeys to work less than 2km are made by single occupancy cars. Therefore there appears to be considerable potential to increase the number of journeys made by active travel. This may require new improved infrastructure, picking up on the conclusions of the previous section and a continued emphasis on road safety for vulnerable road users. Land-use planning should therefore seek to encourage residential development within the existing urban area to reduce travel distances. Ideally residential development should be located in proximity to existing centres of employment and schools and convenient to existing radial routes and existing active travel infrastructure.

5.5.7. The 2011 census for the NMDDC area also shows that public transport is popular for children and student journeys to education, presumably where it is provided on a statutory and subsidised basis to a small number of largely centralised locations. However, public transport usage is low for adult journeys to work which tend to be more widely distributed and where

fares are generally not subsidised. Therefore there appears to be considerable potential for additional use of buses for journeys to work to town centre locations provided fares can be made attractive. Land-use planning should therefore seek to encourage employment development in town centres where practical.

5.6. Road network speeds

Introduction

- 5.6.1. An investigation of road network efficiency has been undertaken by inspection of estimates of actual vehicular speeds calculated from global positioning system data sourced by commercial telematics sources (INRIX). The data was collected between October 2013 and 2015 and is available for peak (7 – 9am and 4 – 7pm) and off-peak (9am – 4pm) periods.

Results

- 5.6.2. The off-peak speeds have been inspected for the road network which extends over the NMDDC area, as this is considered most appropriate for most inter-urban journeys including commercial traffic. Figure 13 shows that in general terms the A road network, consisting of the A1, A2, A7, A24, A27 and A28 between the principal towns operates at speeds exceeding 45mph except where it passes through settlements. . In particular, Ballynahinch which lies on the main route from Newcastle to Belfast shows a significant drop in speed to below 30mph even during the off-peak and over its significant urban extent.
- 5.6.3. Peak period speeds have been considered in the urban areas of **Newry**, **Downpatrick**, **Warrenpoint** and **Newcastle** as this will highlight congestion on journeys to and from work. Speeds in the urban area of **Newry**, in Figure 14a, show a general pattern of decreasing speeds toward the centre of the town. Speeds on the A1 dual carriageway to the west of the city centre exceed 51mph. Speeds on the outer length of the northern and southern radial routes exceed 51mph relating approximately to the 60mph / national speed limit restrictions in place. In general terms, speeds drop to 40mph and 30mph or less on the inner lengths relating approximately to the 40mph and 30mph speed restricted area and drops further to 30mph or less at the principal junctions in the town centre.
- 5.6.4. Speeds in the urban area of **Downpatrick**, in Figure 14b, show a general pattern of decreasing speeds toward the centre of the town. Speeds on the outer lengths of the main radials generally exceed 31mph and reflect the 40mph / national speed limit restrictions. Speeds on all approaches to the town centre drop to 30mph or less and relate to approximately the 30mph speed restriction area.
- 5.6.5. Speeds in **Warrenpoint**, in Figure 14c, show a general pattern of decreasing toward the town centre. Speeds on the outer length of the western radial route is 31 – 50mph and relates to the national speed restriction in place. Speeds on the northern and eastern radials exceed 31mph in some sections despite a 30mph speed restriction in place.

- 5.6.6. Speeds in the urban area of **Newcastle**, in Figure 14d, show a general pattern of decreasing toward the town centre. Speeds on the inner length of the radial routes generally decrease to 30mph or less and reflect the 30mph speed restrictions in place. Speeds at the principle junctions in the town centre drop to less than 30mph.

Conclusions

- 5.6.7. In general terms traffic speeds are consistent with the road class and level of development. The principal inter-urban network roads have recorded average speeds over 45mph except where they pass through settlements with Ballynahinch showing the largest drop in speed outside of the four main hubs and over a significant urban length
- 5.6.8. In the urban areas of **Newry, Downpatrick, Warrenpoint** and **Newcastle** speeds reduce in line with the urban restrictions of 30mph and 40mph. Traffic progression is controlled by the throughput of the principal junctions in the town centres which reduce peak speeds to less than 30mph.

5.7. Urban road collision history

Introduction

- 5.7.1. An investigation of road collision history has been undertaken of the urban areas of **Newry, Downpatrick, Warrenpoint** and **Newcastle** using PSNI records dated between 2007 and 2016, with particular attention given to latest period 2012 – 2016. Consideration has been given to the type of road user, the severity of the casualties and the location of the collision in seeking to draw general conclusions. The results are presented in Figures 15a – d for the four towns.

Results

- 5.7.2. The collision records show that pedestrians and cyclists are over-represented in the serious injured casualties and fatalities in the urban areas. In **Newry** between 2012 and 2016, there were a total of 50 people seriously injured of which 24 were pedestrians and 5 were cyclists. Of the 4 fatalities in **Newry**, 1 was a cyclist. In **Downpatrick**, a total of 12 people were seriously injured of which 7 were pedestrians and 1 was a cyclist. There were no fatalities in **Downpatrick** during this period. In **Warrenpoint** a total of 7 people were seriously injured of which 2 were pedestrians. There were also no fatalities in **Warrenpoint** during this period. There were a total of 12 people seriously injured in Newcastle of which 4 were pedestrians. There were no fatalities in **Newcastle** during this period.
- 5.7.3. The locations of the collisions are distributed around the rural road networks in the **Newry, Downpatrick, Warrenpoint** and **Newcastle**. There is also a focus at the road junctions where conflicts between traffic flows and with crossing pedestrians and cyclists naturally occur.

Conclusions

- 5.7.4. Whilst there are fewer journeys made by walking and cycling in **Newry, Downpatrick, Warrenpoint** and **Newcastle**, pedestrians and cyclists are often seriously injured in road collisions. The application of engineering, enforcement and education methods all have a role in minimising urban road casualties. In particular the message that there needs to be mutual respect between all road users is particularly important for the safety of pedestrians and cyclists.

5.8. Parking provision in Newry, Downpatrick, Warrenpoint and Newcastle

Introduction

- 5.8.1. An investigation of existing public car parking provision has been undertaken by surveying and recording the location of all on and off-street spaces in the town centres of **Newry, Downpatrick, Warrenpoint** and **Newcastle**.

Results

- 5.8.2. The results for **Newry** are presented in Figures 16a, 17a and 18a. The surveys show that the centre of **Newry** provides a total of 4,464 public parking spaces of which 3,267 are off-street and 1,197 are on-street. Of the off-street spaces, 879 are free and 2,388 require payment. There are a number of privately operated car parks in **Newry**. Of the on-street spaces, 766 are free and 431 require payment. A total of 545 spaces have day time restrictions (generally 2 hours with no return in 1 hour) and 652 are unrestricted. The on-street spaces are generally the most conveniently located for shopping and personal business purposes in the principal business streets.
- 5.8.3. The results for **Downpatrick** are presented in Figures 16b, 17b and 18b. The town centre of **Downpatrick** has a total of 1,247 public parking spaces of which 1,006 are off-street and 241 are on-street. Of the off-street spaces, 779 are free and 227 require payment. All of the on-street spaces are free, however 105 have day time restrictions (generally 1 hour with no return in 2 hours) and 136 are unrestricted. The on-street spaces are generally the most conveniently located for shopping and personal business purposes in the principal business streets.
- 5.8.4. The results for **Warrenpoint** are presented in Figures 16c, 17c and 18c. The surveys show that the town centre of **Warrenpoint** provides a total of 862 public parking spaces of which 419 are off-street and 443 are on-street. All of the off-street spaces are free. All of the on-street spaces are free, however 20 have day time restrictions (generally 1 hour with no return in 1 hour) and 423 are unrestricted. The on-street spaces in Warrenpoint are generally the most conveniently located to town centre services.
- 5.8.5. The results for **Newcastle** are presented in Figures 16d, 17d and 18d. The surveys show that the town centre of **Newcastle** provides a total of 295 public parking spaces of which 98 are off-street and 197 are on-street. All of the off-street spaces are free. All of the on-street spaces

are free and have day time restrictions (generally 1 hour no return in 1 hour). The on-street spaces in **Newcastle** are generally the most conveniently located to town centre.

Conclusions

- 5.8.6. **Newry** city centre is around 2km in length and 500m in breadth. The publicly owned car parks are distributed throughout the town centre and can be easily accessed from the radial routes. Public parking arranged at the edge of town convenient to the key radial routes could reduce traffic congestion at the key junctions and encourage onward travel by walking and cycling.
- 5.8.7. **Downpatrick** town centre is around 900m in length and 400m in breadth, therefore it is not unreasonable to expect drivers to walk from edge of town to their places of work or other long-stay purposes.
- 5.8.8. **Warrenpoint** town centre is around 600m in length and 300m in breadth. The publicly managed car parks all provide free parking provision and are generally situated to the north, west and south of the town centre.
- 5.8.9. **Newcastle** town centre is around 1.1km in length and 200m in breadth. The off-street parking facilities are all privately operated and are unevenly distributed throughout the town centre. It is worth noting that a number of large car parks lie outside of the town centre which allow a manageable walk to services within the town centre.

5.9. Legacy Road Alignments and Other Protected Land

- 5.9.1. Legacy Road Alignments and other transport related schemes with associated protected lands exist in the extant LDP within the study area. They are regarded as undeveloped alignments/areas identified in previous LDPs that have been protected from development. While not all alignments/schemes will be retained in the future, they should remain protected until more detailed consideration is given to each alignment at the LDP LPP /LTP stage when zoning and scheme level detail will be provided.
- 5.9.2. In some cases these alignments may first appear out of line with current policy and some schemes will not progress in the form previously planned or not at all. However, these alignments will be retained until the LPP when they will be reviewed in conjunction with individual zoning considerations and consequently dropped or retained as they could have potential alternative uses such as for active travel routes.
- 5.9.3. The Legacy Road Alignments included in the previous Ards and North Down Area Plan and Banbridge / Newry and Mourne Area Plan are as follows:
- **Newry** – Rathfriland Road Link;
 - **Newry** - Bridge Street Widening;
 - **Newry** – Southern Relief Road; and
 - **Downpatrick** – Strangford Road to Saul Road Link.

6.0 Transport Context and Objectives

6.1. Introduction

- 6.1.1. This chapter sets out the transport context and transport objectives which are used to guide the development and assessment of options in subsequent chapters.
- 6.1.2. The objectives presented in this LTS have had regard to the existing strategic policy context and the LDP POP for the NMDDC area. It is important to note that the subsequent LTP document will be subject to the relevant assessments and public consultation and hence the objectives and options in this LTS are without prejudice to that process. The LTP for the NMDDC area may also identify other options not included in this LTS.

6.2. Context

- 6.2.1. The New Approach recognised that while some car journeys are unavoidable, it is important that the all Council areas, including the NMDDC area, are developed in a way which enables people to have options, other than driving, to access key services. Although challenging, this requires a rebalancing of transport provision in conjunction with the new LDP to ensure that all modes of transport play their part.
- 6.2.2. This rebalancing must recognise the need for long-term stability and maintenance of the network and hence must play to the natural strengths of each mode of transport. For example, in general, public transport must focus on travel to and from urban centres where there is a 'critical mass' of key services and travel demand. Similarly active travel must provide safe and attractive local connectivity options to challenge the presumption of car travel for short journeys. Roads standards should be in balance with the economic role of the traffic carried whilst care should be taken to ensure vehicles do not dominate town centres and hence reduce vital place-making opportunities.

6.3. Objectives

- 6.3.1. The Transport Objectives link to the objectives in the existing strategic and local policies for the Council area, in particular the LDP POP.

Draft Local Transport Study Objectives

Objective 1	
Enhance accessibility by road and public transport from the centres of Newry, Downpatrick, Warrenpoint and Newcastle to Belfast, Londonderry, gateways and hubs.	Link to LDP POP
	Social (I), (II), (III), (VII), (IX)
	Economic (I), (II), (III), (IV), (VII)
	Environmental (I)

- 6.3.2. One of the PfG high level indicators for transport is to improve travel times on key inter-urban economic corridors. The outworking of this will be to provide highway capacity improvements and attractive limited-stop bus services focused on inter-urban journeys made on the key economic corridors linking the gateways and hubs identified in the RDS.

Objective 2	
Ensure financially viable public transport accessibility to essential services for people living in Newry, Mourne and Down District Council Area.	Link to LDP POP
	Social (I), (II), (III), (V), (VI), (VII), (IX)
	Economic (V), (VI), (VII)
	Environmental (I)

- 6.3.3. It is important that everyone can access essential services such as work, education, health or food shops. Whilst private car may be the preferred mode of travel for those people who own one, it should be possible to access these services without a private car. However, standard bus services are not financially viable where there is not a 'critical mass' of passengers. The LTS and Plan will therefore seek to identify a range of possible innovative public transport options for the area that will be supported by the authorities, (including health and education). Those transport options, although not currently developed, may be deliverable within the lifetime of the plan, subject to NI-wide transport policy. This will take account of the location of current and future essential services.

Objective 3	
Ensure there are attractive and safe active travel networks (walking and cycling) connecting all residential, employment, retail and leisure uses in the urban areas of Newry, Downpatrick, Warrenpoint and Newcastle.	Link to LDP POP
	Social (I), (IV), (V), (VII), (IX)
	Economic (I), (II), (V), (VI)
	Environmental (I)

- 6.3.4. Creating higher density, mixed use places will require transport investment to be fully aligned with the growth strategy set out by NMDDC.
- 6.3.5. Although still in the development stages, by working closely with the Council it is intended that growth will primarily focus on the urban centres of **Newry, Downpatrick, Warrenpoint and Newcastle**. This will effectively maximise the capacity of the existing urban bus and active travel networks and will facilitate the improvement of these networks.
- 6.3.6. It is considered that development should be located in areas which have good accessibility. This will enable residents to access facilities which are within walking and cycling distances and have the option to use bus services for longer journeys. In general the scale of **Newry, Downpatrick, Warrenpoint and Newcastle** are such that most residential areas within the development limits are within walking distance of the centre of the town (approximately 1 mile or 20 minutes). Similarly, the full development areas are within a convenient cycling distance (approximately 3 miles or 20 minutes).
- 6.3.7. In finalising planning permission for all new development it will remain a requirement to ensure the provision of safe transport infrastructure for all users.

Objective 4	
Deliver high quality public realm in the centres of Newry, Downpatrick, Warrenpoint and Newcastle, with reduced vehicle dominance, to make the towns attractive places to live and work and to improve safety for active travel modes.	Link to LDP POP
	Social (I), (IV), (V), (VII), (VIII), (IX)
	Economic (I), (II), (V), (VI)
	Environmental (I)

- 6.3.8. Indicator 25 of the PfG focuses on increasing the proportion of journeys made by walking, cycling and public transport. This will require a change in modal demands in urban areas by reducing private car travel whilst providing safer infrastructure which will encourage and support an increase in active travel and public transport use. Journeys to and within the town centre, where there is critical mass of demand, offer the greatest potential for walking and cycling and public transport and can be influenced by a parking strategy. The transport infrastructure in town centres also merit special priority in terms of place-making.

Objective 5	
Enhance transport connectivity and accessibility to Newry, Downpatrick, Warrenpoint and Newcastle to safeguard their viability.	Link to LDP POP
	Social (I), (II), (VII), (IX)
	Economic (I), (II), (III), (V), (VI), (VII)
	Environmental (I)

- 6.3.9. **Newry, Downpatrick, Warrenpoint and Newcastle** town centres offer a broad range of services which meet the needs of their residents and the NMDDC area. By improving transport infrastructure and hence accessibility between and within our towns it is considered that the role of these town centres will be strengthened, supporting their development and vitality. Development in close proximity to town centres should be focussed on active travel networks and public transport, reducing the need for car use and contributing to the place making responsibilities placed on the council.

Objective 6	
Enhance safety for all modes of transport and reduce the number and severity of casualties.	Link to LDP POP
	Social (VIII)
	Environment (I)

- 6.3.10. By improving transport infrastructure and encouraging a greater awareness of road safety and other road users it is considered that the number and severity of collisions and casualties can be reduced.

Objective 7	
Ensure our transport systems are resilient to climate change and are well maintained.	Link to LDP POP
	Economic (vii) Environment (I), (V)

6.3.11. The PfG focuses on improving transport connections for people, goods and services whilst protecting our natural environment. This will require a shift to more sustainable modes of transport such as walking, cycling and public transport, particularly for longer journeys, and a reduction in private car usage. Reduced demand on the road network will improve journey times, reduce emissions, increase efficiency and improve the health of residents living in the Council area through increased levels of exercise.

6.4. Alignment with wider strategy aims and objectives

6.4.1. Table 3 shows how this LTS objectives align with key objectives from other policy documents, including:

- PfG;
- RDS;
- The New Approach;
- NI Changing Gear: Bicycle Strategy;
- Community Plan; and
- LDP POP.

Table 3. Alignment with wider strategy aims/objectives

TS Objective	PfG	RDS	New Approach	NI Bicycle Strategy	Community Plan	LDP Preferred Options Paper
Objective 1: Enhance accessibility by road and public transport from the centres of Newry, Downpatrick, Warrenpoint and Newcastle to Belfast, Londonderry, gateways and hubs	PfG	RDS	New Approach	NI Bicycle Strategy	NMDDC Community Plan	NMDDC POP
Objective 2: Ensure financially viable public transport accessibility to essential services for people living in Newry, Mourne and Down District Council Area	Outcome 13 Indicator 23 Indicator 25	RG2	Objective 1 Objective 2 Objective 5 Objective 6 Objective 8 Objective 9 Objective 12	Objective 2	Outcome 3	Objective 2 Objective 3
Objective 3: Ensure there are attractive and safe active travel networks (walking and cycling) connecting all residential, employment, retail and	Outcome 13 Indicator 23 Indicator 25	RG2	Objective 1 Objective 5 Objective 8	Objective 2 Objective 3	Outcome 2 Outcome 3 Outcome 4	Objective 1 Objective 2 Objective 3

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leisure uses in the urban areas of Newry, Downpatrick, Warrenpoint and Newcastle			Objective 9			Objective 4
Objective 4: Deliver high quality public realm in the centres of Newry, Downpatrick, Warrenpoint and Newcastle, with reduced vehicle dominance, to make the towns attractive places to live and work and to improve safety for active travel modes	Outcome 2 Indicator 25		Objective 1	Objective 1	Outcome 2	Objective 1
			Objective 4	Objective 2	Outcome 3	Objective 2
			Objective 6	Objective 3	Outcome 4	Objective 3
			Objective 7	Objective 4	Outcome 5	Objective 4
			Objective 8			
			Objective 9			
			Objective 10			
			Objective 11			
			Objective 12			
Objective 5: Enhance transport connectivity and accessibility to Newry, Downpatrick, Warrenpoint and Newcastle to safeguard their viability	Outcome 2 Indicator 25	RG2	Objective 2	Objective 1	Outcome 2	Objective 1
			Objective 6	Objective 2	Outcome 3	Objective 2
			Objective 7	Objective 3	Outcome 4	Objective 4
			Objective 8	Objective 4	Outcome 5	
			Objective 9			
			Objective 10			

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			Objective 11 Objective 12			
Objective 6: Enhance safety for all modes of transport and reduce the number and severity of casualties	Outcome 13 Indicator 23 Indicator 25	RG2	Objective 1 Objective 2 Objective 4 Objective 6 Objective 10	Objective 1 Objective 2	Outcome 3 Outcome 4	Objective 2 Objective 3 Objective 4
Objective 7: Ensure our transport systems are resilient to climate change and are well maintained	Outcome 7 Indicator 23		Objective 7	Objective 4	Outcome 2 Outcome 5	Objective 1

7.0 Assembly of the Local Transport Study

7.1. Introduction

7.1.1. This section presents the assessment of transport options and conclusions of the draft LTS for NMDDC. The Conclusions have been reached by comparing of a number of different illustrative Transport Measures using a standard objectives-based approach. Alternative transport options are assessed against the objectives identified earlier in order to identify a recommended set of Transport Measures for consideration in the Transport Plan. The following sequence of processes are described in turn:

- General approach to assessment;
- Development of options;
- Assessment of options and selection of recommended Transport Measures; and
- Confirmation of Transport Measures Assessment against the objectives.

7.1.2. The transport measures are illustrative only and will be subject to further consideration in the Transport Plan. The Transport Plan may also identify other transport measures taking account of the Local Development Plan LPP, stakeholder views and other evidence.

7.2. General approach to assessment

7.2.1. The previous sections have presented the context and provided a set of objectives for local transport development in the NMDDC area consistent with the Community Planning and LDP processes. These objectives are used to assess alternative options and identify potential illustrative Transport Measures that, along with other evidence sources, will help inform the development of the LTP.

7.2.2. This objectives-based approach is considered consistent with The New Approach and suited to the outcome-based approach being applied across policy making in NI, particularly as the objectives have been formulated to take account of the draft PfG Outcomes. The approach is also preferred to a “problems-based” approach that might tend to simply replicate past strategies and measures and make the achievement of new objectives and outcomes particularly difficult.

7.3. Development of Options

7.3.1. The development of options is initiated by the consideration of the objectives:

- **Objective 1:** Enhance accessibility by road and public transport from the centres of **Newry, Downpatrick, Warrenpoint** and **Newcastle** to Belfast, Londonderry, gateways and hubs.
- **Objective 2:** Ensure financially viable and sustainable public transport accessibility to essential services for people living in the NMDDC Area.

- **Objective 3:** Ensure there are attractive and safe active travel networks (walking and cycling) linking all residential, employment, retail and leisure uses in the urban areas of **Newry, Downpatrick, Warrenpoint and Newcastle**.
- **Objective 4:** Deliver high quality public realm in the centres of **Newry, Downpatrick, Warrenpoint and Newcastle**, with reduced vehicle dominance, to make the towns attractive places to live and work and improve safety for active modes.
- **Objective 5:** Enhance transport accessibility to **Newry, Downpatrick, Warrenpoint and Newcastle** to safeguard their viability.
- **Objective 6:** Enhance safety for all modes of transport and reduce the number and severity of casualties.
- **Objective 7:** Ensure our transport systems are resilient to climate change and are well maintained.

7.3.2. **Objective 1 summarised as External Accessibility**, is specific in requiring improvements in both road and public transport. The potential options appear to be:

- Improved inter-urban roads;
- Improved 'limited-stop' bus services to key hubs;
- Maintained and improved rail connections; and
- Park and Ride and Park and Share also have complementary roles in improving local access or increasing vehicle occupancy respectively.

7.3.3. **Objective 2 summarised as Public Transport Accessibility**, essentially focuses on rural bus services and connections to essential services such as, for example, health, food, shops and banks. The potential options appear to be:

- Maintained and improved town centre bus services;
- Maintained and improved Ulsterbus rural services;
- Alternative Ulsterbus rural operations including integration with 'limited-stop' services;
- Integrated public transport services including innovative transport models such as 'ride-share';
- Maintained and improved rail services;
- Land-use policy changes which focus residential development in towns;
- New or improved public transport serving new developments funded by developers; and
- Alternative models of delivery of essential services including mobile services and use of the internet.

7.3.4. **Objective 3 summarised as Attractive and Safe Active Travel Networks**, essentially focuses on safe and attractive walking and cycling connections within **Newry, Downpatrick, Warrenpoint and Newcastle**. The potential options appear to be:

- Provision of improved walking facilities in towns;
- Provision of improved cycle parking provision in towns;
- Identification and implementation of measures to address road user behaviour related to walking and cycling; and
- Maintained and improved network of attractive cycling routes in towns.

- Focus on radial routes
- Local improvements which together provide longer routes

7.3.5. There are other options which relate to how this infrastructure is provided and at additional locations such as:

- For new developments, walking and cycling infrastructure both within the development and linking to existing or planned networks are provided by developers; and
- Maintain and expand provision of greenways between settlements.

7.3.6. **Objective 4 summarised as High Quality Public Realm in town centres**, generates a number of largely complementary transport options:

- Town Centre Parking Strategies that reduce circulating traffic searching for parking spaces;
- Traffic management schemes that remove traffic routes through the town centre;
- Priority to be given to pedestrians in moving to and around town centre streets; and
- Pedestrianisation of town centres.

7.3.7. **Objective 5 summarised as Accessibility to Town Centres**, generates a number of quite different transport options:

- Public Transport improvements options and identified against Objective 2;
- Improved walking and cycling options identified against Objective 3;
- Town Centre Parking Strategies that provide for demand for long and short stay parking at locations that reduce town centre congestion;
- Traffic management schemes that give priority to movements to the town centre; and
- Traffic management measures to reduce travel times to town centres by all sustainable modes.

7.3.8. **Objective 6 summarised as Safety** and the options appear to be:

- Implement safety measures to reduce collisions;
- Improved walking and cycling options identified against Objective 3;
- Priority to be given to pedestrians in moving to and around town centre streets identified against Objective 4;
- The provision of greenways between towns identified against Objective 3; and
- Traffic management schemes that give priority to pedestrian, cycling and public transport movements to the town centre identified against Objective 4.

7.3.9. **Objective 7 summarised as Resilience, is quite specific.** The potential options appear to be:

- Ensure transport infrastructure is designed and provided to current 'best practice' standards regarding extreme weather events; and
- Ensure transport infrastructure is maintained to 'best practice' standards to maximise performance at all times and that whole life costs are minimised.

7.4. Assessment of options and selection of recommended Transport Measures

Objective 1: External Accessibility

- 7.4.1. The following options **are progressed** as feasible within the LTS time frame of 2030 and are consistent with the objectives.
- Maintained and improved rail connections;
 - Improved 'limited-stop' bus services to key towns; and
 - Park & Ride and Park & Share also have complementary roles in improving local access or increasing vehicle occupancy respectively.
- 7.4.2. The following option is unlikely to be feasible within the LTP timeframe or would not meet the objectives:
- Improved inter-urban roads - it is considered that further improvements of these roads does not facilitate travel by sustainable modes and does not align with the Strategy's objectives.

Objective 2: Public Transport Accessibility

- 7.4.3. It is proposed that these transport options are considered in the context of NI-wide policy issues for the Department and other statutory transport providers and would be the subject of separate work. It is the intention that the findings and recommendations will be fed back to the LTP and LDP processes as and when the next steps for the wider public transport network are identified and agreed. In outline, the proposal is to develop innovative integrated public transport services, using for example transport models such as 'ride-share'.
- 7.4.4. It is also recommended however that the options for land-use policy to focus residential development in towns and to consider alternative models of delivery of essential services including mobile services and use of the internet are taken account of in the NMDDC LDP Plan Strategy and during the subsequent LPP stage.

Objective 3: Urban Active Travel Networks

- 7.4.5. The following options **are progressed** as feasible within the LTS time frame of 2030 and are consistent with the objectives:
- Provision of improved walking facilities in towns;
 - Provision of improved cycle parking provision in towns;
 - Maintained and improved network of attractive and connected radial cycling routes in towns and greenways between settlements; and
 - For new developments, walking and cycling infrastructure both within the development and linking to existing or planned networks are provided by developers.

- 7.4.6. Radial routes in towns would reinforce the expectation for direct high quality cycle routes which can provide a realistic option for journeys to and through the town centre. The designation of routes also facilitates the proposal to seek developer contributions for infrastructure over and beyond the development site.

Objective 4 High Quality Public Realm in town centres

- 7.4.7. The following options **are progressed** as feasible within the LTS time frame of 2030 and are consistent with the objectives:
- Town Centre Parking Strategies that reduce circulating traffic searching for parking spaces;
 - Traffic management schemes that remove traffic routes through the town centre; and
 - Priority to be given to pedestrians in moving to and around town centre streets.
- 7.4.8. The following option is unlikely to be feasible within the LTP time period or would not meet the objectives:
- Pedestrianisation of town centres – this measure is considered out-moded and likely to fail by removing key servicing access and after hours' animation. The other options seek to deliver the positive points of pedestrianisation relating to reducing vehicle dominance.

Objective 5 Accessibility to Town Centres

- 7.4.9. The following options **are progressed** as feasible within the LTS time frame of 2030 and are consistent with the objectives:
- Public Transport improvements options and identified against Objective 2;
 - Improved walking and cycling options identified against Objective 3;
 - Town Centre Parking Strategies that provide for demand for long and short stay parking at locations that reduce town centre congestion; and
 - Traffic management schemes that give priority to pedestrian, cycling and public transport movements to the town centre.
- 7.4.10. The exception which is not progressed is outlined below with the associated rationale:
- New urban roads and traffic management to reduce travel times to town centres by all road-based modes – this would act directly against the Objective 4 High Quality Public Realm in town centres by promoting car use in town centres and against the schemes to give priority to pedestrian and cycling movements to the town centre.
- 7.4.11. However it is noted that there are likely to be instances when key development will require essential new urban road infrastructure simply to access and service the development and to facilitate active travel modes. In such instances the urban road infrastructure will be provided by developers. Therefore the following option is progressed:
- New urban road links (and supporting sustainable transport infrastructure) to facilitate key development funded by developers.

Objective 6 Safety

7.4.12. The following options **are progressed** as feasible within the LTS time frame of 2030 and consistent with the objectives:

- Implement safety measures to reduce collisions;
- Improved walking and cycling options identified against Objective 3;
- Priority to be given to pedestrians in moving to and around town centre streets identified against Objective 4;
- The provision of greenways between settlements as identified against Objective 3; and
- Traffic management schemes that give priority to pedestrian, cycling and public transport movements to the town centre identified against Objective 4.

Objective 7 Resilience

7.4.13. Both of the options **are progressed** as feasible within the LTS time frame of 2030 and consistent with the objectives. It is proposed that the options can be combined as follows:

- Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise performance at all times.

7.5. Confirmation of Transport Measures Assessment against the Objectives

7.5.1. This LTS for NMDDC is primarily focused on the urban centres of **Newry, Downpatrick, Warrenpoint** and **Newcastle** where there are opportunities to deliver the most significant impact on the greatest number of residents and employees in conjunction with the LDP. However this LTS also includes two inter-urban measures (measures 1 and 3 listed in paragraph 7.5.2 below) that also link to the RSTNTP. This LTS is purposely composed of illustrative measures rather than schemes as this provides flexibility in the definition and design of schemes in order to integrate with land-use opportunities that arise in the LPP stage of the LDP, stakeholder views and other evidence.

7.5.2. This LTS is proposed as comprising the following 11 illustrative measures:

1. Improved 'limited-stop' bus services to key hubs;
2. Maintained and improved town centre bus services;
3. Maintained and improved rail services and connections;
4. Integration of passenger transport services including innovative transport models such as 'ride-share';
5. New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developers;
6. Town Centre Parking Strategies including integrated management of long and short-stay spaces;
7. Provision of improved walking facilities in towns;
8. Provision of an improved network of attractive and connected radial cycling routes in towns and greenways between settlements;
9. Traffic management schemes in urban areas to re-balance modal hierarchy;

10. Ensure that user behaviour regarding safe use of the transport network is monitored and addressed; and
11. Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise performance at all times.

7.5.3. Each of the illustrative measures are confirmed against the transport objectives below. The table below summarises how each of the 11 measures support the 7 Transport Objectives. A double tick (vv) designates strong or direct support for the objective whilst a single tick (v) designates lesser or indirect support. Each measure is subsequently described separately below.

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Illustrative Measure	Objectives						
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Safety	7: Resilience
1: Improved 'limited-stop' bus services to key hubs	√√	√√			√√		
2: Maintained and improved town centre bus services	√√	√√			√√		
3: Maintained and improved rail services and connections	√√	√√			√		
4: Integration of passenger transport services including innovative transport models such as 'ride-share'	√	√√			√		
5: New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developers		√	√√		√√	√	
6: Town Centre Parking Strategies including integrated management of long and short-stay spaces		√		√√	√√		

7: Provision of improved walking facilities in towns		√	√√	√	√√	√√	
8: Improvements to existing cycle network and provision of a new network of attractive and connected radial cycling routes in towns and greenways between settlements			√√	√	√√	√√	
9: Traffic management schemes in urban areas to re-balance modal hierarchy		√	√√	√	√√	√	
10: Ensure that user behaviour regarding safe use of the transport network is monitored and addressed				√		√√	
11: Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise performance at all times.							√√

1. Improved 'limited-stop' bus services to key hubs

Potential Measure	Objectives						
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in	5: Accessibility to Town Centres	6: Safety	7: Resilience
Improved 'limited-stop' bus services to key hubs	√√	√√			√√		

- 7.5.4. New 'limited-stop' bus services may be identified and prioritised on the Key Transport Corridors to improve external accessibility from the NMDDC area. These services will build upon the existing bus network and will be considered in the RSTNTP, which is currently being prepared.
- 7.5.5. These 'limited-stop' bus services will improve external accessibility by reducing public transport journey times and increasing service frequency between key hubs.
- 7.5.6. These services will indirectly improve public transport accessibility from the wider rural area as this objective is primarily met by local Ulsterbus services.
- 7.5.7. These services will also directly improve accessibility to the town centres by reducing journey times from the catchment areas, potentially in combination with park and ride sites.

2. Maintained and improved town centre bus services

Potential Measure	Objectives						
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in	5: Accessibility to Town Centres	6: Safety	7: Resilience
Maintained and improved town centre bus services	✓✓	✓✓			✓✓		

- 7.5.8. A number of Ulsterbus town centre bus services currently operate in **Newry, Downpatrick** and **Newcastle** town centres. At present no town centre bus services operate in **Warrenpoint**. It is recommended that the services' hours of operation are extended to support the evening economies in **Newry, Downpatrick** and **Newcastle**. Consideration should also be given to increasing the number of services to ensure full coverage of all residential areas in these towns.
- 7.5.9. These services will improve public transport accessibility and accessibility to the town centre for all residents living in the towns of **Newry, Downpatrick** and **Newcastle**.
- 7.5.10. Within the timeframe of the SRTP, it is further recommended that the feasibility of providing town centre bus services in **Warrenpoint** are investigated.

3. Maintained and improved rail services and connections

Potential Measure	Objectives						
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Safety	7: Resilience
Maintained and improved rail services and connections	√√	√√			√		

7.5.11. The **Portadown / Newry** rail line is located within the NMDDC area and serves **Newry** station. The Belfast – Dublin Enterprise rail service also serves **Newry** station.

7.5.12. It is recommended that service enhancements to the **Portadown / Newry** line should be prioritised in order to enhance the current attractiveness of the line. This measure will also be considered as part of the RSTNTP and SRTP.

4. Integration of passenger transport services including innovative transport models such as 'ride-share'

Potential Measure	Objectives					
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Resilience and Safety
Integration of passenger transport services including innovative transport models such as 'ride-share'	√	√√			√	

7.5.13. The integration of passenger transport services has the potential to increase the public transport opportunities for rural communities. These transport options will be considered in the context of NI-wide policy issues for the Department and transport providers.

7.5.14. Increased public transport opportunities for rural communities would have a direct and markedly positive impact on the public transport accessibility objective as residents living beyond the current Translink bus network would be able to use the new services, potentially on a door to door basis.

7.5.15. Increased public transport opportunities for rural communities would also have a positive impact on external accessibility as a proportion of rural residents who do not have the use of a car would now be able to travel by public transport to the local bus and rail stations and then interchange to inter-urban Ulsterbus and rail services.

7.5.16. Increased public transport opportunities for rural communities would also have a positive impact on accessibility to town centres as the new services, though carefully fitted to users travel needs, will invariably include a proportion of journeys to town centres where key services are centred.

5. New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developers

Potential Measure	Objectives						
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Safety	7: Resilience
New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developers		✓	✓✓		✓✓	✓	

7.5.17. The LDP Local Policies Plan stage will, in all likelihood, generate new zonings or developments that will require new infrastructure to enable their delivery. In some cases new urban road links will be needed simply to provide direct access however walking cycling and public transport infrastructure and services are also likely to be needed. That infrastructure will need to be funded by developers and planned and delivered in conjunction with the Council(s) and the Department.

7.5.18. The new infrastructure would impact directly on the objective to improve urban active travel networks.

7.5.19. The new infrastructure would improve accessibility to the town centres.

7.5.20. Where new public transport services are secured, these may improve public transport access to key town centre services.

6. Town Centre Parking Strategies including integrated management of long and short-stay spaces

Potential Measure	Objectives						
	1: External Accessibility	2: Public Transport	3: Urban Active Travel Networks	4: High Quality Public Realm in	5: Accessibility to Town Centres	6: Safety	7: Resilience
Town Centre Parking Strategies including integrated management of long and short-stay spaces		√		√√	√√		

7.5.21. Town Centre Parking Strategies will be required in **Newry, Downpatrick, Warrenpoint** and **Newcastle** as stipulated in the SPPS. Parking strategies have a key role to play in improving how the urban transport networks operate as public parking locations represent the ultimate destination for many car journeys. The location of public parking and its designation as long or short-stay using payment controls will be identified in the LTP and LDP at the LPP stage.

7.5.22. In **Newry, Downpatrick, Warrenpoint** and **Newcastle** parking strategies would have a direct impact on the potential to provide high quality public realm. By removing extraneous traffic which often dominates the town centres it will be possible to design and deliver public realm geared to increase social interaction and animation.

7.5.23. The parking strategies would have a direct impact on accessibility to the town centres. It will be important that the strategies improve turnover of parking spaces, and by reducing traffic searching for spaces, to improve travel times and safety by public transport and active travel.

7.5.24. The parking strategies would have an indirect impact on public transport accessibility as it is envisaged that the charges needed to increase the turnover of spaces may lead to public transport becoming a more attractive and financially viable option.

7. Provision of improved walking facilities in towns

Potential Measure	Objectives						
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in town centres	5: Accessibility to Town Centres	6: Safety	7: Resilience
Provision of improved walking facilities in towns		✓	✓✓	✓	✓✓	✓✓	

7.5.25. The provision of improved walking facilities in **Newry, Downpatrick, Warrenpoint** and **Newcastle** will likely be a central measure of the LTP. In these settlements the level of walking trips are low and the pedestrian networks could be improved. Whilst improvements to the walking facilities may require retro-fitting work and may impact on traffic capacity this measure has a role in delivering greater walking activity and supports a number of objectives. In addition, attractive local and town-centre active travel routes must be an integral part of any LDP.

7.5.26. Improved walking facilities will have a direct impact on urban active travel networks. In particular in designing off-road walking routes consideration should be given to their potential as shared cycle facilities.

7.5.27. Improved walking facilities would have a direct impact on accessibility to the town centres. By making it easier to cross roads and generally making walking routes to the town centre more attractive, it will be more convenient for people without cars to travel to the town centre. Walking routes can provide convenient access to the town centre from residential areas within a range of up to 1 mile (assuming a travel time of 20 minutes); in general terms, this represents the majority of residential areas within the development areas of **Newry, Downpatrick, Warrenpoint** and **Newcastle**. In addition, should parking strategies displace long stay parking to the edge of town, the accessibility of the town centre for car users would be largely unaffected as the consequent longer walk access would be improved in quality.

7.5.28. Improved walking facilities would have an indirect impact on public transport accessibility as local town centre walk access is often the final component of a public transport journey.

7.5.29. Improved walking facilities would have an indirect impact on high quality public realm as they are often designed together in an integrated fashion.

8. Provision of a network of attractive radial cycling routes in towns and greenways between settlements

Potential Measure	Objectives						
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in	5: Accessibility to Town Centres	6: Safety	7: Resilience
Improvements to existing cycle network and provision of a new network of attractive and connected radial cycling routes in towns and greenways between settlements			√√	√	√√	√√	

- 7.5.30. The provision of improved cycling facilities in **Newry, Downpatrick, Warrenpoint** and **Newcastle** will likely be a central measure of the LTS. Only a small proportion of residential areas are currently served by cycling routes, and therefore there is an opportunity to expand cycling infrastructure in the council area. Whilst the provision of a network of radial cycling routes in **Newry, Downpatrick, Warrenpoint** and **Newcastle** may impact on traffic capacity, the measure has a role in delivering sustainable accessibility across the urban areas. The designation and identification of a network of routes must be an integral part of any LDP so that the network can be delivered in co-ordination with development proposals.
- 7.5.31. Attractive cycle routes would have a direct impact on urban active travel networks. In particular in designing off-road cycle routes consideration will be given to their potential as shared walking facilities. Cycle routes can provide convenient access to places of employment and education within a range of up to 3 miles (assuming a travel time of 20 minutes) which would encompass the entire development area of the towns.
- 7.5.32. Improved cycle routes would have a direct impact on accessibility to the town centres. By making these attractive, it will be more convenient for people without cars (including children), to travel (independently) to the town centre.
- 7.5.33. Improved cycle routes would have an indirect impact on high quality public realm as they are often designed together in an integrated fashion as part of local routes or longer greenways. Care will be needed to ensure that the cycle route function and use does not discourage use by pedestrians, elderly people or other people with particular impairments.

9. Traffic management schemes in urban areas to re-balance modal hierarchy

Potential Measure	Objectives						
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in	5: Accessibility to Town Centres	6: Safety	7: Resilience
Traffic management schemes in urban areas to re-balance modal hierarchy		✓	✓✓	✓	✓✓	✓	

- 7.5.34. The imposition of sustainable transport measures, such as those proposed in this LTS, will involve an impact on traffic capacity and on traffic flows. Consequently there will be a requirement for the Department to consider how road-space is designated and used by a range of modes (pedestrian, cyclist, bus, goods service vehicle and general traffic) and exactly what priority is given to each. Traffic management schemes can complement physical infrastructure schemes by amending regulations, signing and lining to achieve that priority and provide safer and more coherent networks.
- 7.5.35. Traffic management schemes would impact directly on the objective to improve and create continuous high quality urban active travel networks where traffic capacity has to be re-assigned using amended road markings, junction layouts or phasing of signal settings.
- 7.5.36. Traffic management schemes would be required to ensure that accessibility to the town centre is improved. Consideration will be given to re-balancing priority to pedestrians and public transport in town centre shopping streets whilst private car routes to designated parking locations as identified in the parking strategy should not be unduly inconvenienced.
- 7.5.37. Traffic management would also indirectly impact on public transport accessibility from the wider catchment as town centre bus priority could make a significant difference in the viability of routes at off-peak periods.
- 7.5.38. Traffic management would also indirectly impact on public realm as traffic engineers will likely need to engage in the co-design of schemes that require changes in local traffic designations or regulations to ensure their success.

10. Ensure that user behaviour regarding safe use of the transport network is monitored and addressed

Potential Measure	Objectives						
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in	5: Accessibility to Town Centres	6: Safety	7: Resilience
Implement road safety measures to reduce collisions				✓		✓✓	

7.5.39. This measure focuses on the human aspects of road safety and complements the previous measure which is concerned with the physical infrastructure. The measure is especially relevant in the NMDDC area where its high road collision and casualty record likely follow general trends with single vehicle collisions and driver behaviour.

7.5.40. The consideration of user behaviour is also particularly important for objectives relating to walking, cycling and greenway networks and of public realm schemes which may involve relatively innovative design features requiring supporting public information.

7.5.41. This measure is however effectively cross-cutting and, it could be argued, has positive impacts on each of the other objectives.

11. Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise performance at all times

Potential Measure	Objectives						
	1: External Accessibility	2: Public Transport Accessibility	3: Urban Active Travel Networks	4: High Quality Public Realm in	5: Accessibility to Town Centres	6: Safety	7: Resilience
Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise performance at all times.							√√

7.5.42. The provision of transport infrastructure designed, provided and maintained to 'best practice' standards to maximise performance at all times relates directly to the objective of resilience and safety.

7.5.43. This measure whilst effectively cross-cutting has no direct bearing impact on any of the other objectives.

7.5.44. It may be worth noting however, that despite 'best practice' in extreme conditions such as road collisions or traffic signals failures or flooding, road infrastructure, especially urban, can reach capacity leading to grid-lock. Similar grid-lock would never occur on active travel networks. Resilience to system failures, such as traffic signal failures, can be increased by providing 'back-up' systems whilst overall urban travel resilience can be increased by ensuring that realistic active travel options are provided.

8.0 Conclusion – the Local Transport Study

8.1. This draft Local Transport Study for NMDDC is confirmed as the following 11 illustrative measures:

8.1.1. **1: Improved 'limited-stop' bus services to key hubs**

New 'limited-stop' bus services may be identified and prioritised on the Key Transport Corridors to and from **Newry, Downpatrick, Warrenpoint** and **Newcastle**. These services will build upon the existing bus network and will be considered in the Regional Strategic Transport Plan, which is currently being prepared.

8.1.2. **2: Maintained and improved town centre bus services**

Extending the operational hours and service frequency of town centre bus services in **Newry, Downpatrick** and **Newcastle** are required to maintain the current level of service provision, support the evening economies and ensure full coverage of all residential areas in the towns. The feasibility of operating town centre bus services in **Warrenpoint** should also be investigated within the timeframe of the LTP.

8.1.3. **3: Maintained and improved rail services and connections**

It is recommended that service enhancements to the Portadown / Newry line should be prioritised in order to enhance the current attractiveness of the line. This measure will also be considered as part of the RSTNTP and SRTTP.

8.1.4. **4: Integration of passenger transport services including innovative transport models such as 'ride-share'**

The viability of this measure would be considered in the context of NI-wide policy issues for the Department and transport providers and would be the subject of separate work.

8.1.5. **5: New urban road links and supporting sustainable transport infrastructure to facilitate key development funded by developers**

The LDP LPP stage will likely generate new zonings or developments that will require new infrastructure to enable their delivery. In some cases new urban road links will be needed simply to provide direct access however walking cycling and public transport infrastructure and services are also likely to be needed. That infrastructure will need to be funded by developers and planned and delivered in conjunction with Council(s) and the Department.

8.1.6. **6: Town Centre Parking Strategies including integrated management of long and short-stay spaces**

Town Centre Parking Strategies will be required in **Newry, Downpatrick, Warrenpoint** and **Newcastle**. The location of public parking and its designation as long or short-stay using payment controls will be identified in the LTP and LDP at the LPP stage. The strategies should remove extraneous traffic which dominates the town centres and improve the turnover of parking spaces.

8.1.7. **7: Provision of improved walking facilities in towns**

The provision of improved walking facilities in **Newry, Downpatrick, Warrenpoint** and **Newcastle** will likely be a central measure of the LTP. The current pedestrian networks could be improved, and

local levels of walking are low. However improvements to walking facilities may require retro-fitting work and may impact on traffic capacity.

8.1.8. 8: Provision of a network of attractive and connected radial cycling routes in towns and greenways between settlements

The provision of improved cycling facilities in **Newry, Downpatrick, Warrenpoint** and **Newcastle** will likely be a central measure of the LTP. The current cycle networks could be improved and serve only a small proportion of the residential areas. The provision of a network of connected radial cycling routes in **Newry, Downpatrick, Warrenpoint** and **Newcastle** may impact on traffic capacity. The designation and identification of a network of routes would allow its delivery in co-ordination with development proposals.

8.1.9. 9: Traffic management schemes in urban areas to re-balance modal hierarchy

Consideration of how road-space is designated and used by a range of modes (pedestrian, cyclist, bus, goods service vehicle and general traffic) in **Newry, Downpatrick, Warrenpoint** and **Newcastle**. Traffic management schemes can complement physical infrastructure schemes by amending regulations, signing and lining to achieve appropriate priority and provide safer and more coherent networks.

8.1.10. 10: Ensure that user behaviour regarding safe use of the transport network is monitored and addressed.

Road safety depends heavily on drivers, pedestrians and cyclists understanding how they should use the infrastructure and the risks of inattention and excessive speed etc. This is especially important for any new pedestrian and cycling facilities and for rural roads.

8.1.11. 11: Transport infrastructure to be designed, provided and maintained to 'best practice' standards to maximise performance at all times.

Resilience to system failures, such as traffic signal failures, can be increased by providing 'back-up' systems whilst overall urban travel resilience can be increased by ensuring that realistic active travel options are provided.